

उपनगरी गाड़ियों (suburban trains) में लगाने के लिये इस तरह के विज्ञापन पहले से लिये जा रहे हैं। अभी हाल में आदेश दिया गया है कि रेल-प्रशासन मुख्य लाइन की गाड़ियों के डिब्बों में लगाने के लिये भी मानक आकार के (standard size) व्यावसायिक विज्ञापन (commercial advertisements) ले सकते हैं।

Goods Transport from Marmagoa

261. Shri Sugandhi: Will the Minister of Railways be pleased to state:

(a) what was the daily average traffic (goods) handled by the Southern Railway through Marmagoa port prior to the closure of Goa border;

(b) what were the major commodities of the traffic at that time;

(c) the total quantity of goods transported, both ways, for the years 1953-54, 1954-55 and 1955-56;

(d) how this traffic is being moved now;

(e) has much congestion occurred in the junctions of Ghorapuri, Guntakal and Bangalore; and

(f) whether it is a fact that manganese ore is now being booked to Hubli and then transported to Karwar by motor trucks for further shipments by the S.T.C.?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) About 7,500 tons, some part of which was moved by railway and the rest by other means of transport.

(b) Metallic ores, coal, grain and pulses, Kerosene oil and general goods, the most important being metallic ores.

(c) The quantities transported by railway were:—

1953-54	600,000 (approximate)
1954-55	360,000 (approximate)
1955-56	110,000 (approximate)
(upto November)	

(d) The traffic that was moving by rail to and from stations in the Indian Union is now moving to and from other ports, principally Bombay, Madras, Vizagapatam, Cocanada and Masulipatam and in the case of Coal direct from the collieries by rail.

(e) No.

(f) Yes.

Train Punctuality

262. Shri Sugandhi: Will the Minister of Railways be pleased to state:

(a) the percentage of punctuality of the passenger trains to scheduled time in the Gadag Sholapur M.G. section of Southern Railway during the months of April, May and June for the last four years;

(b) if trains have been unpunctual in general the reasons therefor; and

(c) whether Government will introduce diesel engines for passenger trains to give relief to the travelling public in this area?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a)

	Percentage of punctuality		
	1955	1956	1957
April	57	60	50
May	44	41	36
June	42	41	34

NOTE.—Records pertaining to the year 1954 are not available.

(b) Scarcity of water and bad quality available during summer result in out of course detention for water and defects in engines respectively.

(ii) Seasonal rush of passenger traffic in summer.

(iii) Detentions to trains at Hotgi for connecting with Broad Gauge trains running late.

(iv) Long non-controlled block sections which upset the operation of train services if one train runs behind schedule.

(v) The necessity to use light type engines due to four major bridges on the section not being upto the requisite standard.

The running of trains is specially watched on the Section. There is an improvement in the performance from August onwards.

(c) There is no proposal to utilise diesel engines on this section.

यात्री सुविधायें

२६३. श्री मोहन स्वयंवर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह ज्ञात है कि पूर्वोत्तर रेलवे के बरेली-लखनऊ सेक्शन पर भोजीपुरा व सेषल स्टेशनों के बीच स्थित दिवनापुर रेलवे स्टेशन पर न तो कोई शौड है और न कोई इमारत ;

(ख) स्टेशन के महत्व को देखते हुए क्या सरकार वहाँ एक शौड बनाने के प्रौचित्य पर विचार करेंगी ; और

(ग) क्या सरकार इस बात पर भी विचार करेगी कि पीलीभीत जाने वाली एक्सप्रेस रेल-गाड़ी को छोड़ कर बाकी सभी रेलगाड़ियां दिवनापुर स्टेशन पर रुका करें ?

रेलवे उपमंत्री (श्री शाहनवाज खाँ) :

(क) इस स्टेशन पर अभी कोई शौड नहीं है ।

(ख) दिवनापुर स्टेशन पर शौड बनाने और दूसरी सुविधायें देने के बारे में जांच हो रही है ।

(ग) इस सेक्शन पर दोनों तरफ से पांच पांच गाड़ियां चलती हैं । इनमें से हर तरफ से दो गाड़ियां इस स्टेशन पर रुकती हैं । यहाँ और अधिक गाड़ियां टहराने के सवाल पर विचार किया गया था लेकिन इसके लिये यातायात काफी नहीं है ।

बरेली स्टेशन के निकट पुल

२६४. श्री मोहन स्वयंवर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह ज्ञात है कि बरेली सिटी स्टेशन के निकट लाइन पार

करने वाले यात्रियों को रेलवे फाटक न होने के कारण काफी कठिनाई होती है ; और

(ख) यदि हाँ, तो क्या सरकार का बर्हांडर ब्रिज या ओवर ब्रिज के निर्माण के लिये कार्यवाही करने का विचार है ?

रेलवे उपमंत्री (श्री शाहनवाज खाँ) :

(क) सरकार को किसी तरह की कठिनाई का पता नहीं है, क्योंकि स्टेशन के दोनों तरफ समपार (level crossings) बने हैं । इन के अलावा याई के बीच से होकर भी एक समपार है ।

(ख) सवाल नहीं उठता ।

Congestion on South Eastern Railway

265. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on account of the disruption of banking operations in Calcutta the congestion on South Eastern Railway rose to such a pitch that only 20 wagons could be despatched daily; and

(b) if so, how much the Railway lost on account of this congestion?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) On account of the bank strike in Calcutta, there was delay to release of loaded wagons by the consignees at Shalimar and Ramkristapur goods depots, as a result of which about 500 wagons accumulated and remained under load for a period of about three weeks. On account of the accumulation of loaded wagons, restriction in booking of goods traffic to these two depots was imposed from 20-9-57 to 11-10-57.

(b) It is not possible to assess the financial loss to the railway with any degree of accuracy on account of this hold up of wagons.