

Hyderabad has been selected and is being surveyed in detail. A preliminary estimate for the construction of the gliderdrome is under preparation.

The Gliding Centre will be started as soon as the work on the development of the gliderdrome is completed.

#### Paradip Port

91. { Shri D. C. Sharma:  
Shri Chintamani Panigrahi:  
Shri Ram Krishan Gupta:  
Shri B. C. Mullick:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 69 on the 2nd August, 1960 and state the upto-date progress made regarding the development of port facilities at Paradip in Orissa?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** The results of further model tests being conducted by the Poona Research Station are still awaited.

Loans to the Government of Orissa for development of Paradip during the current year will, as usual, be given towards the end of the current financial year.

Existing port facilities at Paradip are:—

- (i) Short facilities:
- 3 temporary wooden jetties;
  - 2 open storage areas; and
  - Vast area of land estate.
- (ii) Harbour Craft:
- 2 tugs;
  - 1 pilot vessel;
  - 1 service launch;
  - 1 survey launch; and
  - 1 lighter.

Development schemes costing Rs. 99 lakhs as recommended by the Intermediate Ports Development Committee, have been included in the tentative Third Plan for development of Paradip Port. As soon as these

schemes are executed, the port will be able to handle 2.5 lakh tons of traffic.

#### Committee on Inland Water Transport

92. { Shri D. C. Sharma:  
Shri Ram Krishan Gupta:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 37 on the 2nd August, 1960 and state:

(a) the latest position about the examination of recommendations of the Gokhale Committee on Inland Water Transport; and

(b) which of the recommendations have been implemented so far?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) and (b). There has been no change in the statement laid on the Table of the Lok Sabha in reply to Starred Question No. 37 on the 2nd August, 1960.

#### Overcrowding in Trains

93. { Shri Tangamani:  
Shri S. M. Banerjee:

Will the Minister of **Railways** be pleased to state:

(a) whether overcrowding on main line trains still continues; and

(b) if so, what further steps are being taken to reduce overcrowding?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) Yes, on some sections on certain main line trains;

(b) Within the provision available in the 2nd Five Year Plan, it has not been possible to increase passenger transport capacity to an extent to eliminate overcrowding altogether. However, the available resources have been so utilised that the extent of overcrowding between different

railways as well as different sections of the same Railway, are evened out and overcrowding reduced to the extent possible.

The more important steps taken to relieve overcrowding are—

- (i) running of additional trains subject to line capacity being available and provision of additional rolling stock both for running new trains and for strengthening of existing trains.
- (ii) retention of over-aged coaches in service by proper repairs.
- (iii) withdrawal of dining cars and air-conditioned coaches where not fully utilised and their replacement by III class coaches; and
- (iv) introduction of diesel rail cars wherever possible to cope with the short-distance traffic.

#### **Kharagpur-Waltair Passenger Trains**

**94. Shri Chintamani Panigrahi:** Will the Minister of Railways be pleased to state:

(a) whether he had assured that the 325 and the 326 Up and Down Kharagpur-Waltair Passengers will be running from the middle of 1960 on the South Eastern Railway; and

(b) if so, why these two train services have not been restored by now?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) and (b). Prior to 22nd May, 1959, Nos. 325Up/326Dn Passenger trains used to run between Khargpur and Waltair. With effect from 22nd May, 1959, the runs of these trains have been curtailed on the Khargpur-Khurda Road section to conserve capacity for the movement of essential goods traffic. It was then the intention to restore these services from the middle of 1960, as it was expected that sectional capacity would be augmented after the completion of various engineering works,

including installation of the Tokenless Block Instruments at all stations between Khurda Road and Nergundi. No assurance was, however, given about the restoration of these trains by the middle of this year. It has not been found possible to restore these services on the above-noted sections so far and it will also not be possible to do so in the near future for the following main reasons:

- (i) As an experimental measure, a pair of tokenless block instruments were installed between Khurda Road and Retang. In the course of working these instruments, certain unsatisfactory features were discovered necessitating an alteration in the design. Consequently tokenless Block Instruments of a modified design have been indented for and will be installed as and when received from abroad. Some time will naturally be taken for the staff to get accustomed to handling the same.
- (ii) Rebuilding two bridges between Basta and Haridaspur washed away during the last two unprecedented floods in Orissa. Two hours blocks are being provided daily at site for diversion of track. Speed restriction on the Garh Madhupur-Haridaspur section has already curtailed capacity.
- (iii) Capacity has to be kept to move an additional train of coal every day to South of Cuttack with the development of the South Balanda Colliery by the National Coal Development Corporation.
- (iv) Movement of Ore from Jajpur-Keonjhar Road has also to be stepped up both towards Calcutta Port as well as to Paradip Port.
- (v) Engineering works connected with increasing the length of