

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

loop lines at stations between Nergundi and Vizianagram (to deal with longer goods trains), as also doubling the track between Nergundi and Khurda Road are to be taken on hand very shortly and this will mean speed restriction and blocks affecting the section capacity of the existing single line between Nergundi & Khurda Road.

Allotment of Wagons to Bansapani Sector

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

(a) the number of days on which and the number of wagons that

were allotted to the Bansapani Sector for movement of iron ores from Bansapani area to the Steel Mills from the 6th June, 1960 to the 19th September, 1960;

(b) the number of days on which wagons were allotted to the Bansapani Sector for movement of Iron ores for export from Bansapani Sector to Calcutta port during the same period; and

(c) what was the corresponding demand for wagons in this Sector during this period for Steel Mill supply and for exports respectively?

The Deputy Minister of Railways (Shri S. V. Ramaswamy):

(a) No. of days wagons were allotted.

	June 1960 from (6-6-1960)	July, 1960	August, 1960	Sept. '60 (upto 19th)	No. of wagons allotted (In terms of 4-Wheelers)
Tata Iron & Steel Co. Ltd.	25	31	31	19	} 14,279
Rourkela	12	24		7	
Durgapur	7	..	25	12	

(b) Five days.

(c) Indents registered in terms of 4-wheeler wagons during this period are as given below :—

	Steel Mill Supply	For export
6th to 30th June, 1960	3587	252
July, 1960	4932	72
August, 1960	3532	115
September '60 (upto 19th)	2228	111

कच्चे तेल के आयात के लिये जहाज भाड़ा

६६. श्री रघुनाथ सिंह : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में स्थित तेल शोधक कारखानों ने १९५७, १९५८ और १९५९

के वर्षों में भारत में कच्चा तेल आयात करने के लिये विदेशी नौवहन समवायों को कितनी विदेशी मुद्रा का भुगतान किया; और

(ख) भारतीय और विदेशी जहाजों को जहाज भाड़े के रूप में कितना कितना भुगतान किया गया ?