

(b) if not, the reasons therefor;

(c) whether free educational and medical facilities are offered to the Railway porters by the Railway Administration;

(d) if so, the approximate number of Railway porters taking advantage of this facility; and

(e) the benefits at present derived by Railway porters from the amount collected from them annually as licence fees?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b) No, because porters are not railway employees

(c) Free educational facilities are not offered to licensed porters. However, licensed porters are allowed free out-door medical treatment for self only at railway dispensaries/hospitals

(d) Figures of licensed porters availing of this facility are not readily available

(e) The licence fee is fixed on "no-profit-no-loss" basis just to cover the cost of supervision and uniforms, wherever supplied. The question of spending the amount on welfare measures, therefore, does not arise.

**Jamnagar-Jodiya-Piplia-Shapur
Surav-Halvad Railway Link**

3334. Shri Arjun Meghrajji Dhrangadhra: Will the Minister of Railways be pleased to state.

(a) whether the Jamnagar-Jodiya-Piplia-Shapur-Surav-Halvad Railway Link, or a similar route, was under consideration and surveyed before the World War II, if so, what was its alignment and the report on it,

(b) the action taken on the Dhrangadhra proposal, dated 10th December, 1963, on the subject, which was further outlined in the Dhrangadhra Memorial II to Government, dated 26th January, 1964;

(c) whether there is heavy traffic accumulation and congestion on the

Rajkot-Surendranagar-Viramgam section;

(d) whether the said Jamnagar-Halvad Link will relieve the central congestion and open a new area to development and also provide a shorter and quicker passage to the heavy Okha-Jamnagar traffic and serve the Ports of Bet, Okha, Salaya, Sikha; Bedi; Sadiya and Navatikhdi; and

(e) if so, the action taken to provide Jamnagar-Halvad line?

The Minister of Railways (Shri C. M. Poonacha): (a) Reconnaissance Engineering and Traffic Surveys for a rail link from Maliya Miyana to Jamnagar via Dhrangadhra and Jodiya were carried out in 1956-57. The proposal was found to be unremunerative

(b) The Dhrangadhra proposal for a Saurashtra Northern line, viz Halvad-Morvi MG line and its extension upto Jamnagar, was examined and found not justified. The position was explained in detail in 1965 to His Highness The Maharaja Rajasahab of Dhrangadhra by the then Deputy Minister for Railways.

(c) The Rajkot-Wankaner section is at present intensively utilized. Additional capacity on the section will be created on introduction of diesel traction, as soon as sufficient locomotives become available. Sufficient capacity exists on the section beyond Wankaner to Viramgam

(d) The Jhund-Kanda broad gauge link, together with the new transshipment point at Maliya, will assist by diverting some of the traffic to that route. The traffic for Okha is being adequately catered for, and the introduction of diesel traction on the Rajkot-Hapa section, as planned, will make more capacity available. All the ports mentioned are adequately served by the existing metre gauge connections with the hinterland.

(e) Does not arise in view of the reply given to Part (a) of the question.