

and consultation with the Netherlands Government, the State Government and the Central Government.

Overcrowding in Malabar and Cochin Express

†
*1169. { Shri Nanjappa:
 Shrimati Parvathi
 Krishnan:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that serious overcrowding is reported on the Malabar Nilgiri and Cochin Express trains on the Southern Railway;

(b) what steps are taken to increase the Third Class accommodation on these trains;

(c) whether in this connection Government propose to consider the discontinuance of the air-conditioned coach in the Nilgiri Express which is being run daily in all seasons of the year; and

(d) whether there is any proposal to introduce new trains on these sections?

†The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Some overcrowding has been noticed on these trains on certain sections.

(b) One additional III class coach is being attached to the Malabar and Cochin Expresses to relieve seasonal overcrowding during the summer months when the traffic is heavy on account of the increased movement of marriage parties, school children etc.

(c) No.

(d) Not at present.

Shri Nanjappa: What are the difficulties in running Janata Express from Shoranur to Madras and vice versa or at least from Olavakote to Madras?

Shri Shah Nawaz Khan: The difficulties are lack of line capacity and rolling-stock.

Shri T. B. Vittal Rao: Recently the Railway Minister stated in Rajya Sabha that where the occupation ratio of the air-conditioned coach is less than 40 per cent, he would discontinue it. May I know whether the air-conditioned coach has an occupation ratio of more than 40 per cent?

Shri Shah Nawaz Khan: Yes; it has.

Shri Ranga: Is it during the season or during the off-season also?

Shri Shah Nawaz Khan: During the season the percentage of occupation is very high; it is 70 to 80 per cent.

Shri Punnoose: Is it not a fact that the Cochin Express actually requires no air-conditioning because the climatic conditions are such that it is not needed? Will the Government consider the discontinuance of that?

Shri Shah Nawaz Khan: The air-conditioned coach is very well patronised.

Shri Nanjappa: Where is the necessity for running an air-conditioned coach for a distance of 300 miles and that too in the night time?

Mr. Speaker: The hon. Member is giving reasons for discontinuance.

Project at Pochampad in Andhra Pradesh

*1171. Shri M. V. Krishna Rao: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of India have proposed to investigate a major project on the river Godavary at Pochampad in Andhra Pradesh;

(b) if so, the approximate expenditure to be incurred on detailed investigations;

†This answer was later corrected by the Deputy Minister of Railways (Shri Shah Nawaz Khan) vide Debate dated the 6th September, 1957.

(c) whether Government have received any progress report on investigation; and

(d) if so, the details thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) The investigations for a Dam at Pochampad are to be carried out by the Government of Andhra. The anticipated expenditure on this account is not known.

(c) No, Sir.

(d) Does not arise.

Shri M. V. Krishna Rao: May I know by what time the investigation will be completed?

Shri Hathi: It may take about a year and a half or so.

Shri Ranga: Has the investigation begun?

Shri Hathi: They are starting it; we have advised them to start investigations.

Shri Venkatasubbalah: What is the proposed ayacut to be irrigated by this project?

Shri Hathi: All this can be said only after the investigations are made.

Varetha-Timba Road Railway Line

*1173. **Shri P. R. Patel:** Will the Minister of Railways be pleased to state:

(a) whether a railway line exists between Varetha (Taranga Hill) to Timba-Road joining Taranga-Mehsana railway in Mehiana District;

(b) whether it is a fact that the railway line is in working order except stations without roofs;

(c) whether it is a fact that the area in which the Varetha-Timba railway is, can be developed if the Varetha-Timba Road railway is run as there are metal-quarries and sugar-cane cultivation; and

(d) when goods or passenger trains will be run on this rail-track?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There

is a quarry siding 5 miles long taking off from Varetha station on the Mehiana-Taranga branch line.

(b) The line is in working order as a quarry siding.

(c) There are no prospects of sugar-cane traffic in the vicinity of the metal quarry.

(d) There is no proposal to run goods or passenger trains on this siding.

Shri P. R. Patel: Will the Government consider the proposal if it is to come from the people to have a train running on this line?

Shri Shahnawaz Khan: We will consider everything that comes from the people; but whether there is any justification for running it or not is another matter.

Diversion of Australian Wheat to Pakistan

*1175. **Shri Shivnanjappa:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government of India have recently diverted a ship containing Australian imported wheat to East Pakistan;

(b) if so, whether this is in part repayment of wheat which India had obtained from Pakistan some time back; and

(c) when the balance will be repaid by India?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Yes, Sir.

(c) This is under consideration in consultation with the Government of Pakistan.

Shri Shivnanjappa: May I know what is the quantity which was diverted to Pakistan and its value?

Shri A. M. Thomas: First 6050 tons were diverted. That was in May 1956. Later on 4,922 tons were again diverted and the balance is only 1,128 tons.

Shri R. Ramanathan Chettiar: May I know whether in view of giving