

ललितपुर और लतना रेलवे स्टेशनों (मध्य रेलवे) के बीच रेल-सम्पर्क

819. श्री नाचू राम बहियारे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार बुन्देलखंड के विकास के लिये ललितपुर रेलवे स्टेशन (मध्य रेलवे) को बरास्ता डोकमगढ़, कतरपुर तथा पन्ना-लतना रेलवे जंक्शन के साथ मिलाने की एक योजना पर विचार कर रही है ; और

(ख) यदि हां, तो क्या उस पर निर्माण कार्य चौपी पंचवर्षीय योजना में शरम्भ हो जायेगा ?

रेलवे मंत्री (श्री सी० एम० फुनाचा) :

(क) जी नहीं ।

(ख) खाल नहीं उठता ।

#### Railway Line from Erode to Chamarajanagar

820. Shri P. A. Swaminathan: Will the Minister of Railways be pleased to state:

(a) whether any survey has been conducted by the Railways to open a new Railway line from Erode to Chamarajanagar via Gobi Satyamangalam;

(b) if so, the stage at which the matter stands; and

(c) when the scheme is likely to be implemented?

The Minister of Railways (Shri C. M. Foonacha): (a) No. The Chamarajanagar-Satyamangalam portion of this line was, however, surveyed in 1948-49 as part of the Chamarajanagar — Satyamangalam—Coimbatore/Mettupalayam link.

(b) and (c). The Chamarajanagar-Satyamangalam — Coimbatore/Mettupalayam link was considered financially not justified. This proposal was considered in the context of providing a link between the north and

south MG systems. The Bangalore-Salem line was considered as a better alternative for this purpose and its construction has been taken up.

#### Doubling of Railway Line from Erode to Jalarpet

821. Shri Dhandapani: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to have double railway lines between Erode and Jalarpet on the Southern Railway;

(b) if so, the stage at which the proposal at present stands; and

(c) the time by which the work is expected to be completed?

The Minister of Railways (Shri C. M. Foonacha): (a) to (c). Of the 179 Kms. long section between Jalarpet and Erode, double line already exists to the extent of 119 Kms. between (i) Jalarpet-Tirupattur (8 Kms.) and (ii) Morappur-Anangur (111 Kms.). The work on the doubling between Anangur and Erode (12 Kms.) is expected to be completed by July 1967. The doubling of the remaining single line portion between Morappur and Tirupattur (58 Kms.) is not considered necessary at present from the traffic point of view.

#### Railway Line between Tiruppur and Palani

822. Shri Dhandapani: Will the Minister of Railways be pleased to state:

(a) whether Government are considering any proposal to open a new railway line between Tiruppur and Palani via Darapuram on the Southern Railway;

(b) if so, whether the necessary survey for this purpose has been completed; and

(c) the time by which the proposal will be given effect to?

The Minister of Railways (Shri C. M. Poonacha): (a) No such proposal is under consideration of the Railway Board at present.

(b) and (c). Do not arise.

**Shifting of Railway Loco Shed, Coimbatore**

823. Shri Dhandapani: Will the Minister of Railways be pleased to state:

(a) whether representations have been received from the citizens of Coimbatore to shift the Railway Loco Shed, Coimbatore as the same is at present within 100 yards from the General Hospital Coimbatore; and

(b) whether the Loco Shed is likely to be shifted to any other place and if so, where and when?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) The matter has been examined in all its aspects and it has not been found possible to shift the Loco Shed from its present location.

मृतपुर्व न्वालियर राज्य वैरो गेज रेलवे लाइन के स्थान पर मीटर गेज लाइन बिछाना

824. श्री यशवन्त सिंह कुमबाह्य : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे में न्वालियर से भिण्ड, न्वालियर से श्योपुर कलां और न्वालियर से शिवपुरी के बीच नरो गेज लाइनों पर चलने वाली पैसंजर गाड़ियों को 1947 में कितना समय लगता था और अब कितना समय लगता है ;

(ख) उक्त रेलगाड़ियों में तीसरी श्रेणी का 1947 में प्रति मील कितना किराया लिया जाता था और अब प्रति मील कितना किराया लिया जाता है ; और

(ग) क्या सरकार का विचार उक्त वैरो गेज रेलवे लाइनों के स्थान पर मीटर गेज लाइन बिछाने का है ?

रेलवे मंत्री (श्री सी० एम० पुनाचा) :  
(क) सम्बन्धित तीन खण्डों पर दिल्ली-जुली गाड़ियों के चलान-समय का विवरण इस प्रकार है :—

खंड	चालन-समय	
	1947 में	वर्तमान समय
न्वालियर-भिंड	3'-35"	4'-35"
भिंड-न्वालियर	3'-22"	4'-25"
न्वालियर-शिवपुरी		
कलां	10'-40"	10'-5"
शिवपुरी कलां-न्वालियर		
यर	11'-5"	10'-15"
न्वालियर-शिवपुरी	7'-13"	6'-30"
शिवपुरी-न्वालियर	6'-55"	6'-45"

(ख) 1947 में तिम्बिया स्टेट रेलवे द्वारा तीसरे दर्जे का डाक/एक्सप्रेस का किराया प्रति मील 7½ पाई और साधारण किराया प्रति मील 5 पाई लिया जाता था । प्रति किलो मीटर के हिसाब से यह किराया क्रमशः 2.50 पैसे और 1.63 पैसे घाता है । इस समय प्रति किलो मीटर तीसरे दर्जे का डाक/एक्सप्रेस और साधारण किराया क्रमशः 2.76 पैसे और 2.37 पैसे घाता है ।

(ग) जी नहीं ।

**Stoppage of Trains at Ambala City**

825. Shri Suraj Bhan: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Kashmir Mail, Frontier Mail, tri-weekly Deluxe and some other important trains do not stop at Ambala City (Haryana) a district Headquarter; and

(b) if so, the steps taken to provide for the stoppage of these trains at Ambala City?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). Except 31/32 Frontier Mails, 23/24 Kashmir Mails, and tri-weekly A/S Expresses,