

(c) whether a new bridge connecting all the platforms is proposed to be constructed in its place and, if not, the reasons therefor;

(d) the total number of accidents within the railway station premises every year since the demolition of the said bridge; and

(e) whether Government propose to construct a new bridge and if so, when?

The Minister of Railways (Shri C. M. Poonacha): (a) No. It was replaced by a standard foot-over-bridge and the site shifted.

(b) The replacement and shifting was done in March 1962 with a view to replace the existing non-standard and dilapidated bridge by a standard one and to remove infringement to standard dimensions.

(c) The new bridge already constructed connects all the platforms and provides facilities which existed before.

(d) The following are the number of accidents since the demolition of the said bridge, but due to tres-pasing:—

1962	1
1963	Nil
1964	2
1965	1
1966	Nil
1967 (upto 24-3-67)	Nil

(e) Does not arise.

Baruipur Railway Station

343. Shri Jyotirmoy Basu:
Shri A. K. Gopalan:
Shri Umanath:

Will the Minister of Railways be pleased to state:

(a) the total amount of revenue collected from Baruipur (Eastern Railway, Sealdah South Division) Railway Station during 1962-63, 1963-64, 1964-65 and 1965-66; and

(b) the total amount spent on passenger amenities by the authorities on that station?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). A statement giving the information is attached. [Placed in Library. See No. LT-183/67].

Platform Gate at Sealdah South Station

344. Shri Jyotirmoy Basu:
Shri A. K. Gopalan:
Shri Umanath:

Will the Minister of Railways be pleased to state:

(a) the number of Platform Gates in Sealdah South Station in West Bengal;

(b) the average number of passengers that pass through the station on week days;

(c) the number of Gate Ticket Collectors employed in each shift on the said station;

(d) the number of Gates opened throughout the day and during peak hours; and

(e) the steps proposed to be taken to reduce the congestion at this station?

The Minister of Railways (Shri C. M. Poonacha): (a) There are eight gates for passengers and two for luggage.

(b) Approximately 100340 passengers pass through these gates daily.

(c) Seven gate ticket collectors employed in two shifts from 6.30 hrs. to 21.30 hrs. In night shift 21.30 hrs. to 6.30 hrs. five gate ticket collectors are employed.

(d) Five passenger gates and two luggage gates are kept open from 6.30 hrs. to 21.30 hrs. Three passenger gates and two luggage gates are kept open during night.

(e) Manning of gates as at present is considered adequate in normal circumstances. Additional gates will be opened when necessary.

दीवा-दसगांव रेलवे लाइन

345. श्री बलबन्त : क्या रेलवे मंत्री यह बतान का काम करेंगे कि :

(क) क्या दीवा-दसगांव रेलवे लाइन बिछाने का काम पूरा हो गया है;

(ख) इस लाइन पर कितनी सवारी गाड़ियां चल रही हैं;

(ग) क्या यात्रियों से गाड़ियों के धीमी गति से चलने के सम्बन्ध में कोई शिकायत मिली है; और

(घ) यदि हां, तो रेलगाड़ियों को सामान्य रफ्तार से कब चलाया जाएगा ?

रेलवे मंत्री (श्री सी० एम० पुनावा) :
(क) कारण क्षेत्र के आर्थिक विकास में सहयोग देने और बम्बई के ग्राम-पाम मीड को कम करने के लिए 1961 में पनवेल के रास्ते दीवा से घाटा तक एक बड़ी लाइन बिछाने की मजूरी दी गयी थी। दीवा-पनवेल खण्ड 31-10-1964 को माल-यातायात के लिए और 28-12-1964 को बाली यातायात के लिए खोल दिया गया। पनवेल से घाटे घाटा तक का खण्ड 9-4-66 को माल यातायात के लिए खोला गया। अभी इसे बाली यातायात के लिए नहीं खोला गया है। इस लाइन को घाटा से घाटे दसगांव तक बढ़ाने के मुद्दा को अभी अन्तिम रूप दिया जाता है।

(ख) दीवा और पनवेल के बीच सप्ताह में दूर रात्र अत्येक घोर से एक सवारी गाड़ी और एक मित्रो-बुली गाड़ी और बुनवार को अत्येक घोर से एक सवारी गाड़ी चलाई जा रही है।

(घ) जी हां।

(ब) इस लाखा लाइन पर आप इंजन नहीं चलाये जा सकते, क्योंकि दीवा में इंजनों को पानी देने की उपयुक्त व्यवस्था नहीं हो सकती। इस समय, इन गाड़ियों में डब्ल्यू० डी० एम० 2 टाइप के डीजल इंजन लगाये जा रहे हैं जिनकी अधिकतम अनुमत रफ्तार 48 किलोमीटर प्रति घंटा है। इसलिए 48 किलोमीटर प्रति घंटा की रफ्तार से चलने वाली इन गाड़ियों की रफ्तार को बढ़ाना सम्भव नहीं है।

Cement Factory in Madhya Pradesh

346. Shri S. S. Kothari: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the construction of the new cement factory at Suwakhera (near Neemuch, Madhya Pradesh) by the Cement Corporation of India Ltd. has commenced; and

(b) if not, by what date it is scheduled (i) to commence construction and (ii) to reach commercial production?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). At present the Cement Corporation is engaged in the investigation of suitable limestone deposits at Suwakhera (near Neemuch), Madhya Pradesh. The question of setting up a cement factory at the place will be considered on the basis of the investigation report.

H. E. L., Bhopal

347. Shri S. S. Kothari: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that the budget of Heavy Electricals Ltd., Bhopal for the next five years provide for losses;

(b) if so, the estimated amount thereof; and