

मध्य प्रदेश को इस्पात का निर्यात :

2511. { श्री लक्ष्मू भवानी :
श्री वाडिया :

क्या इस्पात और खान मन्त्री यह बताने की कृपा करेंगे कि :

(क) सरकार ने मध्य प्रदेश राज्य को 1964-65 में कितना लोहा व इस्पात दिया; और

(ख) 1965-66 में कितनी मात्रा निर्यात किये जाने का विचार है ?

इस्पात और खान मन्त्री (श्री संजीव रेड्डी) : (क) 1964-65 में मध्य प्रदेश को दिए गए लोहे तथा इस्पात की मात्रा निम्न प्रकार है :—

इस्पात	7,616 टन (**)
कच्चा लोहा .	20,465 टन (***)
नरम इस्पात के बिलेट .	18,117 टन

** यह मात्रा नियन्त्रित वर्गों और उनके दोषयुक्त माल के अधिकतम आबंटित कोटे को ही जाहिर करती है। अनियन्त्रित वर्गों के इस्पात के लिए इन्डेन्ट-कर्ता बिना किसी प्रतिबन्ध के आर्डर दे सकते हैं।

*** इसमें 4,065 टन आयात किया गया कच्चा लोहा और 5,000 टन आफ ग्रेड आथे टूटे हुए इन्गट मोल्ड भी सम्मिलित हैं जो कच्चे लोहे के बदले दिए गए हैं।

(ख) 1965-66 के वर्ष के लिए लोहे और इस्पात के आबंटन अभी तक निश्चित नहीं किए गए हैं।

Derailment near Kishanganj Station Yard

2512. **Shri Ram Harkh Yadav:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that seven bogies of a Katihar bound Goods train

capsized and four were smashed in the Kishanganj Station Yard at 7.40 hours on the 29th March, 1965; and

(b) if so, the details of the incident and the loss of property and life involved in the accident?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). At about 7.42 hours on 29-3-1965 while train No. 702 Down Goods was coming to a stop on line No. 3 at Kishanganj station of N. F. Railway, 7 empty wagons derailed but none of them got capsized or smashed.

The cost of damage to railway property was estimated at approximately Rs. 1950. There was no loss of life.

Ahmedpur-Katwa and Burdwan-Katwa Light Railways

2513. { **Dr. Saradish Roy:**
Shrimati Renuka Barkataki:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 666 on the 5th March, 1965 and state:

(a) whether any decision has been taken to take over the management of both Ahmedpur-Katwa and Burdwan-Katwa Light Railways;

(b) if so, from what date and the conditions, if any; and

(c) whether after taking over the management, these lines will be transformed into regular broad gauge?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). It has been decided to purchase the Burdwan-Katwa Light Railway with effect from 1-4-1966, and 12 months' notice of purchase, in terms of the agreement with the Company, has already been served on the Company. The purchase of the Ahmedpur-Katwa Railway will be considered when the next option to purchase that line falls due on 1-4-1968.

(c) No proposal for their conversion to broad gauge is under consideration at present.

मैसूर में कोयला खनन

2514. श्री बीरप्पा : क्या इस्पात और खान मन्त्री यह बताने की कृपा करेंगे कि :

(क) मैसूर राज्य कोयला खानों से प्रतिवर्ष कितना कोयला निकाला जाता है ;

(ख) वहाँ कोयला खानों में काम करने वालों की संख्या कितनी है ; और

(ग) उनके कल्याण पर प्रतिवर्ष कितना धन खर्च किया जाता है ?

इस्पात तथा खान मंत्री (श्री संजीव रेड्डी) : (क) मैसूर राज्य में कोई कोयले की खानें नहीं हैं ।

(ख) और (ग) प्रश्न उत्पन्न नहीं होते ।

Electrification of Moghulsarai-Kanpur Section

{ Shri Ram Harkh Yadav:
2515. { Shri Vishwa Nath Pandey:
 { Shri Murli Manohar:

Will the Minister of Railways be pleased to state:

(a) when the electrification of the Moghulsarai-Allahabad-Kanpur Section of the Northern Railway is expected to be completed; and

(b) the progress made so far in the electrification and dieselisation schemes of the Kanpur-Delhi Section on the Northern Railway and when it is likely to be completed?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Work on electrification of Moghulsarai-Allahabad-Kanpur Section (349 R Km) is in progress. The Section Moghulsari-Vindhyachal has already

been commissioned and from Vindhyachal to Allahabad is expected to be commissioned by the end of April, 1965. The work on Allahabad-Kanpur Section (192 R Km) is expected to be completed by March 1966.

(b) The proposal for electrification of the section Kanpur-Tundla during the 4th Plan is under consideration. Depending on the pattern of traffic, the possibility of some diesel-hauled through goods trains operating on the Tundla-Delhi Section is not ruled out.

Special Trains between New Delhi and Bombay

2516. { Shri Ram Harkh Yadav:
 { Shri Murli Manohar:

Will the Minister of Railways be pleased to state:

(a) whether Government propose to run five special trains in both directions between New Delhi and Bombay Central on the Western Railway as a temporary seasonal measure;

(b) if so, the details of the timings and trains running during the period; and

(c) the reasons for introducing special temporary trains and their duration of service?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c) To cater to the heavy rush of traffic anticipated to offer on account of closure of Schools, Colleges, etc., it is proposed to run adequate number of special trains between Bombay Central and New Delhi in the months of April, May and June, 1965. The first five specials have been programmed to run, subject to sufficient traffic offering, ex Bombay Central on 17th April (already run), 24th April, 1st May, 6th May and 13th May 1965 and ex New Delhi on 19th April (already run), 26th April, 3rd May, 8th May and: