

1974 to 31st October, 1974 for the Hindustan Petroleum Corporation. The F.O.B. price per barrel for the Arabian Mix crude, comprising 80% Arabian Light and 20% Arabian Heavy imported during the above period was \$9-266/bbl as on March 14, 1974, \$9-566/bbl as on May 17, 1974, \$9-764/bbl as on September 19, 1974, \$10-094/bbl as on October 3, 1974 and \$10-42/bbl as on 1st November, 1974. These prices are subject to adjustment due to variation in API gravity.

(b) The supply is consistent with the terms of the Agreement for supply of crude oil between the Exxon International Company and the Government of India.

#### **BOGIES ATTACHED TO G.T. EXM**

530. SHRI M. KADERSHAH: Will the Minister of RAILWAYS be pleased to state :

(a) the number of bogies normally attached to the New Delhi-Madras G. T. Express and the classwise seating accommodation in the trains;

(b) whether Government propose to increase the II class accommodation in G.T. Express by either reducing the bogies in the I class or A. C Coaches or increasing the haulage capacity of the G. T. Express; and

(c) if so, the details thereof and if the answer to part (b) above be in the negative, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) 15/16 G. T. Express which runs on five days in a week carries 16 coaches, providing accommodation for 210 passengers in I class and 613 in II class. On the remaining two days 15/16 A. C. Express with 16 coaches provides accommodation for 18 passengers in I class Air conditioned, 72 in I class, 146 in A. C. Chaircar and 585 in II class.

(b) and (c) The partially Air conditioned first class coach which used to run by 15/16 G. T. Express has been replaced by a full first class coach with effect from 1-11-74. Increasing the existing accommodation in second class by additional coaches is not operationally feasible having regard to the hauling capacity of the diesel locomotives.

Replacement of chaircar coaches by second class coaches during winter months in A.C. Express is under consideration and action as found justified will be taken.

#### **COMPLETION OF DOUBLE TRACK BETWEEN MADRAS AND VILLUPURAM**

531. SHRI M. KADERSHAH: Will the Minister of RAILWAYS be pleased to state:

(a) what steps Government have taken to lay a double track between Madras and Villupuram on the Southern Railway;

(b) since when this project has been pending and what are the reasons thereof; and

(c) by when it is likely to be completed /

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH) : (a) On the 159 km long electrified Metre Gauge section between Madias (Egmore) and Villupuram, double line to the extent of 27km up to Tambaram is already available. Doubling of the remaining single line portion is not considered necessary to cater for the traffic obtaining at present and anticipated in the near future. Further, in the light of the accepted policy of progressively achieving uniformity of gauge on the Indian Railways, doubling of the Metre Gauge track, unless otherwise inescapable, would be a retrograde step.

(b) and (c) Do not arise.

#### **REVENUE EARNED BY RAILWAYS**

532. SHRI M. KADERSHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any assessment about the quantum of revenue earned by Railway after the last rise in fare and freight; and

(b) if so, the exact quantum thereof and how it compares with the figures of the corresponding period last year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) and (b) Actual figures of revenue earned by Railways since the last revision of fares and freight are available only for September,