खत्म हो गये थे। इसका कुछ कारण तो यह था कि साकाराम मेले के अवसर पर टिकटों की बिक्री अप्रत्याशित रूप से बहुत अधिक हुई और कुछ यह टिकट छापने वाले छापाखाने से टिकटों की सप्लाई देर से हुई। इन अवधियों में अतिरिक्त किराया टिकट के फार्म इस्तेमाल किये गये केवल कागज के टुकड़े नहीं।

†[THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH) (a) to (c) III class tickets from Amalner to Jalgaon were out of stock from 20th May, 1965 to 1st June 1965 and from Amalner to Bhusawal from 24th April, 1965 to 20th May, 1965 This was partly due to unexpectedly heavy sale of tickets in connection with Sakaram Fair and partly due to delay in the supply of tickets by the Ticket Printing Press During these periods, Excess Fare Ticket Forms were utilized and not just pieces of paper]

SIXTH STEEL PLANT

425 {SHRI BABUBHAI M CHINAI
SHRI RAM SINGH}

Will the Minister of STEEL AND MINES be pleased to state

(a) whether any steps have been taken regarding the setting up of the sixth steel plant in the Fourth Five Year Plan;

(b) if so, what are the details thereof, and

(c) whether there is a possibility of a French-German Consortium to assist in the setting up of the plant?

THE MINISTER OF STEEL AND MINES (SHRI N SANJIVA REDDY): (a) and (b) Subject to the availability of funds in the overall plan for iron and steel development during the Fourth Plan, the possibility of setting up a large-sized pig iron complex which could be developed later into a steel plant is under consideration.

(c) The Government is not aware of any Franco-German Consortium as such, but certain French Parties have shown interest in exploring possibilities of the setting up of a steel plant in this country They have been told that such collaboration assistance would be welcome provided finance on suitable terms could be arranged However, the Government has not received any specific proposal from these parties

RAILWAY LINE CAPACITY

426 SHRIMATI DEVAKI GOPIDAS Will the Minister of RAILWAYS be pleased to state

(a) what is the average line capacity of our broad gauge and metre gauge railway lines,

(b) whether any improvement in this respect is effected in the construction of new lines, if so, the details thereof, and

(c) whether any estimate, as to the investment required to improve the line capacity at par with that of the modern European countries at least in our trunk lines, has been made; if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH) (a) The line capacity of a section is made up of a combination of three factors

(i) the physical features of the route *i.e.*, the track gradients, curves and location of block stations

(ii) the motive power and type of wagons used and the types of signalling and train control system installed, and

(iii) the type of commodities and volume of passengers carried the directions of movement and the nature of the services operated

As these factors vary from route to route and section to section, it is

not possible to derive any figure which would be even remotely representative of average line capacity for such a wide-spread net-work of the Broad and Metre Gauges as on the Indian Railways.

(b) In building new lines the gradient, curvature, location of block stations are chosen in relation to the motive power, wagons, etc., to be used in such a way as to achieve an optimum balance between maximisation of the line capacity for the type and nature of the immediate and ultimate traffic expected over the route and the costs of construction of the new Railway line.

(c) Line capacity improvements of trunk and other heavy traffic routes are made in accordance with the traffic growth anticipated in each Five Year Plan period. Modern technology, which includes dieselisation, electrification, wagons of higher capacity, heavier track and electronic signalling, is fully exploited and the investments in these measures are consistent with the objectives of deriving the maximum benefits in the shortest possible time from the limited resources available while at the same time adopting techniques that pave the way for even greater advancements in railway service facilities in future. It may be mentioned that in so far as intensity of utilisation of line capacity is concerned studies by Foreign Consultants have repeatedly shown that the intensity of transport operations on the Indian Railways is not only comparable but in some instances higher than on the European Railways.

झालावाड़ रोड रेलवे स्टेशन पर गाड़ी का समय से पूर्व पहुंचना

427. **श्री विमलकुमार मन्नालालजी चोरड़िया** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 मई, 1965 से 1 जून, 1965 तक की अवधि में बड़ौदा जाने वाली मथुरा-बड़ौदा लोकल गाड़ी कितनी बार झालावाड़ रोड़ रेलवे स्टेशन पर निर्धारित समय से पूर्व पहुंची और उन अवसरों पर यह गाड़ी निर्धारित समय से कितने कितने मिनट पूर्व पहुंची ; और

(ख) क्या नये टाइम टेबल मे कोई परिवर्तन करने का विचार है ?

†[ARRIVAL OF TRAIN BEFORE TIME AT JHALAWAR ROAD

427. SHRI V. M. CHORDIA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of times the Mathura-Baroda local arrived at Jhalawar Road before time, while on its way to Baroda, during the period from 1st May to 1st June, 1965 and by how many minutes the train arrived before the scheduled time on those occasions; and

(b) whether any change is proposed to be made in the new time table?]

रेल मंत्रालय मे राज्य मंत्री (श्री राम सुभग सिंह): (क) 1 मई से 1 जून तक 1965 की अवधि में नं० 56 अप मथुरा-बड़ौदा सवारी गाड़ी झालावाड़ रोड स्टेशन पर 9 बार निर्धारित समय से पहले पहुंची। पहले पहुंचने का समय 6 से 48 मिनट के बीच रहा।

(ख) जी हां।

†[THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) No. 56 Up Mathura—Baroda Passenger arrived Jhalawar Road before time on 9 occasions during the period from 1st May to 1st June, 1965. The earlier arrival ranged between 6 and 48 minutes.

(b) Yes.]

† [ ] English translation.