

SHRI RAJ BAHADUR: In fact I have already submitted that we have set up a road transport organisation under the Central Government to begin with and we have already, during this year, proposed to acquire 100 trucks. Fifty have been acquired and they are already in operation and I am happy to say that the experiment is successful. In fact the cost of our road transport operation by this particular organisation has proved to be much more economical than by the private sector transport operators on that particular route.

MR. CHAIRMAN: we could pass on to the next question.

DOUBLING OF TRACK BETWEEN BALHAR-SHAH AND KAZIPET

***45. SHRI P. K. KUMARAN:** Will the Minister of RAILWAYS be pleased to state:

(a) the time by when the doubling of railway track between Balharshah and Kazipet is likely to be taken up and completed; and

(b) what is the estimated cost of the scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) There is no proposal to double the entire 148 miles long section between Kazipet and Balharshah. Only 16.75 miles patch doubling is being done during the Third Plan period.

(b) The cost of 16.75 miles doubling is estimated at Rs. 127 lakhs.

SHRIMATI C. AMMANNA RAJA: Where has this double-tracking of 16.75 miles been done?

SHRI SHAH NAWAZ KHAN: This is between Peddampet and Ragavapuram and between Kazipet and Hasanparti Road.

SHRIMATI C. AMMANNA RAJA: May I know whether there is double-track between Hyderabad and Secun-

derabad, Hyderabad being the capital of Andhra Pradesh, and the distance is only about 5 miles between Hyderabad and Secunderabad?

SHRI SHAH NAWAZ KHAN: No, at present there is no double-track. When the necessity or justification is there, then we would automatically do it.

SHRI P. K. KUMARAN: In view of the fact that this section is an important trunk route, is it not proposed to double the track between Balharshah and Kazipet?

SHRI SHAH NAWAZ KHAN: The tracks are doubled when necessity arises and when there is sufficient justification from the point of view of traffic. At present the capacity on this track is 16 trains either way. We are running 13 to 14 trains. There is some spare capacity at present. During the Third Plan the maximum capacity required would be of the order of 21 trains either way. This can be achieved by patch-doubling and through-doubling is not necessary.

SHRIMATI C. AMMANNA RAJA: May I know whether there is any intention to double the track between Hyderabad and Secunderabad and, if so, when?

SHRI SHAH NAWAZ KHAN: I said, the first step is partial doubling, patch doubling, but when it is considered absolutely necessary, we double it but that is the most expensive way of dealing with the traffic.

CLAIMS OF EMPLOYEES OF CO-OPERATIVE CREDIT SOCIETY OF THE FORMER NORTH WESTERN RAILWAY

***46. SHRI M. P. BHARGAVA:** Will the Minister of RAILWAYS be pleased to refer to the answer given in the Rajya Sabha to Starred Question No. 386 on the 21st January, 1963 and state: