

of the terrain covered by this line resulting in more recurring expenditure on repairs to track, bridges etc. affected by floods as well as expenditure on shifting of ghats etc. at the riverine transshipment points. In the case of the Southern Railway, there is the special feature of supplies being made partly by sea instead of by the all rail route, which in itself accounts for an increase in the annual net deficit by about two crores of rupees at existing sea freight rates, which have affected the position particularly from 1957-58 when the retrospective increase in sea freight by Rs. 5 from 15th October, 1955 and Rs. 10 from 1st April, 1956 came about. The position is explained in the footnote to Appendix VII (page 65) of the Explanatory Memorandum on the Railway Budget for 1960-61.

(c) In the Budget Speeches of the Minister for Railways introducing the Budget for 1959-60 as well as that for 1960-61, specific reference was made to the continued strict control over expenditure. It will be appreciated, however, that until the regions covered by certain Railways advance industrially to an adequate extent and until the various measures in hand to carry the resultant traffic bear fruit, it cannot be expected that every railway separately will be solvent to the same extent. As indicated in page 18 of the "Review" circulated with the Budget documents for 1960-61, the Indian Government Railways as a whole have been able to meet all charges including the dividend payable to General Revenues and still show a net profit consistently each year in the last decade.

**CHOLA POWER HOUSE (CENTRAL RAILWAY)**

36. SHRI HARIHAR PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Chola Power House (Central Railway) used to supply electric current

to Messrs. Tata Hydro Electric Co. and that the supply is now stopped;

(b) if so, what was the extent of supply and the earnings therefrom and since when and for what reasons the supply has been stopped; and

(c) how the electric current is being utilised now?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) to (c) Chola Power House on Central Railway was commissioned in 1929 with installed capacity of 40,000 kw to meet the requirements of the mainline electrified section *viz.* Kalyan-Poona and Kalyan-Igatpuri, the power required for suburban sections from Bombay V. T. to Kalyan being obtained from Tatas. Since 1939 this railway power house is inter-connected with the Tatas system for exchange of energy. The old agreement expired in February 1960 and new agreement for inter-change of power is under negotiations but exchange of energy and peaking assistance continues.

**SAMBALPUR-TITILAGARH RAILWAY LINE**

37. SHRI HARIHAR PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the progress so far made in the Construction of Sambalpur-Titilagarh railway line; and

(b) whether the progress is according to schedule?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) Contracts have been let out practically for all works from Mile 4 to Mile 40 from Sambalpur end and also for seven major bridges on the entire length.

(b) The progress is not according to schedule due to the difficulty and delay in getting possession of the land.