

tioned in this regard. The work of widening and strengthening selected stretches of the road is included in the current 1980—85 plan.

- (i) Pudduponnani bridge . . . The work commenced in November, 1980 and is likely to be completed by November, 1982.
- (ii) Kottapuram bridge . . . Work sanctioned in December, 1979. Only one tenderer responded to the first call of tenders. As this tender was very high, it was not accepted, and the work has been put to tender again and 25-2-81 is the last date for the receipt of these tenders. The work is likely to be completed within 4 years of its commencement.
- (iii) Chettuvai bridge . . . Work sanctioned in April, 1980. It has since been put to tenders and the tenders are yet to be received. The work is likely to be completed within 3 years of its commencement.

Ernakulam Alleppey Line

536. PROF. P. J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken, progress made and the amount spent, so far, on Ernakulam-Alleppey coastal Railway line and Kuttipuram-Guruvayoor Railway line; and

(b) when the above lines are expected to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS, (SHRI MALLIKARJUN): (a) An urgency certificate for Rs. 2.37 crores for construction of a Broad Gauge line from Ernakulam to Alleppey has been sanctioned. The progress till the end of January 1981 is 5 per cent. An expenditure of Rs. 49.44 lakhs has been incurred so far. Up-dating of the survey for construction of a broad gauge line from Kuttipuram to Tiruchur via Guruvayur is in progress.

(b) Ernakulam-Alleppey railway line is expected to be completed in 1983 subject to availability of resources. Kuttipuram-Tiruchur railway line has not been sanctioned so far.

(c) The position of main bridges on National Highway No. 17, which have been sanctioned for construction, is indicated below:—

Conversion of Samastipur-Darbhanga Line

537. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the statement on the 5th December 1980 regarding New Muzaffarpur-Darbhanga and Sakri Hasanpur lines and change of some halts into stations and state:

(a) the progress made in regard to conversion of Samastipur-Darbhanga line into Broad Gauge;

(b) the survey of Darbhanga-Madubani for conversion into Broad Gauge;

(c) the construction of Sakri-Hasanpur new line;

(d) the construction of railway bridge over Ganga near Patna;

(e) the conversion of Muzaffarpur-Raxaul into Broad Gauge;

(f) the actual distance of Muzaffarpur-Banbad-Darbhanga and its economic viability as compared to and distinct from Muzaffarpur-Katra-Bharwara-Darbhanga; and

(g) the result of last survey for conversion into broad gauge of Darbhanga-Sitamarhi-Raxaul line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS, (SHRI MALLIKARJUN): (a) A sum of Rs. 50 lakhs

has been allotted for this work during 1980-81 and a beginning is expected to be made shortly.

(b) This survey forms part of Darbhanga-Jayanagar conversion. Instructions have been issued to N.E. Railway to complete this survey early.

(c) Updated estimate for construction of the line is expected to be received shortly and N. E. Railway will undertake this work for construction after sanction to the estimate, subject to availability of funds in 1981-82.

(d) Model experiments for selection of a site for construction of this bridge are in progress at CWPRS, Pune.

(e) The reappraisal survey is in progress.

(f) The actual distance for a new BG line between Muzaffarpur and Darbhanga via Katra-Bharwara and Singhwara is 65.54 kms. & serves the important towns.

The direct route via Banbad though shorter by 8 kms. leaves out these towns.

(g) A survey was carried out for conversion from MG to BG of the section from Samastipur to Raxaul both via Muzaffarpur and via Darbhanga, Sitamarhi, etc. The engineering and traffic survey reports were examined in Board's Office in 1971. After examination of the relative advantages and disadvantages of the two alternatives routes, it was decided in 1978-79 to carry out an engineering-cum-traffic reappraisal survey for conversion of only Muzaffarpur-Raxaul MG section via Sagauli to BG. Reappraisal of that survey is in progress.

Number of Trains Cancelled

538. SHRI AMARSINH RATHAWA:

SHRI K. PRADHANI;

SHRI CHINTAMANI JENA:

SHRI KAMLA MISHRA:

MADHUKAR:

SHRI CHHITTUBHAI GAMIT:

SHRI MANGAL RAM PREMI:

SHRI CHANDRADEO PRASAD
VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that certain number of trains have been cancelled recently;

(b) if so, their number section-wise.

(c) the reasons therefor; and

(d) the steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). Keeping in view the needs of industries and the inadequate availability of steam coal in the country to meet the combined requirements, Railways have had to reduce their offtake of steam coal. This together with agitation by a section of loco running staff necessitated cancellation of a number of trains in the recent past. As on 16-2-81, 331.15 pairs of passenger carrying trains stood cancelled on these accounts.

The Zone wise break up of the number of pairs of trains cancelled is as follows:—

	Central	Eastern	Northern	N.E.	N.F.	Southern	S.C.	S.E.	Western
Coal Shortage	8	..	59.5	28	..	69.5	..	1	74
Staff Agitation	..	12	22.5	27	17	..	13