

**Demand for extension of Railway Line
from Jhanjharpur to Khubauna in
Sakri-Nirmali Section (North
Eastern Railway)**

258. **SHRI JAGANNATH MISHRA.**
Will the **MINISTER OF RAILWAYS (RAIL
MANTRI)** be pleased to state :

(a) whether Government have conceded the demand for extension of the Railway line from Jhanjharpur to Khubauna in Sakri-Nirmali section of North Eastern Railway, giving the status of a fullfledged railway station to Chikna Halt in Sakri-Nirmali section of North Eastern Railway and stoppage by a few minutes of all UP and Down trains at Uzna Halt in Sakri-Jaynagar section of North Eastern Railway ; and

(b) if so, when this decision will be implemented ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) and (b). it is proposed to carry out an Engineering feasibility study and a traffic appreciation for new metre gauge rail link from Jhanjharpur to Khatauna on the North Eastern Railway. Necessary estimates have been called for from that Railway.

The proposal for conversion of Chikna Halt into a flag station was examined in the past and found not financially justified. The proposal is however, again being examined. 2 out of the 5 pairs of trains running on the section are already booked to stop at Uzna Halt so as to provide a train both in the morning and evening for each direction. The traffic at the Halt is low and station is working at a loss ; hence it is not considered justified to stop any more trains there. In response to public demand No. 328 Dn. Passenger will stop at this station from 1-6-1971 at about 17.30 hrs. instead of 326 Dn. at 11.15 hrs.

**Goods wagons immobilised daily owing to
theft of brake components in
Eastern Railway**

259. **SHRI TRIDIB CHAUDHURI :**
Will the **MINISTER OF RAILWAYS (RAIL**

MANTRI) be pleased to state :

(a) the number of goods wagons immobilised daily in the first 5 months of this year (1971) because of theft of brake-beams, brake components and bearing brasses and other fittings from running and stalled wagons in the Eastern Railway and other Indian railways separately ;

(b) a monthly break-up of these figures for each Zonal Railway and how they compare with the figures of corresponding months in 1970 and 1969 ;

(c) the present built-in capacity for wagon repairing per day in the different Zonal Railways ;

(d) the extent of loss suffered by the Indian Railways on account of theft of (i) wagon fitting (ii) the cost of replacements and spares and (iii) impeded goods traffic ; and

(e) the measures taken to prevent these thefts ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) to (e). the information is being collected and will be laid on the table of the Sabha.

**Comparative figures of theft of Accessories
In Eastern Railway and South Eastern
Railway**

260. **SHRI TRIDIB CHAUDHURI :**
Will the **MINISTER OF RAILWAYS (RAIL
MANTRI)** be pleased to state :

(a) the monthly figures relating to theft of Electric fans overheads electrical traction wires (length or weight wise), communication cables and battery cell in the Howrah, Sealdah, Asansol and Danapur Divisions of Eastern Railway and Kharagpur and Adra Divisions of South Eastern Railway in the first five months of 1971 and the corresponding figures for the previous year ; and

(b) the annual loss on these counts for Eastern and South Eastern Railways and how they compare with the same kind of losses in other Zonal Railways ?