

(c) Losses in the transformation, transmission and distribution cannot be eliminated altogether as these are inherent and unavoidable. These can, however, be kept down to 15 per cent or less by careful planning and design and providing adequate transmission facilities. Losses which occur on account of pilferage, defective metering etc. could be eliminated by taking adequate measures.

The question of high losses in some power systems of the country was taken up repeatedly with the State Electricity Boards who have been asked to take adequate measures to bring down these. Special vigilance squads have also been set up by some of the States for checking malpractices. Special financing schemes are being proposed for strengthening transmission and distribution systems for reduction of losses.

#### Tripura 'Needs Railway for Survival'

3091 SHRI Y ESWARA REDDY  
Will the Minister of RAILWAYS be pleased to state

(a) whether the attention of Government has been drawn to the article in the *Hindustan Standard* dated the 9th October 1972 captioned 'Tripura needs Railway for survival' and

(b) if so, the reaction of Government thereto?

THE MINISTER OF RAILWAYS (SHRI T A PAI) (a) and (b) The position regarding the Railway Projects referred to in the 'News Item' is as follows:

#### (1) Agartala Sabroom M. G. Rail Link

A Traffic Survey for this rail link has been sanctioned. The question of linking up with Bangla Desh by providing connections to Belonia and Akhaura will also be investigated. However, a final decision for Agartala-Sabroom M. G. rail link will be taken only after the results of the survey become known.

#### (ii) Dharmnagar-Agartala Rail link:

According to the Survey Report, this rail link is highly unremunerative. A final decision, however, will be taken after the examination of the reports, now in progress is completed, taking into account all relevant factors.

#### Additional Irrigation Potential during Fifth Plan

3092 SHRI Y ESWARA REDDY  
Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether any target has been fixed for the creation of additional irrigation potential during the Fifth Plan period, and

(b) if so the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B N KUREEL) (a) and (b) Details of the V Plan programme have not yet been finalised. It is tentatively proposed that 65 million hectares of additional potential be planned from major and medium Irrigation Projects but the matter has to be considered further after proposals are finalised by the States.

#### Establishment of Institution for Imparting Training for maintenance of Power Stations

3093 SHRI PAMAPAN GOWDA:  
Will the Minister of IRRIGATION AND POWER be pleased to state,

(a) whether in view of the loss suffered in the plants due to the non-availability of Engineers Govt. have established Institutions to train persons for the maintenance of power stations running in the country, and

(b) if so, the number, location and brief outline of the scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B N KUREEL) (a) and (b) With the growth in the capacity of thermal generation and installation of more sophisticated units, the need for

adequate trained personnel for operation and maintenance of power stations was felt. With this object in view, two Training Institutes have been set up, one at Neyveli and the other at Durgapur. The Institute at Neyveli, which was set up in February, 1965, imparts training to operation and maintenance engineers. The Institute at Durgapur was set up in April, 1966 for training of Junior Operating Personnel and maintenance technicians. The duration of the training course is one year. So far, 199 personnel at Neyveli and 193 personnel at Durgapur have received training.

In order to increase the annual intake capacity of these schemes for their expansion has recently been sanctioned.

पाटलीपुत्र एक्सप्रेस को बरारस्ता गया चलाने की मांग

3094 श्री शंकर बयाल सिंह क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या धनबाद और पटना के बीच 1 नवम्बर 1972 से चलाई गई पाटलीपुत्र एक्सप्रेस बरारस्ता घासनसोल चलाये जाने के क्या कारण है जब कि जनता उसको बरारस्ता जगह चलाने की मांग कर रही है, और

(ख) बरारस्ता घासनसोल, धनबाद से पटना तक विभिन्न श्रेणियों का वर्तमान किराया कितना-कितना है ?

रेल मंत्री (श्री टी० ए० पाई) : (क) 1-11-1972 से, 25/26 पाटलिपुत्र एक्सप्रेस गाडिया पटना और धनबाद के बीच, घासनसोल को छूट बिना, मुंबई लाइन और श्रीतारामपुर बाई-गस लाइन के रास्ते चलाई जा रही है, क्योंकि धनबाद-बोझी-नया खण्ड को संभालना उपलब्ध नहीं है ।

(ख) इस गाडी में जिन दर्जों के स्थान उपलब्ध हैं उनके लिए पटना ज० से धनबाद तक यात्रा के लिए वर्तमान किराए इस प्रकार है —

पहला दर्जा— 44 65 रुपये

तीसरा दर्जा— 13 00 रुपये

नया से पटना तक दोहरी रेल लाइन

3095. श्री शंकर बयाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या पटना से गया तक दोहरी रेलवे लाइन बिछाने का कोई प्रस्ताव सरकार के विचाराधीन है, और

(ख) यदि हा, तो उपरोक्त कार्य कब तक पूरा हो जाने की सम्भावना है ?

रेल मंत्री (श्री टी० ए० पाई) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

Wagon requirements of brick makers in Delhi

3096 SHRI S M BANERJEE Will the Minister of RAILWAYS be pleased to state

(a) whether the wagon requirements of brick makers in Delhi have been met; and

(b) if not the steps taken in this regard?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI) (a) and (b). Movement of slack coal for brick burning purposes is undertaken on the basis of sponsorship done by the Delhi Adminis-