

(b) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) :

(a) No, Sir.

(b) The Lakhisarai station is a flag station located at a distance of just 1.1 Kms and 5.74 Kms. from the adjacent Kiul and Mankatha Block Stations respectively. Adequate amenities have been provided at this station. Its upgradation to a block station would require provision of signals at this station and the distance between the signals of the adjacent stations would be so close that the speed would be retarded and capacity would be affected which is not considered desirable.

[English]

Gauge Conversion of Mysore-Chamarajanagar Rail Line

470. SHRI A. SIDDARAJU : Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been made for conversion of Mysore-Chamarajanagar railway line into broad gauge;

(b) if so, the estimated cost thereof;

(c) whether the necessary clearance have been obtained for the above conversion work;

(d) if so, the amount, if any, spent thereon during 1998-99; and

(e) if not, the reasons therefor and the time by which it is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND

PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) :

(a) Yes, Sir. A composite survey for the gauge conversion of this line with extension upto Mettupalayam has been done.

(b) Rs. 175 crs. for the whole project.

(c) This project is included in the budget with the proviso that the work would be taken up after obtaining the requisite clearances. These are yet to be obtained.

(d) Does not arise.

(e) The report is under examination after which it will be sent to Planning Commission for their consideration. Once their appraisal is completed, it will be considered by the Expanded Board and thereafter put up to Cabinet Committee on Economic Affairs for their clearance. No time frame can be indicated for the same at present.

[Translation]

Metre and Broad Gauge Lines

471. SHRI HARIBHAI CHAUDHARY : Will the Minister of RAILWAYS be pleased to state:

(a) the length of narrow/metre/broad gauge railway lines in the country at present separately; State-wise;

(b) the length of above lines which are lying unused or damaged as on date; and

(c) the steps taken by the Government to repair the damaged lines and start traffic on unused lines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) :

(a) The length of Narrow, Metre and Broad Gauge railway lines, State-wise, in the country as on 31.03.1998 (latest

available) is given below:

State/Union Territory	Route kilometres			
	Broad Gauge	Metre Gauge	Narrow Gauge	Total
1	2	3	4	5
Andhra Pradesh	4335	686	37	5058
Arunachal Pradesh	0	1	0	1
Assam	903	1471	0	2374
Bihar	3830	1289	69	5188
Delhi	178	22	0	200
Goa	69	0	0	69
Gujarat	1914	2522	876	5312
Haryana	1226	322	3	1551
Himachal Pradesh	23	0	246	269
J & K	84	0	0	84
Karnataka	2447	527	0	2974
Kerala	933	117	0	1050
M.P.	4519	500	900	5919
Maharashtra	4040	509	916	5465

1	2	3	4	5
Manipur	0	1	0	1
Meghalaya	0	0	0	0
Mizoram	0	2	0	2
Nagaland	8	5	0	13
Orissa	2043	0	143	2186
Punjab	2087	0	11	2098
Rajasthan	3006	2815	89	5910
Sikkim	0	0	0	0
Tamil Nadu	1575	2477	0	4052
Tripura	0	45	0	45
U.P.	6867	2019	0	8886
West Bengal	2988	463	318	3769
<i>Union Territories</i>				
Chandigarh	8	0	0	8
Pondicherry	0	11	0	11
Total	43083	15804	3608	62495

(b) The following Sections of Railway lines are lying unused at present:

Sl. No.	Section	Total Km. of Length (Gauge)	Remarks
1	2	3	4
1.	Makum-Dangri	30.77 (MG)	Due to Gauge Conversion as Broad Gauge on Guwahati-Dibrugarh Town section
2.	Simaluguri-Naginimora	9.37 (MG)	Due to Gauge Conversion as Broad Gauge on Guwahati-Dibrugarh Town section
3.	Amguri-Tuli	14.65 (MG)	Due to Gauge Conversion as Broad Gauge on Guwahati-Dibrugarh Town section
4.	New Maldomohani	36.75 (MG)	Section abandoned.
5.	Tindharia-Kurseong	19.71(NG)	Due to heavy rains and land slips.
6.	Manihari-Teznarayanpur	1.2 (MG)	Due to floods & washing out of bank
7.	Simaluguri-Naginimora	5.22 (MG)	Due to Gauge conversion
8.	A New B.G. Line Between Telapur Jn.-Patancheru	8.35 (BG)	Due to poor patronage
9.	Earlier M.G. Line Between Gunda Road Jn. Kottur	49.78 (BG)	Not Cleared by CRS due to non availability of catch siding.
10.	Kosamba-Umarpada	61.96 (NG)	Being restored
11.	Ankleshwar-Jhagdia-Rajpipla	62.80 (NG)	Being restored

1	2	3	4
12.	Jhagdia-Natrang	27.21 (NG)	Being restored
13.	Chhota Udaipur-Bodeli	36.15 (NG)	Being restored
14.	Dabhoi-Timba Road	100.38 (NG)	Being restored
15.	Champarner-Pani Mines	49.14 (NG)	Being restored
16.	Godhra-Lunavada	40.63 (NG)	Being restored
17.	Mehesana-Ranuj	26.37 (MG)	Being restored
18.	Bankura-Rainagar (BDR)	96.00 (NG)	Lying unused

(c)

[English]

- Restoration works in Tindharia-Kurseong and Monihari-Teznaryanapur has been taken up to repair the track.
- The work of gauge conversion of Bankura-Rainagar section has been sanctioned in the works programme of 1998-99 at an estimated cost of 100 crores.

Raising of Platforms Level

472. SHRI BIKASH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to raise the level of all platforms and to increase the length of platforms at Asansol Railway Station;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

The following sections are being restored. Necessary repairs to bridges and some new construction have been taken up on these sections:

- Kosamba-Umarpada
- Ankleshwar-Jhagdia-Rajpipla
- Jhagdia-Natrang
- Chhota Udaipur-Bodeli
- Dabhoi-Timba Road

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) :

(a) No, Sir.

(b) Does not arise.