

you need not incur lot of expenditure on air-conditioning? If you have such a device, it will save lot of space and more people can be accommodated. It will ansure double accommoda-tion. May I know whether you are hinking of doing some research on this matter? May I know whether this aspect will be kept in ieuw when you take a final decision in this regard?

**SHRI MALLIKARJUN:** I have already said that the RDSO is ex-aminging all these aspects.

#### \*Construction of Over-Bridges at Rail-ways Stations

\*152. **SHRI A. C. DAS:** Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has pre-pared any priority list for the construc-tion of over-bridge at different railway stations during 1981-82;

(b) if so, whether an over-bridge near the railway station of Jaipur-Keonjhar road crossing of Orissa is going to be provided during the above period; and

(c) the details thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN):** (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

**श्री अनादि चरण दास :** अध्यक्ष महोदय मैं आपके माध्यम से मंत्री महोदय से जानना चाहता हूँ कि एस ई रेलव में, खासकर उड़ीसा में, ओवरब्रिज बनाने के सम्बन्ध में किन किन स्टेशनों को प्रायर्टी लिस्ट पर रखा गया है ?

**श्री मल्लिकार्जुन :** मान्यवर, उड़ीसा में 1981-82 में नरगुंडी और केन्द्रपारा

रोड के बीच ओवरब्रिज के कंस्ट्रक्शन को शामिल किया गया है ।

**श्री अनादि चरण दास :** मैं जानना चाहता हूँ कि क्या जाजपुर-क्योंझार रोड क्रासिंग पर और कटक में ओवरब्रिज बना-ने के बारे में सरवे हुआ है । इस बारे में हमने बार-बार लिखा है और हमारी डिमांड है कि वहाँ ओवरब्रिज बनाये जाने चाहिए । इस विषय में क्या फैसला हुआ है ?

**श्री मल्लिकार्जुन :** जाजपुर-क्योंझार क्रासिंग के ओवरब्रिज के मिलसिले में राज्य सरकार ने एक स्ट्रक्चरल प्लान बना कर रेलवे बोर्ड को दिया था । रेलवे बोर्ड ने उस प्लान को मन्जूर कर के वापस राज्य सरकार को भेज दिया है । इस बारे में अभी तक सरकार का आदेश नहीं हुआ है । ओवरब्रिज की कंस्ट्रक्शन कास्ट में राज्य सरकार और रेलवेज को पचास पचास परसेंट शेयर करना पड़ता है । अभी तक राज्य सरकार की ओर से कोई सूचना नहीं आई है ।

**SHRI CHINTAMANI PANIGRAHI:** Sir, there was a proposal to have an over bridge at Cuttack which has been pending for the last 15 years. This has been already sanctioned by the Railway Board. May I know why it is not coming up so far?

**SHRI MALLIKARJUN:** So far as priority in regard to construction over-bridge are concerned, it is up to the State Governments to accord the neces-sary priority for the same. So far as cost calculation is concerned, I have already informed the House that the necessary burden will have to be worked out by the concerned State Government. I would only request the hon. Member to persuade the State Government to come up with the necessary details. They have not given us any cost estimate which is very essential.

**SHRI KUSUMA KRISHNA MURTHY:** Regarding the proposed over-bridge construction for 1981-82, may I know how many over-bridges are included for Andhra Pradesh? May I know how much would be the estimated cost?

**SHRI MALLIKARJUN:** There are 13 new over-bridges which have been included in the 1981-82 survey. There are to be two over-bridges one at Begumpet and the other at Sanatnagar.

#### Fracture of Railway Lines

\*154. **DR. GOLAM YAZDANI:** Will the Minister of RAIWAYS be pleased to state:

(a) how many times "fracture of Railway line" occurred in the railway line between Katihar Junction and Malda station in N. E. Frontier Railway during the last 4 months of 1980 and on what dates and how long the trains were detained each time;

(b) the causes of such fractures; and

(c) whether Government have any plan to replace this railway line with a line of better quality?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKARJUN):** (a) to (c) A statement laid on the table of the House.

#### Statement

(a) In the last 4 months of 1980 there have been 40 rail fractures on the railway line between Katihar and Malda Jn. of N. F. Railway. A list showing the dates and the periods of detention of trains is attached.

(b) The fractures were on account of fatigue of rails.

(c) Yes Sir. Two new works for renewal with 52 Kg. rails for a length of 52 kms on this section have been included in the Budget for 1981-82 at a total cost of Rs. 188.54 lakhs.

*List showing dates of rail fracture & detention of trains on that account.*

Date	Detention.
26-9-80	No detention
29-9-80	No detention
30-9-80	No detention
9-10-80	No detention
17-10-80	Goods train 60 minutes
17-10-80	77 Down 90 minutes
17-10-80	43 Up 29 minutes, 59 Up 30 minutes 156 Up 15 minutes
18-10-80	143 Up 90 minutes
18-10-80	No detention
18-10-80	No detention
18-10-80	60 Down 25 minutes
18-10-80	No detention
19-10-80	166 Dn. 90 minutes, 78 Up 42 minutes, Goods trains - 180 minutes.
20-10-80	No detention
20-10-80	No detention
21-10-80	No detention
21-10-80	43 Up 60 minutes
21-10-80	60 Down 60 minutes
21-10-80	43 Up 60 minutes
22-10-80	247 Up 10 minutes
22-10-80	60 Down 46 minutes
22-10-80	47 Up 50 minutes
22-10-80	347 Up 85 minutes, 77 Down 120 minutes, 60 Dn. 120 minutes.
23-10-80	44 Down 29 minutes
23-10-80	155 Down 34 minutes
24-10-80	No detention
24-10-80	No detention
25-10-80	No detention
25-10-80	47 Up 20 minutes