

[27 April, 2007]

RAJYA SABHA

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Only six proposals were received from State Government of Karnataka during 2006-07 (in Jan. 2007), five on cost sharing basis and one on deposit terms.

(b) Out of the five proposals received on cost sharing basis for road over bridge in lieu of level crossing (LC) Nos. 62,64 and 66 only one case was found justified and the remaining four were not fulfilling the preliminary criteria of traffic density of one lakh Train Vehicle Units (TVUs) which were found to be quite meagre. One Road Over Bridge (ROB) at LC No. 62 in lieu of 3 LCs 62, 64 and 66 has been mutually agreed by Railway and State Government on the pre-condition of closure of these 3 LCs after commissioning of ROB. This proposal for sanction of ROB at LC No. 62 has been agreed to in principle, and shall be processed during the future Works Programme. The sixth proposal was for construction of a 'limited height subway' on Hubli-Gadag route, at km. 55/14-15 at LC No. 31. Feasibility Study survey will be conducted by the Railway for it, if found feasible, State Government will be advised.

(c) Does not arise.

Gauge conversion of Ahmedabad-Patan rail line

†2866. SHRI JAYANTILAL BAROT:

SHRI SURYAKANTBHAI ACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has any plan to convert Ahmedabad-Kalol-Kadi-Katosan-Chanasma-Patan metre gauge into broad gauge;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. Ahmedabad-Sabarmati is already on broad gauge and Sabarmati-Kalol has one broad gauge and one metre gauge parallel line.

A survey for gauge conversion of Kalol-Kadi-Katosan Road was conducted during 2001-02. In view of unremunerative nature of the proposal,

†Original notice of the question was received in Hindi.

heavy throwforward of the ongoing projects and acute resource constraints, gauge conversion of Kalol-Kadi-Katosan Road could not be found feasible.

Gauge conversion of Ranuj-Patan section (13.3 kms.) of suggested metre gauge line has already been taken up as a part of Bhildi-Viramgam gauge conversion project and targeted for completion during 2007-08.

Chain pulling

2867. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of trains prone to chain pulling;
- (b) the details of places where menace is rampant; and
- (c) the steps taken to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Some sporadic incidents of alarm chain pulling do come to notice from time to time. However, train-wise and section-wise information is not maintained. Whenever incidents of alarm Chain Pulling are reported in a train or section, drives are intensified on such trains/sections by ticket checking staff with the help of Government Railway Police/Railway Protection Force staff to curb this menace. The passengers found misusing the alarm chain without valid reasons are prosecuted and First Information Report is lodged against them under the relevant provisions of the Railways Act. Besides this, the travelling public is also sensitized through various media to use the alarm chain judiciously.

Retail hub near Railway Stations

†2868. SHRI BALAVANT ALIAS BALAPTE:
SHRI SHREEGOPAL WAS:
SHRI VINAY KATIYAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Government are contemplating to open retail hub near railway stations;

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