

Railway routes in Uttarakhand

†1962. SHRI MAHENDRA SINGH MAHRA: Will the Minister of RAILWAYS be pleased to state:

(a) the amount allocated in 2014-15 for laying of Tanakpur-Ghat-Bageshwar and Ramnagar-Mohan-Marchula-Chaukhutia-Bhikiasein rail routes which are pending for approval;

(b) whether there are rail routes in the country which are not profit making, still Railways are operating trains on these routes, if so, the details thereof;

(c) whether Government considers rail routes of Uttarakhand strategically significant for the country; and

(d) if so, the reasons for delay in the sanctioning of laying of these rail routes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) (a) These are not sanctioned projects.

(b) Yes, Sir. There are 90 rail routes in the country which are not profitable and the Railways are operating trains on these routes. Indian Railways takes measures to reduce expenditure on these lines. The matter has also been taken up by this Ministry with the State Governments to enable Indian Railways to reduce the cost of running such lines. Zonal Railways have approached their respective State Governments for sharing the loss on 50:50 basis or approve the closure of these lines. Concerned Zonal Railways are interacting with the State Governments to enable Indian Railways to reduce such uneconomic lines even further. However, no fruitful response has been received from State Governments so far.

(c) and (d) 5 new rail routes *i.e.* Tanakpur-Bageshwar (155 km), Dehradun-Uttarkashi (90 km), Rishikesh-Karanprayag (125 km), Karanprayag-Chamoli (28.2 km.) and Tanakpur-Jaulijivi (90 km) falling fully/partly in Uttarakhand have been identified by Ministry of Defence as strategically important routes. Rishikesh-Karanprayag new line project has been sanctioned in 2011-12 at an anticipated cost of ₹ 4295.30 crore to be fully funded by Ministry of Finance.

†Original notice of the question was received in Hindi.

As Railways are having a large shelf of ongoing projects and facing acute funds constraints, remaining rail lines could not be taken up.

Status of Gulbarga as divisional headquarter

1963. SHRI BASAWARAJ PATIL: Will the Minister of RAILWAYS be pleased to state:

- (a) when was Gulbarga approved as a railway division;
- (b) the steps taken by Government to complete the task and by when it would commence as divisional headquarter; and
- (c) the progress in work of Gulbarga-Bidar railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) (a) and (b) During the course of discussions on the "Vote on Account" Budget of Railways, 2014-15 in Rajya Sabha on 18.02.2014, creation of three new divisions, including one with head-quarters at Gulbarga, was announced by the Hon'ble Minister for Railways. Action has already been initiated by the Ministry of Railways in this regard. However, it is difficult to set any time frame for making this division operational.

(c) Take off point for the project is Khanapur as Bider to Khanapur railway line already exists. Khanapur-Hallikhed (54 Km) and Gulbarga-Sultanpur (10 Km) has been completed. Work in the remaining section has been taken up.

Doubling of railway line

1964. SHRI MOHAMMED ADEEB: Will the Minister of RAILWAYS be pleased to state:

- (a) whether a survey was proposed for doubling of railway line between Mathura and Farrukhabad and Farrukhabad and Kanpur;
- (b) if so, the progress made in the matter so far; and
- (c) by when the work of doubling of the railway line would be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) (a) to (c) A survey for doubling of Kanpur- Farrukhabad-Kasganj- Mathura (352 km.) has been taken up. Sanction of a project is considered only after the survey is completed.