

Factors such as line capacity and terminal capacity constraints on account of increasing passenger and freight traffic, asset failure, adverse weather conditions (fog, rains, breaches), intermittent natural calamities such as floods, cyclones, heavy rains, heavy road traffic at level crossing gates across the Indian Railways network, mid-section run over cases involving cattle and humans etc. adversely affect the punctuality of trains over Indian Railways.

(b) and (c) In order to improve punctuality of 12487/12488 Jogbani-Anand Vihar, Seemanchal Express, one extra rake has been inducted into services w.e.f 02.07.2018.

#### **Trains originating and terminating from Katihar**

†2048. SHRI AHMAD ASHFAQUE KARIM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the number of trains originating and arriving at Katihar are negligible even though it is an old Railway Division, connecting about 8 districts falling under Purnia and Koshi Divisions;

(b) whether Railways propose to run additional trains from Railway Headquarters of Katihar Division; and

(c) if not, the details of reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Thirty two (32) trains presently originating from/terminating at Katihar are considered adequate for the present level of traffic. Further, to cater to the needs of passengers of Katihar, a new train service namely 15705/15706 Katihar- Delhi Champaran Humsafar Express has recently been introduced w.e.f. 10.04.2018. Moreover, introduction of trains is an on-going process on Indian Railways, subject to operational feasibility, resource availability and traffic justification.

#### **Irregularities in Tatkal bookings**

2049. SHRI T. G. VENKATESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that irregularities are taking place on a large scale in Tatkal bookings by way of illegal software;

(b) if so, the details thereof;

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†Original notice of the question was received in Hindi.