

ween Raipur and Waltair are fitted with fans.

None of the 12 narrow gauge III class coaches running on Naupada-Gunupur section is fitted with fans.

(b) On Raipur-Waltair section, the question does not arise.

On the Naupada-Gunupur section, due to low speeds and the very limited electrical generation obtaining on the run, it is not possible to increase the existing electrical load of the coaches by fitting fans.

(c) There is no proposal for conversion of this section into broad gauge during the Third Plan.

(d) The present standard of the track does not permit higher speed on this N. G. section. The question of effecting improvement to the track to permit higher speeds will be considered after a decision is taken as to whether it will be converted to broad gauge or not.

Booking Office and Waiting Hall on S. E. Railway

1367. **Shri Ulaka:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the fact that due to the absence of a Booking Office and Waiting Hall at halt station of Paravatipuram town and a Waiting Hall at Singhpur Road on the South Eastern Railway, great hardship is caused to the passengers; and

(b) if so, what Government propose to do in this regard?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No, Sir. The existing booking office and waiting hall facilities at Parvatipuram and the waiting hall at Singhpur are considered to be adequate at present.

(b) However, the Railway administration is contemplating to extend the existing waiting hall at Parvatipuram.

Annual Income on Naupada-Gunupur (S.E.) Railway Line

1368. **Shri Ulaka:** Will the Minister of Railways be pleased to state:

(a) the annual income on account of freights and fares from the narrow gauge line on the South Eastern Railway between Naupada and Gunupur from the date of nationalisation to March 1962;

(b) the number of passengers and load of goods carried by the said railway line for the aforesaid period; and

(c) the annual expenditure on the said railway line?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). The information is not readily available. It has been called for from the Railway and will be laid on the Table of the House as soon as it is received.

ब्रह्मना (कानपुर) रेलवे स्टेशन

१३६६. श्री कृष्ण देव त्रिपाठी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कारण है कि ब्रह्मना स्टेशन जो कानपुर-बालामऊ रेलवे लाइन (उत्तर रेलवे) पर हॉल्ट स्टेशन था, १९४० में उक्त लाइन के टूट जाने के बाद जब यह फिर बिछा कर चालू की गई यह स्टेशन न तो हॉल्ट स्टेशन रहा और न वहाँ फ्लैग स्टेशन स्थापित किया गया ;

(ख) क्या सरकार का ध्यान स्थानीय लोगों ने समय-समय पर इस और दिलाया है कि वहाँ के यात्रियों की असुविधा दूर करने के लिये ब्रह्मना स्टेशन फिर चालू किया जाये ;

(ग) क्या सरकार यहाँ निकट भविष्य में पुनः स्टेशन खोलेगी; और