

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 270  
TO BE ANSWERED ON 14.03.2018**

**WITHDRAWAL OF STOPPAGES/HALTS**

**\*270. SHRI K.C. VENUGOPAL:  
DR. GOKARAJU GANGA RAJU:**

**Will the Minister of RAILWAYS be pleased to state:-**

**(a) whether the Railways has decided to withdraw stoppages/halts for various express, superfast and mail trains at non-profitable railway stations in the country, if so, the details thereof and the reasons therefor along with the names of trains/stations whose stoppages/halts have been withdrawn/ reduced;**

**(b) whether apart from slowing down the network and affecting punctuality of trains, these stoppages/halts cause losses of Rs.1 crore a day, which include Rs. 8,000 extra spent on fuel per halt, besides other operational costs associated with these stoppages/halts and if so, the details thereof;**

**(c) whether the Railways has initiated any survey to find out the profitability of various railway stations and if so, the details thereof;**

**(d) the criteria laid down to grant stoppage/halt at a particular railway station; and**

**(e) whether the Government is ready to ensure more Mainline Electric Multiple Unit (MEMU) services at small stations in the context of withdrawal of stoppages/ halts and if so, the details thereof?**

**ANSWER**

**MINISTER OF RAILWAYS AND COAL**

**(SHRI PIYUSH GOYAL)**

**(a) to (e) A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 270 BY SHRI K.C. VENUGOPAL AND DR. GOKARAJU GANGA RAJU TO BE ANSWERED IN LOK SABHA ON 14.03.2018 REGARDING WITHDRAWAL OF STOPPAGES/HALTS**

**(a): There is no proposal, at present, to withdraw stoppages at any of the stations over Indian Railways. However, review of the stoppages is an ongoing process on Indian Railways and for various reasons Railways may sometime be required to withdraw stoppages.**

**(b): Apart from slowing down the trains and affecting punctuality, provision of additional stoppage for 2 minutes in Mail/Express trains entails financial implications ranging from ₹ 12,716/- to ₹ 24,506/ (calculated during 2015-16) depending upon various factors like composition of train, cost of fuel, cost of train kilometer lost and type of traction used.**

**(c): No, Madam.**

**(d): At present, Indian Railways have a policy on stoppage of trains. Some of the important criteria are as under:-**

- (1) Total sale of tickets at the station for both Up and Down directions distance wise, class-wise & cost wise.**
- (2) Traffic pattern at the station.**
- (3) Availability of alternative services, convenience and occupancy of existing services.**
- (4) Nature of train and occupancy in question.**
- (5) Passing time of the train in question at the station where stoppage is under consideration.**
- (6) Operational constraints- effect on the line capacity of the section and punctuality of other services.**

**The policy guidelines which encompass both the operational and commercial aspects for provision of stoppage of trains *inter alia* stipulate**

**that the minimum number of tickets to be sold at the station so as to recover the cost of stoppage (which ranges from ₹ 12,716/- to ₹ 24,506/- depending upon traction, composition and other factors) should be 40 or more tickets per day per train for sleeper class for a distance of 500 kms or its equivalent in terms of cost for mixed class of passengers like AC, General and distance (multiple of 100 kms) toward/from destination/originating stations of the train. The policy also stipulates that no additional stoppage to be provided in sections having capacity utilization above 90%. Additionally, population and significance of the town/city and new developments, thereat, and other factors are taken into account while considering provision of new stoppages. Further, operational and strategic requirements are taken into consideration while deciding about stoppages.**

**(e): There is no proposal, at present, for withdrawal of stoppages. As such, operation of additional Mainline Electric Multiple Unit (MEMU) trains in lieu thereof does not arise.**

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