

(b) if so, the details thereof; and

(b) the likely date when it will be implemented?

THE MINISTER OF RAILWAYS (SHRI JANESHWAR MISHRA): (a) to (c). No, Sir. However, provision of rail-cum-road reservation facilities in the hilly areas of Uttar Pradesh could be considered if suitable contractors are found to take up the agency contracts as per standard terms and conditions.

[English]

Railway Crossings in Gujarat

781. SHRI GABHAJI MANGAJI THAKORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether railway crossings on canals of Damanganga, Karjan, Deo, Sukhi and Guhai Projects of Gujarat State are pending for construction from last several years;

(b) if so, whether Government have prepared any programme for undertaking the execution of these projects;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI JANESHWAR MISHRA): (a) to (d). Railways' portion of works on 4 crossings on Daman Ganga Project and 9 crossings on Karjan Project have already been completed. Works on the remaining 3 crossings on Daman

Ganga, one each on Guhai, Sukhi and Dev Projects, and 3 crossings on Karjan Project are at various stages of progress.

[Translation]

Conversion of Ahmedabad-Delhi Line

782. SHRI GUMAN MAL LODHA:
PROF. RASASINGH RAWAT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a scheme was announced and survey conducted years back to convert Ahmedabad-Delhi railway line into broad gauge line;

(b) whether government are aware that passengers in Ahmedabad face inconvenience and business is affected for want of broad gauge railway line; and

(c) whether government propose for doubling and conversion of this line?

THE MINISTER OF RAILWAYS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) and (c). Delhi - Ahmedabad MG line is an important trunk route which is working quite satisfactorily. It has been upgraded to permit maximum permissible speed upto 100 Kmph for a passenger train. Double line exists on critical sections between Delhi-Rewari, Jaipur-Durai and Bhadu-Motidau-Sabarmati. Doubling is also in progress between Garhi-Harsaru and Khalilpur. Conversion of this long route into BG will involve very heavy investment and will adversely affect vital connection between MG network on the Northern and Eastern parts of the country with that of South. The Railways are facing acute constraint of resources for gauge conversions. There is, therefore, no proposal for conversion of this route, at present.