

for the last three years has been as under:

Year	Expenditure (Rs.)
1991-92	89,568.00
1992-93	2,15,217.00
1993-94	4,19,619.00

(The post of CMD was manned by the officers of the Ministry on officiating terms till December, 1992 and a regular incumbent joined in January, 1993 only).

(e) A number of alternatives including merger of Hindustan Vegetable Oils Corporation Ltd. (HVOC), with other public sector undertakings are under consideration of the Government. No final decision has been taken.

[*Translation*]

#### **Taj Express**

4114. SHRI AVTAR SINGH BHADANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether several representations have been received during the last few months to stop Up and Dn Taj Express at Faridabad station;

(b) if so, whether the Government propose to take any action in this regard;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) to (d). Since Taj Express is a superfast train, it is not proposed to stop it at Faridabad etc. for daily commuters.

[*English*]

#### **New Railway Line from Bombay to Pune**

4115. SHRI ANNA JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any proposal for the construction of a new railway line from Bombay to Pune in Maharashtra;

(b) if so, whether there is any proposal to conduct a survey of this line;

(c) whether the Railway Implementation Committee for the new railway line has suggested the source of funds for its construction; and

(d) if so, the reaction of the Government thereto?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) and (c). No, Sir.

(d) 3 lines exist between Bombay and Pune. Another corridor will become available via Vashi and Panvel once the Panvel Karjat line is completed in the coming years. No further lines between these 2 cities are required for meeting the present level of traffic. Moreover, construction of any new line across the Western Ghats between Bombay and Pune will require very heavy investment owing to mountainous terrain and the