

1	2	3
(d) Pongal and Vada	Pongal - 200 gms. Urad Vada 4 nos. -120 gms. Chutney (packaged Separately) - 50 gms.	
<b>Non -Vegetarian</b>	Omlette of 2 eggs-90 gms.	<b>Rs.20.00</b>
Bread Butter and Omlette	Two bread slice with 10 gms butter in chiplet of total weight 70 gm Tomato Ketchup in sachet - 15 gms. Salt and Pepper	
Standard	Rice Pulao or Jeera rice or plain rice of fine quality -150 gms.	<b>Rs. 30</b>
<b>Casserole Meals</b>	Paratha (2 nos.) or Chapati (4 nos.) or Poories (5 nos.)-100 gms.	
<b>Vegetarian</b>	Dal or Sambhar (thick consistency) -150 gms. Mix veg (seasonal)- 100 gms.	
	Curd - 100 gms. or sweet - 40 gms. Pickle in sachet -15 gms Packaged drinking water in sealed glasses -300 ml.	
<b>Non-Vegetarian</b>	Rice Pulao or Jeera rice or plain rice of fine quality -150 gms. Paratha (2 nos.) or Chapati (4 nos.) or Poories (5 no.)-100 gms. Dal or Sambhar (thick consistency) -150 gms. Two egg curry - 200 gms. Curd - 100 gms. or sweet - 40 gms. Pickle in sachet- 15 gms Packaged drinking water in sealed glasses - 300 ml.	<b>Rs. 35.00</b>

#### Overbridges in Punjab and Haryana

84. SARDAR TARLOCHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) how many overbridges have been completed in Punjab and Haryana during last three years;

(b) how many overbridges are under construction and by when they are going to be completed;

(c) how many overbridges have been sanctioned where work is yet to start; and

(d) how many projects are under consideration and how long it would take to decide?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) 5 in Punjab and 7 works in Haryana have been completed in the last three years.

(b) In Punjab, 8 works and in Haryana 20 works of ROB/RUBs (Road Over Bridges/Road Under Bridges) are under construction, completion of which depends upon completion of approaches work by State Govt. as Railways construct bridge proper across tracks only. Generally 3 years are taken in completion after commencement of work.

(c) 20 works in Haryana and 24 works in Punjab are yet to be started.

(d) 16 from Punjab and 11 from Haryana are at various stages of sanction. It would not be possible to give the exact time frame as the works are approved by Ministry of Railways, State Govt., and finally by Parliament.

**New proposal for gauge conversion in Rajasthan**

85. SHRI RAMDAS AGARWAL :

SHRI OM PRAKASH MATHUR :

Will the Minister of RAILWAYS be pleased to state:

(a) the number of new proposals for gauge conversion in the State of Rajasthan have been included in the Rail Budget 2008-09 along with the steps taken by Government for conducting survey work;

(b) the time-frame fixed up by his Ministry for survey of above gauge conversion work;

(c) the criteria laid down for sanctioning of these new gauge conversion work; and

(d) whether any such proposal for gauge conversion in Rajasthan is going to be executed under National Rail Development Scheme along with the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Three new works of gauge conversion have been included in the Railway Budget 2008-09 and detailed survey for two works have been completed. The detailed survey for the remaining project is likely to be completed in next 6 months time.

One survey for Mavli-Bari Sadri Gauge Conversion (GC) project (82 kms) was also included in the said Budget. The survey has since been completed.

(c) A Statement is enclosed (See below).

(d) No, Sir. However, Bhildi-Samdari GC (223 kms) and Ajmer-Phulera-Ringus-Bewari GC (295 kms) projects are included in National Rail Vikas Yojana (NRVY).

**Statement**

*Details of criteria laid down for sanctioning of new gauge conversion work*

Project uni-gauge was taken up on 01.04.1992 and the policy adopted for taking up gauge conversion has been as under:

(i) To take up conversion of lines to develop alternative Broad Gauge (BG) routes obviating the need for doubling existing BG lines on these routes.

(ii) To establish BG links between stations connected by other BG lines.

(iii) To establish BG connection to ports, industrial centers and locations having potential for growth.

(iv) To take up conversion of lines required on strategic considerations.

(v) To minimize transshipment and to improve wagon turn around by avoiding delays at transshipment points.