

**Reducing speed breakers to increase the speed of trains**

†1144. SHRI DATTA MEGHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a proposal to reduce the speed breakers to increase the speed of trains;

(b) if so, by when the said scheme would be implemented;

(c) whether it is also a fact that trains to be slowed down on weak bridges and as a result trains get delayed in reaching the destinations; and

(d) if so, whether any schemes has been formulated to renew the weak bridges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. However, there are no speed breakers but speed restrictions.

(b) Speed restrictions are reviewed periodically and are removed based on technical feasibility and availability of resources.

(c) Yes, Sir. Trains are slowed down on weak bridges if conditions so warrants to ensure safety of traffic. However, it may not necessarily result into trains getting delayed in reaching the destinations. Suitable time allowances are provided in Trains Time Table.

(d) Yes, Sir. Rehabilitation/repair of bridges is an ongoing process on Indian Railways. Railways undertakes repair, rehabilitation/rebuilding of bridges on the basis of their physical condition as ascertained during regular inspections.

**Shifting the Headquarters of Western Railway**

1145. SHRI KESHUBHAIS. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Gujarat is demanding since long for shifting the Headquarters of the Western Railway from Mumbai to Ahmedabad, but demand is not accepted;

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(b) whether it is also a fact that Gujarat is having considerable share in passengers and goods traffic in the Western Railways; and

(c) if so, the reasons for not shifting the Headquarters of Western Railway to Ahmedabad?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS  
(SHRIR.VELU):(a) Yes, Sir.

(b) Yes, Sir. Gujarat is having considerable share in Passenger and Goods traffic in Western Railways.

(c) The location of the Headquarters of a Railway is decided on the basis of operational and administrative requirements consistent with the needs of economy and efficiency and not on regional considerations. In view of these, there is no need for shifting the Headquarters of Western Railway to Ahmedabad.

**Connecting Chennai Central with Egmore Railway Station through Broad Gauge Line**

1146. SHRI S.ANBALAGAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to connect Chennai Central railway station and Egmore Railway Station through a broad gauge line;

(b) if so, the details thereof and the stage at which the proposal stands now; and

(c) the time by which the project is likely to be completed and the steps proposed to be taken by Government for the expeditious completion of this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS  
(SHRIR.VELU):(a) Yes, Sir.

(b) The proposal has been approved by Railway Board on 08.04.2003. The technical feasibility and commercial viability of the project with alternative to this proposal was entrusted to Rail India Technical & Economic Services (RITES) who have completed the study and submitted the report with alternative proposals.

(c) Not, yet decided.