

and SPA led to delay with ultimate withdrawal of works from them; and assignment to other agencies which caused escalation of cost in a total of 7 cases (includes 3 cases relating to CPWD) amounting in all to Rs. 2,81,24,000, and infructuous expenditure amounting to Rs. 5.76 lakhs.

The instances of escalation in cost and infructuous expenditure pointed out by the CAG have been examined by the KVS. The Government and KVS are of the view that the work was assigned to SPA and CBRI with bona fide intentions of cutting down the costs and speeding up the construction and also that both these are Government sponsored organisations. The escalation in cost is mostly notional in the sense that the money available for construction in the KVS did not generally lapse in this period but was used on other works which as a result got expedited.

No particular official of the KVS has been found responsible for escalation in cost or infructuous expenditure. There is no question, therefore, of taking Departmental action against any official.

बम्बई सेंट्रल स्टेशन पर राजधानी एक्सप्रेस के लिए आरक्षण की सुविधा

1827. कुमारी सईदा खातून : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली और बम्बई के बीच चलने वाली राजधानी एक्सप्रेस के लिए बम्बई में आरक्षण कार्यालय चर्च गेट पर स्थित है, बम्बई सेंट्रल पर नहीं ;

(ख) क्या सरकार आरक्षण की यह सुविधा बम्बई सेंट्रल स्टेशन पर उपलब्ध कराने का विचार रखती है ; और

(ग) यदि हां, तो इसके कब तक उपलब्ध हो जाने की संभावना है ?

रेल मंत्रालय के राज्य मंत्री (श्री माधवराव तिघिया) : (क) जबकि राजधानी एक्सप्रेस के लिए पहला दर्जा वातानुकूल और दूसरे दर्जे के वातानुकूल 2-टियर के लिए आरक्षण चर्चगेट में किया जाता है, इस गाड़ी में वातानुकूल कुर्सीयान सीटों के लिए आरक्षण बम्बई सेंट्रल में किया जाता है ।

(ख) और (ग) बम्बई क्षेत्र में यात्री आरक्षण का संगणकीकरण करने के बाद बम्बई सेंट्रल में भी सभी दर्जे के लिए आरक्षण की सुविधा उपलब्ध हो जायेगी जिसे इस वित्त वर्ष में पूरा किये जाने की संभावना है ।

Ahmedabad-Delhi Sarvodaya Train upto Godhra Anand

1828. SHRI CHIMANBHAI MEHTA :

SHRI SAGAR RAYKA :

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation recently that Ahmedabad-Delhi Sarvodaya train should connect Godhra Anand without going to Baroda;

(b) what is the number of trains operating between Bombay to Delhi and vice versa via Baroda; and

(c) how many K.Ms. of journey is likely to be shortened by putting Ahmedabad-Delhi Sarvodaya train in direct link on Godhra Anand B.G. route and also the saving in time and expenses?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

(a) Yes, Sir.

(b) Six pairs of trains.

(c) There will be a marginal saving of 29 Kms. However, Godhra-Anand section being a slow line route, there will be no saving in overall journey time.