

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) Yes, Sir. A Memorandum dated 22-3-78 from the ONGC Workmen's Association, Calcutta has been received through Shri Kalyan Roy and Shri Chitta Basu.

(b) The Memorandum has, *inter alia*, raised two points; one relating to the shifting of the headquarters of the Assam geological/geophysical field parties from Calcutta to Mezanga in Assam and the other about various aspects of exploration activities of the ONGC in West Bengal.

(c) The matter is being looked into.

Routing of Bikaner-Jaipur Express via Nagaur, Merta, Degana and Phulera

508. SHRI HARISHANKER BHABHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 237 Up and 238 Down Bikaner-Jaipur Express trains under Northern Railway were originally intended to run *via* Nagpur, Merta, Degana and Phulera;

(b) if so, what are the reasons for running the said trains *via* Ratangarh and Churu;

(c) whether it is a fact that at present there is no train running from Bikaner *via* Nagaur, Merta, Degana and Phulera; and

(d) if so, whether Government propose to run any express train from Bikaner *via* Nagaur, Merta and Phulera?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) On representations from a large cross section of people at Bikaner,

Ratangarh and Churu areas, a detailed analysis of traffic was made which indicated that a large number of passengers would prefer to travel *via* Churu.

(c) Yes. However 95/96 Bikaner-Marwar Mails serve the passengers on Bikaner-Merta Road section.

(d) No. However, for the few passengers *via* Merta Road two coaches namely one composite first and second class and one second class, are running between Bikaner and Jaipur/Agra Fort by 95/208 and 207/96 trains.

Change in timings of train services in the Bhavnagar area

509. SHRI IBRAHIM KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representations from the Saurashtra Chamber of Commerce and other organisations protesting against the recent changes made in the timing of some mail/express trains in the Bhavnagar area as these changes have upset traffic to Botad, Surendranagar, Viramgam and Ahmedabad resulting in delays and missing of connected trains; and

(b) if so, what are the details thereof and what action Government have taken to redress their grievances?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) The Secretary Zawalad Chamber of Commerce and Industry, Surendranagar had represented against the change in timings of 21 Up Bhavnagar-Ahmedabad Mail and 293 Up Bhavnagar-Viramgam Fast Passenger from 1-4-1978. These changes had earlier been made in response to the requests from Saurashtra Chamber of Commerce, Bhavnagar and the Hon. Member himself. In

addition the Divisional Railway Users Consultative Committee also were duly consulted. However, the complaint from the Zalawad Chamber of Commerce is proposed to be discussed in the ensuing meeting of the Divisional Railway Users Consultative Committee Meeting on 18-5-1978 for taking suitable action.

Modasa-Kapadvanj and Bhavnagar-Tarapur railway line

510. SHRI IBRAHIM KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) what are the considerations for which priority has been accorded for

the construction of the Modasa-Kapadvanj railway line being taken up in the current financial year;

(b) whether the plan and estimates for the Bhavnagar-Tarapur railway line have been sent to the Planning Commission for approval; and

(c) if not, what are the reasons therefor and by when the same will be sent to the Planning Commission?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) The length cost and financial return on Nadiad-Kapadvanj-Modasa and Bhavnagar-Tarapur lines are as follows:

	Length	Cost Rs.	Return
Nadiad-Kapadvanj-Modasa line	105 kms.	9'43 crores	7.8%
Bhavnagar-Tarapur line	149 kms.	33'65 crores	Negative

It will be seen from the above that Nadiad-Kapadvanj-Modasa project involves lesser investment and is more viable. Nadiad-Modasa line will also promote development of a backward area which is inhabited by Adivasis.

Bogies attached to Puri-Howrah Express

511. SHRI HAREKRUSHNA MALLICK:

SHRI BHAIKAB CHANDRA MAHANTI:

SHRI LAKSHMANA MAHA-PATRO:

SHRI NARASINGHA PRASAD NANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) what was the number of bogies usually attached to Puri-Howrah Express before Shri Jagannath Express was introduced;

(b) what is the number of bogies that are being attached to these two trains after the introduction of Shri Jagannath Express; and

(c) what are the reasons for the reduction in the number of bogies?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Eighteen bogies, hauled by two steam locomotives.