

(d) Speeding up of trains is a constant endeavour and continuous process on Indian Railways and is dependent on constant optimization of the investments made by Railways in modernization of technology, high powered locos, modern coaches (LHB, air brake, CBC) and better tracks. Railways are also coming up with dedicated freight corridors, which would lead to segregation of freight and passenger traffic and would increase average speed of both freight and passenger trains on relevant corridors.

#### **Construction of tunnel on Udhampur-Qazigund rail line**

1998. SHRI G.N. RATANPURI: Will the Minister of RAILWAYS be pleased to state:

(a) the time schedule for construction of second longest tunnel on Udhampur Qazigund rail line near Sangaldan; and

(b) the expected date of completion of Udhampur-Qazigund rail line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) Construction of the second longest tunnel on Udhampur-Qazigund rail line near Sangaldan is expected to be completed by March, 2016.

(b) Udhampur-Katra section is expected to be completed by March, 2012 and Katra-Qazigund section, by December, 2017.

#### **Rail projects in Gujarat**

1999. SHRI KANJIBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Gujarat has submitted proposal to Government for construction of new rail lines namely, Dhangadhara-Santalpur, Palanpur-Ambaji-Abu Road, Dhanera-Goradu, Nadiad-Dholka and Tharad-Vas-Suigam border; and

(b) if so, the reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) As per available records, no such proposal has been received from the State Government of Gujarat.

#### **Train services in Gujarat**

2000. SHRI KANJIBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has received representations from various sections of people including from the State Government of Gujarat for introduction of new trains,

increasing trains' frequency and providing additional coaches to the trains running through various cities/districts;

(b) the number of representations, region-wise, received so far by Government and considered for introduction of new trains/providing additional coaches/extension of trains, etc.; and

(c) the time-frame fixed for meeting the aforesaid demands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) to (c) Representations from Hon'ble Members of Parliament/Ministers/organizations/associations/different level of State Governments, including that of Gujarat, are received at various levels of railway administration. These are examined and action as found feasible and justified, is taken. However, compendium of such representations is not maintained.

Trains are introduced on the basis of traffic demand, operational feasibility and availability of resources and not on State/region wise basis.

#### **Super fast train between South India and North-Eastern-Region**

2001. SHRI KUMAR DEEPAK DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware of the facts that there is need of super fast train connecting South India with North Eastern Region;

(b) if so, the action taken thereon;

(c) whether Government will consider to convert Guwahati-Bangalore Express and Yasvant-Guwahati Express train to super fast express train and make it run everyday for the convenience of increasing number of passengers and to make the train travel within less span of time; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) Presently North Eastern Region is connected by six pairs of Express trains, including four pairs of super fast trains, to the major cities of South India.

(c) and (d) 2509/2510 Guwahati-Bangalore Express is already a super fast service. Speeding up of 5901/5902 Dibrugarh-Yesvantpur Express and increase in the frequency of both the trains to daily are not feasible presently due to operational and resource constraints. Speeding up of trains is a constant endeavour and continuous process on Indian Railways and is dependent on constant optimization of the investments made by Railways in modernization of technology, high powered locos, modern coaches (LHB, air brake, CBC) and better tracks.