

New Express Train between Bombay and Vijaywada

2734. SHRI V. SOBHANADREESWARA RAO : Will the Minister of TRANSPORT be pleased to state:

(a) whether his Ministry has received any representation for introduction of an Express Train between Bombay and Vijaywada to meet the passenger traffic and bulk of consignments;

(b) if so, the reaction of Government thereto; and

(c) the likely date by which the train is proposed to be introduced?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) The suggestion of introducing a train between Bombay and Vijaywada has been examined and not found feasible due to lack of resources like terminal facilities, line capacity constraints on sections enroute and shortage of coaches and locomotives.

Electrification of Calcutta-Delhi Railway Track

2735. SHRI SANAT KUMAR MANDAL: Will the Minister of TRANSPORT be pleased to state:

(a) whether the Calcutta-Delhi railway track has not yet been fully electrified, if so, the sections still left;

(b) how long will it take to completely electrify this Calcutta-Delhi line and run more modern train services on this busy route;

(c) the present position regarding the electrification of the Calcutta-Bombay and Calcutta-Madras routes and how long will it take to complete the work;

(d) the progress expected to be made in the electrification of the routes referred to above during the Seventh Plan period; and

(e) whether preference will be given to sections with high density of traffic and particularly the overburdened routes?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) & (b) No, sir. Calcutta-Delhi railway track via Grand Chord has already been electrified. Main line section between Sitarampur-Mughalsarai is yet to be electrified. Electrification of this section has been approved, but due to constraint of resources, this scheme has been deferred to the VIIIth Five Year Plan.

(c) & (d):

Section	Sections already brought under electrification	Sections yet to be electrified
Calcutta-Bombay	Calcutta-Durg from Calcutta end; and Bombay-Bhusawal from Bombay end.	Durg-Nagpur-Bhusawal.
Calcutta-Madras	Calcutta Kharagpur from Calcutta end; and Madras-Vijaywada from Madras end	Kharagpur-Vijaywada.

Electrification of un-electrified portion of Calcutta-Bombay Section, is expected to be completed by the end of VIIth Plan. There is, at present, no proposal to electrify the unelectrified sections of Calcutta-Madras route during the VIIth Plan.

(e) During the VIIth Five Year Plan, priority has been given for electrification of Delhi-Bombay (both Western and Central Railway routes), Delhi-Madras, and Calcutta-Bombay trunk routes, and some other important sections for movement of coal and iron ore etc.

Damage of rail tracks and overhead wires near Bhusaval station

2736. SHRI SANAT KUMAR MANDAL: Will the Minister of TRANSPORT be pleased to state;

(a) whether a LPG tanker burst into flames in a sub-way near Bhusaval station on the 11th November, 1985 damaging the rail tracks and overhead wires of the nearby railway yard and disrupting train services in the section;

(b) if so, whether any investigation has been made into the cause of this mishap;

(c) if so, its outcome; and

(d) remedial measures taken or proposed to be taken to prevent such accidents in future?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. A road tanker hit the Railway underbridge at Bhusaval station on 12.11.1985 and not 11.11.1985. The tanker caught fire and as a result the railway track and the overhead electric equipment were damaged, disrupting train services.

(b) & (c) Enquiry conducted by railway officers reveals that the accident was due to the negligence of the tanker driver. The driver uprooted the height gauge provided short of the subway, to prevent passage of overdimensional loads/vehicles. Maharashtra State Police are also investigating into this road accident.

(d) This is a road accident and:

(i) Permitted route by LPG tankers is fixed by road transport authorities keeping moving dimensions in view.

(ii) Height gauges short of road underbridges are fixed to prevent passage of overdimensional loads through the subway.

(iii) Other remedial action, if any, would be taken by the State Road Transport authorities, as considered fit.

Use of Colours in Food Stuffs

2738. SHRI V.S. KRISHNA IYER: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that use of colours in food stuffs particularly red dye and Amenth Colour are harmful to the human system and causing cancer and birth diseases; and

(b) if so, what action has been taken to stop using of colours in food stuffs?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) & (b) The Experts Sub-committee set up by the Central Committee for Food Standards (CCFS), a statutory Advisory Committee, has gone into the question of prohibiting colours including Amaranth and Fast Red E against the background of health hazards and has recommended that the tolerance limit laid down in PFA Rules for Amaranth should be reduced from 200 ppm to 100 ppm and the use of Fast Red E should be prohibited. The CCFS is seized of the matter.

Wagons For Transportation of Salt From Gujarat

2739. SHRI D.P. JADEJA: Will the Minister of TRANSPORT be pleased to state:

(a) the number of wagons asked from