

महत्वपूर्ण है और इस बात को दृष्टि में रखते हुए व्यापार की प्रगति के लिए अहमदाबाद और जबलपुर के बीच सीधी रेल सेवा आरंभ किया जाना बहुत आवश्यक है और अनेक संस्थानों और संगठनों ने रेलवे विभाग को इस आशय के मांग पत्र भेजे हैं;

(ख) क्या अहमदाबाद और जबलपुर के बीच सीधी रेल सेवा आरम्भ करने का प्रस्ताव विचाराधीन है और यदि हां, तो इसको कब तक क्रियान्वित किया जायेगा; और

(ग) क्या गंगा-कावेरी एक्सप्रेस रेलगाड़ी को कोचीन तक चलाकर जबलपुर को दक्षिण भारत से सीधे जोड़ने का कोई प्रस्ताव विचाराधीन है और यदि हां, तो कब तक इसे क्रियान्वित किया जायेगा; यदि नहीं, तो गंगा-कावेरी एक्सप्रेस रेलगाड़ी को कोचीन तक न चलाने के लिए क्या कठिनाइयां हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ): (क) और (ख). अहमदाबाद और जबलपुर को सीधे रेल सम्पर्क द्वारा जोड़ने के लिए अभ्यावेदन प्राप्त हुए हैं। लेकिन, परिचालनिक कठिनाइयों के कारण अहमदाबाद और जबलपुर के बीच ऐसी गाड़ी चलाना व्यावहारिक नहीं पाया गया है।

(ग) इस समय, ऐसा कोई प्रस्ताव विचाराधीन नहीं है। लेकिन मार्गवर्ती खण्डों पर लाइन क्षमता की कठिनाइयों के कारण गंगा-कावेरी एक्सप्रेस को कोचीन तक बढ़ाना व्यावहारिक नहीं है।

Super-fast Train from Puri to New Delhi

2060. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state what will be the time coverage for the proposed superfast train from Puri to reach the destination New Delhi and the number of stoppages to be provided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): The proposed Triweekly Express trains named

175/176 NEELACHAL EXPRESS between Puri and New Delhi via Bhubaneswar, Tatanagar, Bokaro, Gaya and Varanasi w.e.f. 1-4-80 will cover distance in about 33 hrs. and 40 mts. in one direction and 34 hrs. and 10 mts. in the other direction. There will be only 15 stoppages between Puri and New Delhi.

DTC Service from Lampur Border to Central Secretariat and other Rural Areas of Delhi

2061. SHRI UTTAMRAO PATIL: will the Minister of SHIPPING and TRANSPORT be pleased to state:

(a) whether it is a fact that DTC have not evolved any comprehensive time bound programme for the improvement of DTC bus service covering Lampur Border (Narela) Alipur and other adjoining areas;

(b) if so, the reasons therefor and the remedial action Government propose to take in this regard in view of the deteriorating DTC service in these rural areas of Delhi;

(c) whether it is a fact that DTC bus service from Azadpur Terminal to Lampur—Singhu Border—Alipur route is not up to the mark, if so, what is the number of trips missed month-wise on this route; and

(d) whether it is a fact that DTC has provided a special bus service from Dhansa Border to Central Secretariat Terminal, if so, what are the reasons that DTC is not providing special trips from Lampur Border to Kendriya Terminal despite long standing demand and poor and inadequate changeover facilities for daily commuters?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). No, Sir. DTC has continuous programme of improving its services in all parts of the Union territory including Lampur Border and Alipur and other adjoining areas. DTC cannot, however prepare a time bound programme for improvement of

services in specific areas because of uncertainties about the delivery of new chassis, construction of roads fit for heavy vehicular traffic, development and availability of infrastructure for maintenance and parking of buses and pattern of traffic growth which is linked with factors like population growth/shift, development of new colonies, changes in destination of commuters, land use etc.

It is not correct that DTC's services in these rural areas of Delhi have deteriorated. A number of services have been provided from Lampur Border, Narela and Lampur. Shuttle Services between Narela and Azadpur on route services between Narela and Azadpur on route No. 131 and 135 have recently been provided. Traffic surveys conducted from time to time reveal that these services are adequately meeting the traffic requirement of the residents of these villages.

(c) No, Sir. The details of trips missed and the percentage of trips missed on the routes serving these

areas from the month of November 1979 to February 1980 are given in the statement.

(d) It is true that passengers from Dhansa Border to Central Secretariat travel on a single bus, but it is not a fact that they travel on a single route. From Dhansa Border the passengers buy a ticket upto Tilak Nagar on route No. 835. The same bus operates a trip from Tilak Nagar to Central Secretariat on route No. 810 and the passengers coming in that bus buy another ticket for their journey from Tilak Nagar to Central Secretariat.

The Corporation is already operating special trips from Narela, Lampur and Bawana to Central Secretariat. It has not been possible for it to provide direct service from each and every village for Central Secretariat. Change-over facilities are in existence at various principal terminals such as Adarsh Nagar, Azadpur, R.P. Bagh from where adequate high frequency services are available for Central Secretariat.

Statement

DETAILS OF TRIPS MISSED MONTHWISE FROM NOVEMBER 1979 TO FEBRUARY, 1980 ON ROUTES SERVING AZADPUR, LAMPUR AREA.

Route	Nov 1979			Dec. 1979			Jan. 1980			Feb. 1980		
	Sch trips	Trips missed	Trips missed as a %age of Sch. Trips	Sch. trips	Trips missed	Trips missed as a %age of Sch trips	Sch. trips	Trips missed	Trips missed as a %age of Sch. trips	Sch. trips	Trips missed	Trips missed as a %age of Sch. Trip.
109	480	23	5%	496	14	3%	494	31	6%	460	22	5%
124	450	20	4%	465	30	6%	463	17	3%	433	15	3%
125	1894	124	7%	1950	113	6%	1965	147	8%	1847	205	12%
131	1684	171	11%	1954	129	7%	1916	138	7%	1836	146	8%
135	700	58	8%	863	42	5%	848	12	1%	782	27	3%
136	868	44	5%	873	15	2%	877	36	4%	814	31	4%
138	420	28	6%	434	12	2%	434	7	1%	406	3	1%
144	420	18	4%	434	35	8%	434	24	5%	388	1	74%
146	420	39	9%	434	51	11%	432	46	10%	390	38	9%
147	420	21	5%	434	15	3%	433	20	4%	389	29	7%
148	420	18	4%	434	26	6%	434	6	1%	391	10	2%
149	420	5	1%	434	23	5%	434	24	5%	389	15	4%