

(c) The trains still remaining cancelled will be progressively restored as and when the loco coal supply position on Railways improves.

Doubling of Railway Track from Arkonam to Cochin

2684 SHRI C. H. MOHAMED KOYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Ministry had decided to double the track from Arkonam to Cochin ;

(b) whether the doubling is over in the Tamil Nadu portion of the track ; and

(c) how much time will it take to double the Kerala portion ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAH QURFISHI) : (a) to (c). The position is as under :

(i) *Tamil Nadu* : Double line to the extent of 383 km. is already available. Work on the doubling of 46 km is in progress and expected to be completed by December, 1974. Doubling of the single line portion between Irugur and Podanur is not considered necessary.

(ii) *Kerala* : Double line to the extent of 45 km is already available. Work on the doubling of 18 km. is in progress and expected to be completed by December, 1974. No target date for doubling of the balance portion of the section has yet been fixed.

Use of Coal in Place of Oil Fuel

2685 SHRI SHRIKISHAN MODI:
SHRI RAGHUNANDAN LAL
BHATIA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether his Ministry has deferred the

proposed switching over from oil fuel to coal;

(b) if so, the reasons therefor; and

(c) if not, which are the units proposed to be converted into coal-based ones?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) No, Sir.

(b) Does not arise.

(c) The following units are proposed to be converted into coal fired ones:-

Name of Power Station	Installed capacity of units to be converted (MW)	
(i) Barauni (Bihar)	2 × 15 MW 2 × 50 MW	130 MW
(ii) Ahmedabad (Gujarat)	4 × 15 MW 2 × 30 MW	
(iii) Trombay (Maharashtra)	2 × 62.5 MW (1 × 62.5 MW plus 1 × 150 MW to switch over to coal. No conversion is required)	125 MW
(iv) Dhuvaran (Gujarat)	4 × 63.5 MW	254 MW

Fund for Rural Electrification in Fifth Plan

2686 SHRI SHRIKISHAN MODI:
SHRI HUKAM CHAND
KACHWAL.

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Rural Electrification Corporation of India had approached the Centre to make sufficient provision for the electrification of the rural areas in the country;

(b) if so, the total amount allocated during the Fifth Five Year plan for the purpose; and

(c) the total number of villages which will be electrified and the number which will still be left out by the end of the Fifth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD): (a) The Rural Electrification Corporation had proposed an outlay of Rs. 950 crores for their rural electrification programmes during the Fifth Five Year Plan.

(b) Rupees 400 crores have been allocated for the Rural Electrification Corporation during the Fifth Five Year Plan. In addition Rs. 275 crores under the Minimum Needs Programme is also likely to be channelised through the Rural Electrification Corporation.

(c) There are 5,66,878 villages in the country. By the end of the Fifth Plan 2.58 lakh villages are planned to be electrified. Thus 3.09 lakh villages will remain unelectrified.

Third big station for Calcutta

2687 SHRI A. K. M. ISHAQUF :
SHRI S.N. SINGH DEO:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of incoming and outgoing passenger trains at Howrah and Sealdah stations daily and the number of such trains at two big stations of Delhi and Bombay;

(b) whether to check overcrowding at existing Railway Stations in Calcutta, it is proposed to have a third big station;

(c) if so, the estimated outlay thereof ?

(d) the name of the station which will be developed for the purpose; and

(e) the number of passenger trains likely to arrive and depart from there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) A Statement is attached.

(b) to (d). The following surveys are in progress:—

(1) Techno-economic survey for sectional and terminal facilities required for dealing with suburban and non-suburban traffic in Howrah and Sealdah Divisions, terminal facilities for parcel traffic for Eastern and South Eastern Railways, additional facilities for South Eastern Railway Suburban trains at Howrah, and facilities for dispersal of goods traffic from Howrah and Sealdah. The survey Report pertaining to Howrah Station has been examined and the following works have been included in the Budget for 1974-75 as Phase I at a cost of Rs. 1.48 crores:

(i) Placement of structures of the General Stores and signalling Workshop at Howrah and Shifting them to Belur.

(ii) Replacement of the structures of the Belur Scrap Yard and shifting it to Dankuni. This will release space for further expansion of terminal facilities at Howrah

(2) Engineering-cum-Traffic Survey for provision of suburban terminal facilities in Calcutta (South Eastern Railway).

It is too early to indicate the facilities to be provided as the details have not yet been finalised.

(e) Cannot be indicated at this stage.

STATEMENT

Daily number of incoming and out-going trains

Name of Station	No. of trains		
	Incoming	Outgoing	
Howrah	169	169	} These include the weekly, biweekly and triweekly trains also.
Sealdah	199	199	
Delhi B.G.	69	70	
Delhi M.G.	13	13	
New Delhi	67	67	
Bombay VT (including Dadar)	346	346	
Bombay Central (including Dadar)	22	30	
Bombay (Churchgate)	245	237	