

meeting its requirements fully, particularly during the peak hours, maximum possible assistance is afforded to Delhi from the Northern Grid, being the national capital.

(c) With a view to augment the generating capacity of Delhi, the 2x 67.5 MW Rajghat Thermal Replacement Units have been commissioned recently. Installation of 3x30 MW Waste Heat Recovery Units at the existing Gas Turbines and setting up of a 800 MW combined cycle Gas-based power project at Bawana are also envisaged, subject to the availability of resources and other inputs. Delhi would also get its share from the 840 MW National Capital Thermal Power Project being set up at Dadri by the National Thermal Power Corporation. Installation of a 400 KV transmission ring around Delhi, augmentation of 220 KV transmission and distribution network and the construction of Rihand-Dadri HVDC line are in progress.

Tellichery-Mysore Rail Line

8699. SHRI P.A. ANTONY:
SHRI RAMESH CHENNI-
THALA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representations for laying the Tellichery-Mysore railway line via Coorg; if so, the details thereof;

(b) whether Government propose to conduct any fresh survey into the feasibility of this project; and

(c) if so, the findings of the surveys conducted previously for this railway line alongwith the details with regard to dates, authority by which surveys were made, allocation/cost of each survey etc.?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir. The request has been received from the State Government of Kerala and other public bodies/individuals.

(b) No, Sir.

(c) Does not arise.

Computerisation of Passenger Traffic and Reservations

8700. PROF. P.J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) the stations where computerisation for passenger traffic has been introduced so far;

(b) when the stations in State Capitals and industrial centres will be covered by computerisation programme for passenger reservations;

(c) whether computerisation programme in respect of passenger traffic is restricted to on-going projects only; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Computerised passenger reservation facility has so far been provided at Delhi, Bombay, Calcutta, Madras, Secunderabad, Ahmedabad, Bangalore, Bhopal and Lucknow.

(b) to (d). Reservation system at nine more state capitals/industrial centres, viz., Pune, Guwahati, Jaipur, Patna, Gorakhpur, Trivandrum, Jammu Tawi, Bhubaneswar and Cuttack are scheduled to be computerised during 1990-91. Further extension of the system to other stations would be considered on the basis of their reservation work-

load and importance as well as availability of funds.

[*Translation*]

Gauge Conversion of Miraj-Goa Section.

8701. SHRI R.N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert Miraj-Goa Metre-gauge section into broad-gauge for providing direct train service between Delhi and Goa; and

(b) the steps taken so far in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). A survey for conversion of Miraj-Bangalore, and other connected MG branch lines, totalling 811 km to broad gauge was carried out in 1984. Though the survey was recently updated to arrive at the latest estimated cost, due to poor traffic prospects and constraint of resources, there is no proposal at present to take up this conversion project. However, Roha-Udupi BG rail link project approved in 1990-91, is expected to provide a BG link to Goa. A new BG/MG daily train between Delhi and Goa via Miraj is being introduced with effect from 18.6.1990.

Doubling and Electrification of Delhi-Meerut Line

8702. SHRI HARISH PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for doubling and electrifying the Delhi-Meerut railway line;

(b) if so, when the work on this project is likely to be commenced and the estimated expenditure to be incurred thereon; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. However, Delhi to Muradnagar is already a double line and Delhi-Ghaziabad section is electrified.

(b) Does not arise.

(c) With the commissioning of Delhi-Shahdara-Baghat-Saharanpur BG line two alternative routes are available between Ghaziabad and Saharanpur—one via Meerut and the other via Delhi-Shahdara-Baghat. With this arrangement, the line capacity available on Delhi-Meerut single Railway line is adequate.

Electrification of Railways being a capital intensive work, investments on electrification within the limited resources available are made as per priority, on sections which have high traffic density. Presently, priorities are to complete electrification of Delhi-Bombay (via Central Railway Route), Delhi-Madras (via Grand Trunk Route) and Howrah-Bombay (Via Nagpur Route) and some other heavy traffic density routes. In view of these priorities and constraint of resources, there is at present, no proposal to electrify Ghaziabad-Meerut section.

[*English*]

Production in BHEL, Haridwar

8703. DR. BHAGWAN DASS RATHOR: Will the Minister of INDUSTRY be pleased to state:

(a) whether a part of the total production in the Bharat Heavy Electricals Limited, Haridwar is done by the ancillary units;

(b) if so, the steps Government propose to reduce the production in the ancillary units; and