

**Cracks in platforms at Ganj Basoda Railway Station**

1154. SHRIRAVULA CHANDRA SEKAR REDDY:  
SHRIRUMANDLA RAMACHANDRAIAH:

Will the Minister of RAILWAYS be pleased to- refer to answer to Unstarred Question 2192, given in the Rajya Sabha on 22nd March, 2002 and state:

(a) whether it is fact that expansion work done on platform numbers 1 and 2 at Ganj Basoda Railway Station in Central Railway early this year, developed more cracks after few rains after completion of the said works, as a result of which extensive repairs have to be carried out, causing financial loss to the Railways;

(b) if so, whether a thorough inquiry in the matter has been ordered, to fix responsibility on the contractor and the officers involved therein; and

(c) if so, what are the findings thereof and the action taken against those found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No cracks have developed in the platform surface extended at Ganj Basoda. However, construction joints on platform surface were disturbed due to rains which were got repaired through the same agency at no extra cost without causing financial loss to the Railways.

(b) and (c) Do not arise.

**Cost of laying rail line**

1155. SHRI PRASANTA CHATTERJEE : Will the Minister of RAILWAYS be pleased to state:

(a) what is the cost/expenditure for purchasing and laying one Kilometer of rail line and how much is needed for replacement of over-aged rail tracks and expansion of rail lines, in various parts of the country; and

(b) what is the targeted period for replacement of all the over-aged railway tracks and how long the passengers would have to travel at the risk to their lives?

[26 July, 2002]

RAJYA SABHA

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The cost of construction of new Railway line depends on terrain, geological features, standard of formation and track, cost of labour and material etc. It varies from place to place. The present day cost of construction of new line on an average is about Rs. 2.5 to 3 crores per km in plain area. This includes cost of procurement of rails also. The completion of ongoing new line works require about Rs. 23,000 crs. beyond 1.4.2002.

The cost of renewals of tracks depends upon gauge of the line, track structure, importance of the route, cost of labour, machinery etc. However, Rs. 12,500 crore approx. would be required to replace the track that was due for renewal as on 1.4.02.

(b) As on 1.4.2002, 11470 km track on BG and 5089 km on MG and NG was due for renewal. During 2001-02, a non-lapsable Special Railway Safety Fund (SRSF) of Rs. 17,000 cr. has been set up for clearing the backlog of replacement of over-aged assets, which also includes track renewals. The backlog is expected to be cleared by March, 2007.

Condition of track is continuously monitored and repairs are carried out whenever required to ensure safety.

#### **Railtel Project**

1156. SHRI K.M. KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railtel Project of the Railways has been commissioned and become operational;

(b) if so, total cost involved and the revenue expected from the project;

(c) whether it is a fact that the Railways have decided to shelve the project; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Railtel corporate of India Limited has been formed as a Government Company under the administrative control of the Ministry of Railways and started functioning to create a