

Sanka-Joychandipahar-Rukni

27. Ramkanali-Chourashi

28. Radhanagar-Damodar-Kali-pahari

29. Anara-Rukni-Bhojodih-Sudamddih-Jamadoba and Sudamddih-Pathardih

30. Pradhan Khunta-Pathardih

31. Dhanbad-Tetulmari

32. Nichitpur-Katrasgarh

33. Kandra-Gomharria

34. Panskura-Haldia

35. Diva-Vasai Road

36. Kharagpur-Midnapore

37. Gudur-Renigunta-Tirupati

38. Arakkonam-Renigunta

39. Anand-Godhra

Statement-II

Sections of Railways on which Electrification work is in Progress:

1. Mathura-Vadodara

2. Agra-Vijayawada

3. Bhusawal-Durg

4. Itarsi-Bhusawal

5. Katpadi-Jolarpettai

6. Colliery lines in Chandrapura

Complex

7. Bhopal-Nagda*

8. Bina-Katni-Bilaspur*

9. Kazipet-Sanatnagar*

10. Jolarpettai-Bangalore*

11. Sitarampur-Mughalsarai*

Financial sources for road construction

333. SHRI B. KRISHNA MOHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government proposes to resort to non-conventional financial sources to fund road construction and urban transport; and

(b) if so, the details thereof?

*Execution deferred for the present.

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes, in this context Government propose to augment plan resources by other sources to the maximum extent possible.

(b) No decision on details has yet been taken.

Circular Railway in Calcutta

334. SHRI SUKOMAL SEN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present position of Circular Railway in Calcutta;

(b) whether it is a fact that all points round the city are to be connected so as to make it really circular as originally envisaged;

(c) whether the necessary over-bridges are being constructed over the track to avoid traffic congestion and if so, how many bridges are to be constructed; and

(d) by when the construction of the Circular Railway is likely to be completed:

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

(a) 10 K. M. length from Princep Ghat to Ultadanga Road has been opened for traffic as a single line section.

(b) The existing Railway alignment connects Dum Dum and Majerhat via Bidhan Nagar and Ballygunj. The new project envisages to connect Majerhat to Dum Dum via the chord, Princep Ghat-Bagh Bazar-Talla to form the ring.

(c) The Project report envisages construction of 5 road-over bridges.

(d) The completion of the project will depend on the availability of funds in Annual Plans.

Department of Thane-Bombay V.T. Local Train at Byculla

335. SHRI SUKOMAL SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Commissioner of Railway Safety, Central Circle, Bombay has ascribed the derailment of T-78 UP Thane-Bombay V. T. Local Train on 22-11-84 at Byculla station for failure of equipment—mechanical axle of an EMU trailer coach;

(b) whether it is also a fact that the Commissioner in his preliminary report has commented adversely on the continued use in service of overaged EMU stock which was also overdue for periodic overhauling; and

(c) if so, what led to such criminal negligence and who are responsible for such lapses?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

(a) The Commissioner for Railway Safety in his preliminary report has classified this accident under the category of failure of equipment—mechanical axle of an EMU trailer coach.

(b) The Commissioner for Railway Safety in his preliminary report has commented on the use in service of overaged EMU stock as under:—

"No enterprise will scrap its assets merely because they have already put in the anticipated years of service; this process has always been a techno-economic appraisal of what it would cost to keep the existing units in service

related to the anticipated extended life on the one hand and the cost of replacement on the other."

His adverse comments specifically apply to continued use of 5 motor coaches of Japanese origin identified earlier for condemnation by the Railway but continued in service and the use of 42 "overage" coaches which needed repairs. The Railway's earlier condemnation report of the 5 motor coaches of Japanese origin had been reviewed, only after ensuring that necessary repairs had been completely done and the coaches were upto all safety standards before being put back into service. Similarly, in the context of the 42 overaged coaches which needed recambering and re-wiring of 31 coaches these coaches were overaged on the basis of nominal prescribed life. But these had been allowed to continue in service only after thorough examination repairs and after bringing these all upto the necessary safety standards.

In respect of keeping overdue periodic overhaul stock in service, here again the Railway had extended the POH interval after ensuring that the coaches thus extended were totally fit to run and upto all accepted safety standards to continue in service.

(c) There was no negligence at all in the case in so far as the particular axle which failed had been checked very recently prior to the accident. The axles are subjected to ultrasonic checks once in six months and this particular axle had been checked towards the end of July, 1984 and was due its next check only towards the end of January, 1985;

UGC grant to Allahabad University

336. SHRI SATYA PRAKASH MALAVIYA: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that the University Grants Commission has sanctioned Rs. 4 crores to Allahabad University; and