

(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 over-aged 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 classified this accident under the category of failure of equipment—mechanical axle of an EMU or 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 reamending and rewiring of 31 coaches these coaches were overaged on the basis of nominal axle load. Etc. 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