

Electrification of Railways

*72. SHRI INDRADEEP SINHA: SHRI SURAJ PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the hauling of trains by the electric engines is less costly;

(b) whether it is also a fact that electrification of the Railway track will save a huge amount of diesel;

(c) what are the difficulties in electrification of railways; and

(d) whether Government propose to electrify the rail track from Moghulsarai via Patna to Howrah?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) The comparative cost of running trains under different modes of traction depends on the type and density of traffic and the comparative prices of different inputs required for each mode of traction, which differs from time to time.

(b) Electrification of railways results in saving in the consumption of diesel oil to the extent that it replaces diesel traction. The quantity saved depends on the traffic density of the section being electrified and has to be balanced against the capital costs involved.

(c) Electrification is a capital intensive work and cost of operation depends on power tariff and gets affected when such tariff is hiked up. Therefore, electrification can be taken up only on sections where the traffic density is at such a high level as to afford adequate return on the invested capital. The availability of the necessary funds is also a constraint.

(d) No, Sir. The shorter alternative route with very much heavier traffic density from Moghulsarai to Howrah via Gaya is already electrified.

Conversion of Delhi-Ahmedabad Rail Line into Broad Gauge

*73. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) by when the Delhi-Ahmedabad rail line is likely to be converted into broad gauge;

(b) by when direct train service is likely to start between Delhi and Sikar; and

(c) by when the railway line between Loharu and Rajgarh via Pflani is likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The gauge conversion of Delhi-Ahmedabad route has not been cleared by the Planning Commission due to severe constraint of resources. The question of taking up the work will arise only after it is cleared by the Planning Commission and funds provided therefor and as per priority that can be afforded to it.

(b) The train is likely to be introduced between Jaipur and Delhi Sarai Rohilla via Reengus, Sikar, Loharu and Rewari shortly.

(c) There is no such proposal under consideration.

*74. [Transferred to the 21st January, 1985.]

Capitation Fee In Medical Colleges

*75. SHRI M. KALYANASUNDARAM: SHRI SURAJ PRASAD:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to take stringent measures to put an end to the practice of charging capitation fee in medical colleges; and

(b) if so what are the details of the measures proposed to be taken in this direction?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) (a) and