

the state who are facing too much hardship to travel by trains to other places in the country;

(e) whether it is a fact that the work of laying railway lines from Jammu city to Udhampur has not been started as yet; and

(f) if so, what are the reasons for the delay and by when it is proposed to be started?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a), (b) and (d) Representations have been received to run a day time train between Jammu and Delhi. The pattern of traffic from and to Jammu and Delhi is that the passenger[^] prefer to reach Jammu in the morning and leave Jammu in the evening for Delhi. In order to cater to the growth in traffic, a daily overnight special train is running between New Delhi and Jammu Tawi during May to October and three times a week from November to April. It is proposed to regularise this train from 1-10-82. It has not been found justified and feasible to run a day time train between these points.

(c) It is not a fact that Deputy Minister for Railways had visited Jammu in 1980 and promised a day time train between Delhi and Jammu.

(e) and (f) Construction work on Jammu-Udhampur new line has since been started, and final location survey for the full line is also in progress.

**Linking: of Delhi with Ghazifabad •
through Ring Railway**

1555. SHRI AMARPROSAD CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any fresh proposal under Government's consideration to link Delhi with Ghaziabad through the Ring Railway which is

likely to be completed before the Asiad, 1982;

(b) if so, what are the details thereof; and

(c) if the answer to part (a) above be in the negative, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

(c) Due to constraints of financial resources no new Projects are being undertaken for the present.

**Inspection of railway track, etc. to
check accidents**

1556. SHRI AMARPROSAD
CHAKRABORTY: SHRI
RAMKRISHNA
MAZUMDAR;

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the steps taken by Government to counteract human failure in case of accidents during the last one year.

(b) whether the zonal railways have been advised to intensify footplate inspections of Tights during the night to avoid accidents; if so, the number of inspections carried out by each of the zonal railways during the last one year;

(c) to what extent technological aids like track-circuiting, axle-counters, ultrasonic flaw detectors have been provided by the different zonal railways to their staff to perform the duties more efficiently during the last one year;

(d) the number of renewals/replacements of aids and assets like tracks, wagons, coaches and engines have been carried out by the different zonal railways during the above period; and

(e) the number of railway staff -held responsible for train accidents and awarded punishments for the same during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Steps taken to counteract human failure in case of accidents during the last year include — improving safety consciousness amongst the railway staff through sustained inspections at all levels; education and refresher counselling; punitive action against staff responsible for accidents and also those found not adhering to safety provisions and awards to the staff whose alertness led to averting of accidents.

(b) Foot-plate inspections during the night were intensified to check signal visibility and alertness of staff. Foot-plate inspections both during day and night were of the order of 30,000 during the last year.

(c) Technological aids like track-circuiting, axle counters and ultrasonic flaw detectors are being progressively provided as resources permit. By the end of 1981-82 reception lines at 2306 stations were track-circuited in addition to provision of track-circuiting from fouling mark to block section limit at 178 stations: 185 sets of axle counters were in use and 85 ultrasonic flaw detectors for checking the track were available.

(d) During 1981-82 track renewals to the extent of 1270 km (primary renewals) and 293 km (secondary renewals) were carried out; approximately 400 steam locomotives were condemned and replaced by diesel/ electric locomotives and about 1170 coaches and 19000 wagons (in terms of 4-wheelers) were also condemned and replaced by new stock.

(e) During 1981-82 (Upto January 1982), 729 railway staff were awarded punishments for being responsible for accidents.

Railway electrification programme

1557. SHRI HARISHANKAR BHABHA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of kilometre of railway electrification programme (i) originally proposed, (ii) modified, (iii) taken in hand and (iv) completed during each of the Five Year Plan;

(b) the quantities and value of coal, diesel and electric current consumed by railways in each Five Year Plan period; and

(c) the percentage of utilisation of electric locomotive manufacturing capacity in Chittaranjan Locomotive Works in each Five Year period and at present?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Route Kilometrage taken up/Energised for Railway Electrification.

Statement

Plan	Route Kms. Sanctioned	Route Kms. energised
I		
II	1221	216
III	2334	1746
Annual Plans	442	917
IV	1268	953
V	Nil	328
Inter Plan		
(78-79 & 79-80)	814	195
IV Plan	3952 (sanctioned upto 82-83)	551 (upto 1981-82)