

### Maintenance of Railway Track

\*430. SHRI KHURSHED ALAM

KHAN † :

SHRI KASIM ALI ABID :

SHRI IBRAHIM KALANIYA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Railway permanent way engineers have recently carried out some experiments to improve maintenance of railway track for better riding comfort;

(b) what is the result of these experiments and by when the new technique is expected to be put into operation on main line tracks; and

(c) whether the improved track structure will bring down operating and maintenance costs.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH) : (a) Yes, Sir.

(b) Experiments have indicated that with the introduction of long welded rails, elastic fastenings, concrete sleepers, mechanical maintenance etc., the track will give better riding comforts. These new techniques have already been adopted on certain portion of main line track. However, this is a continuous process and efforts will be made to extend it further, subject to the availability of funds.

(c) Yes, Sir.

SHRI KHURSHED ALAM KHAN : Sir, we quite appreciate the improved techniques and methods which are being adopted for improving the track maintenance. But I am surprised to find that for everything there is shortage of funds. In that case, how are we going to make improvements in the running of our railways? My particular question is whether this improvement has brought about any improvement in the speeding up of our trains, whether the speed of the trains has been increased or whether this suggestion of increasing the speed of the trains has been given up and, if so, for what reasons?

\*The question was actually asked on the floor of the House by Shri Khurshed Alam Khan.

SHRI BUTA SINGH : It was for the speeding up of trains that this special team was set up. I can say that the speed of the trains has been increased on account of better techniques that we employ in the maintenance of tracks.

SHRI KHURSHED ALAM KHAN : If the speed of the trains has been increased, what is the percentage of increase on the existing speeds or on the speeds which were prevalent a year ago, what will be the speed of the trains after a year and how soon are we going to touch the maximum speed? Is it also a fact that on North-Eastern Railways there are about 500 rails which have outlived their utility and though they have been declared as dangerous, they are yet to be replaced?

SHRI BUTA SINGH : Sir, the information on these points can be worked out and given to the hon. Member.

SHRI MOHAMMAD SHAFI QURESHI : We have reached a speed of 130 kilometers which is a considerable improvement. Our Rajdhani from Bombay-Delhi and Calcutta-Delhi are running at a speed of 120-130 km ph. and which is a considerable improvement over 75 kilometres some years ago.

श्री इब्राहीम कलानिया : मंत्री महोदय यह बताने की कृपा करें कि ऐसे कौन से रूट हैं जिन पर इनका प्रयोग हो रहा है और अगर यह प्रयोग सफल है तो दूसरी लाइनों पर इसका प्रयोग करने में क्या दिक्कत है ?

श्री बूटा सिंह : जैसे मैंने अर्ज की, दिक्कत पैसे की है । जिन पर काम हुआ है उनमें डायरेक्ट ट्रैक मैनटेनेंस को 7 हजार किलोमीटर के ऊपर अप्लाई किया है और इसी तरह से दूसरा जो मैथड है शेल्वड पैकिंग का इसको 2700 किलोमीटर के ऊपर अप्लाई किया है और तीसरा जो है मैकेनाइज्ड मैनटेनेंस का यह 4 हजार किलोमीटर के ऊपर । सिकशन का नाम देना मुश्किल है ।

The overall progress is quite satisfactory.

**DR. RAJAT KUMAR CHAKRABARTI:** May I know from the hon. Minister whether any experiment has been carried out for having welded joints over a long stretch of railway line and whether that can improve the riding comfort?

**SHRI BUTA SINGH:** Yes Sir. This has given very positive results and 1840 kilometres of railway track have been welded so far.

**SHRI R. NARASIMHA REDDY:** May I know from the hon. Minister whether a new suggestions has been received for using rubber couplings for the joints in order to improve the riding comfort? This has been tried in foreign countries. Is our Ministry looking into it?

**SHRI BUTA SINGH:** Sir, it is not actually rubber coupling. It is called elastic fastening. This helps in providing over riding comfort. It has been provided over 800 kilometers of railway track.

**श्री प्रकाशवीर शास्त्री :** क्या रेल मंत्रालय ने अध्ययन किया है कि जापान और कुछ अन्य देशों में रेल की गति सीमा कहाँ तक बढ़ गई है ? उन कारणों को जिस आधार पर उन्होंने रेलवे की गति सीमा बढ़ाई है, हम अपने देश में क्यों नहीं लागू कर पा रहे हैं ?

**श्री बूटा सिंह :** सभापति जी, हम बहुत कोशिश कर रहे हैं । जैसा कि मैंने अभी विवरण दिया कि अभी तक हमने 41 के करीब ऐसी मशीनें खरीदी हैं जिनकी वजह से स्पीड में वृद्धि हुई है । इस साल 12 मशीनें और खरीद रहे हैं । हम आशा करते हैं कि जल्दी ही जापान और अन्य प्रोग्रेसिव कंट्रीज की तरह हमारे यहां भी स्पीड में वृद्धि होगी ।

**SHRI G. LAKSHMANAN:** Sir, will the hon. Minister be pleased to state as to when he is going to think of speeding up the Grand Trunk Express which is taking 42 hours to go to Madras whereas the other

trains like the Rajdhani Express are going very, very speedily? When he is going to take action to speed up the GT Express?

**SHRI BUTA SINGH:** The question is of strengthening the track, and the maintenance of the track. Sir, we will definitely try our best to speed up the GT Express.

**SHRI G. LAKSHMANAN:** This is the reply that has been given for the last so many years. I want a specific period.

**SHRI BUTA SINGH:** As soon as possible.

**SHRI G. LAKSHMANAN:** Sir, this is not a proper reply. I am not satisfied.

**MR. CHAIRMAN:** Nobody can be satisfied. Nobody can give an exact date. Roughly it can be given. Now, next question.

\*431. [Transferred to the 31st March, 1976.]

\*432. [The questioner (Shri Bhairab Chandra Mahanti) was absent. For answer vide col. 38 infra.]

#### Decline in High-rated Freight Traffic

\*433. **SHRI KHURSHED ALAM KHAN†:**

**SHRI KASIM ALI ABID:**

**SHRI IBRAHIM KALANIYA:**

Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that there is some decline percentage-wise in high rated freight traffic;

(b) Whether it is also a fact that this is due to lack of confidence on the part of consignors in safe and expeditious transit of their consignments; and

(c) If so, what action the Railways propose to take to retrieve this traffic?

†The question was actually asked on the floor of the House by Shri Khurshed Alam Khan.