

the arrangements can certainly be made in the Ministry of Railways but then impartiality of inquiry should amply be demonstrated to the whole country. The Commissioner of Railway Safety has been kept outside the purview of the Ministry of Railways, just to heighten the credibility of inquiry.

[English]

**SHRI SOBHANADREESWARA RAO VADDE:** Has it come to the notice of his Ministry that sometimes it is so happening that the railway driver is made to work for nearly 24 hours and sometimes even more from signing off to signing on and that because of the fatigue, sometimes it leads to some accident? In view of these facts, will his Ministry issue suitable instructions so that the railway drivers are not subjected to such fatigues and strictly adhere to eight-hour work schedule?

**SHRI MADHAVRAO SCINDIA:** The findings are presented from time to time. The Railway Ministry should take note of these findings. That is what we expect. But as far as 24-hour working is concerned, I think, it is for the Railway Minister to answer that.

[Translation]

**SHRI DAU DAYAL JOSHI:** Mr. Speaker, Sir, through you, I would like to know from the hon. Minister, whether it is correct that the Commissioner of Railway Safety suggested to the Department for the renewal of the railway track from Nagda to Ratlam on Western Railway because of its dilapidated state and if so, then what action has been taken thereon?

**MR. SPEAKER:** No, Mr. Joshi, it is a separate question.

**SHRI DAU DAYAL JOSHI:** Mr. Speaker, Sir, report of the Commissioner of Railway Safety mentions...

**MR. SPEAKER:** No, Mr. Joshi. There is one other organisation for railway safety and when accident takes place, that organisation conducts an inquiry into the causes of accident. That is why your question is not concerned with it.

**SHRI DAU DAYAL JOSHI:** Mr. Speaker, Sir, due to overageing of railway

track, train accidents occur every now and then. I would like to know what remedial steps are being taken by Government to improve this section of Western Railway.

[English]

**SHRI M.O.H. FAROOK:** I do not think we have any answer for that.

#### WRITTEN ANSWERS TO QUESTIONS

[Translation]

##### Nainpur divisional office

\*468. **SHRI MOHAN LAL JHIKRAM:** Will the Minister of RAILWAYS be pleased to state:

(a) whether full staff has been provided in the office of Assistant Divisional Railway Manager at Nainpur, if so, the details thereof and if not, the reasons therefor;

(b) whether the recent rail accident near Shikara was on account of inadequate staff in Nainpur; and

(c) the time by which adequate staff is likely to be given to that office?

**THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF):** (a) Yes, Sir. Three ministerial staff and one Group 'D' staff has been provided for the office of Additional Divisional Railway Manager at Nainpur.

(b) No, Sir.

(c) Does not arise.

[English]

##### Appraisal of functioning of department of non-conventional energy sources

\*469. **SHRI BALRAJ PASSI:**  
**SHRI PRABHU DAYAL**  
**KATHERIA:**

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "CAG raps DNES on expenditure" appearing in the Hindustan Times dated July 22, 1991;

(b) if so, the facts thereof;

(c) the number of officials found guilty in this regard; and

(d) the steps taken or proposed to be

taken to check such wastage of resources?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) Yes, Sir.

(b) (i) A Refuse Incineration cum-Power Generation Plant, with research and development ramifications, was set up in Delhi in 1987 with Danish assistance. The project was installed on a turn-key basis by a Danish company who were responsible for the design, supply of plant and equipment, and providing the requisite technology. The company used its own experience and expertise in assessing the calorific value of Delhi's garbage and designing the plant. The turn-key contractor failed to demonstrate successful operation of the plant. In July, 1990, the Government decided to wind up the project, and compensation for the full project cost has been claimed from the Danish company. Arbitration proceedings have been initiated in the case.

(ii) A research and development (R&D) project for the development of coal based Magneto Hydro Dynamic (MHD) technology, including the setting up of a 5 MW thermal in-put experimental plant, was started in 1977 with Soviet scientific cooperation. The pilot plant was commissioned in 1985 using blue water gas produced from coal in the plant. The objective was to generate plasma by burning the gas at temperatures exceeding 2800°C and to produce electricity by passing the plasma through a magnetic field. It was after the commissioning of the plant using coal as the basic fuel that long duration trial runs were conducted by using a higher calorific value LPG for testing the pilot plant systems. The project has successfully demonstrated, at the experimental level, the technological feasibility of generating electricity using MHD technology. Commercial generation of electricity based on MHD technology was not the immediate objective of the R&D project.

(iii) An amount of about Rs. 24 lakhs was sanctioned to Andhra Pradesh in 1987 for installation of 150 wind pumping units. The State authorities procured only

77 units, out of which 29 were reportedly working. In view of this unsatisfactory implementation, the project was foreclosed in 1990, and out of Rs. 18 lakhs released to the State, a refund of about Rs. 6.00 lakhs has been obtained. The State has been asked to rectify the non-functional units and to make them operational. The wind pump demonstration programme is being implemented satisfactorily in various parts of the country.

(iv) A project using rice husk to run a 1.5 MW pilot plant was approved by the Punjab Government in the State sector in May, 1986, at a cost of Rs. 2.9 crores. In March, 1987 DNES agreed to extend a grant-in-aid of Rs. 1.45 crores and a total amount of Rs. 1.1 crore was released till March, 1988. However, the State authorities revised the financial pattern and scope of the project which is now estimated to cost about Rs. 10 crores. The revised project was not found acceptable by DNES and the Punjab Government was asked to refund the grant assistance. An amount of Rs. 1 crore has already been refunded by the State.

(c) and (d) No malafide action on the part of any individual has been reported. In order to ensure effective utilisation of resources, a more rigorous appraisal and monitoring of projects is being undertaken by high-level scientific committees and independent experts and organisations.

#### **Macherla-Raichur and Vikarabad-Krishna Railway line**

\*475. DR. RAVI MALLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey for construction of a railway line from Macherla (A.P.) to Raichur (Karnataka) and from Vikarabad (A.P.) to Krishna has been completed;

(b) if so, the details thereof and the action proposed to be taken in this regard; and

(c) if not, when the survey is likely to be taken up?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) Preliminary Engineering cum traffic surveys for new BG line between Raichur and Macherla and Vikarabad and Krishna