

Speed and punctuality of train

970. { Shri D. C. Sharma:
Shri R. Barua:
Shri Yashpal Singh:
Shri R. S. Pandey:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government have formed some special 'Cell' in the Ministry to evolve measures and means to increase speed and ensure the punctuality of trains in the country;

(b) if so, the main functions of the said 'Cell'; and

(c) its present progress of work?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) A "Cell" has been set up in the Research, Designs and Standards Organization of the Ministry of Railways to carry out investigations for raising train speeds. No special new "Cell" has been created in regard to punctual running of trains, since this matter is already watched daily at various levels of the existing Operating Organizations on the Railways and also at Railway Board's level.

(b) Their main functions are:

Progressing investigations and research necessary for the introduction of higher speeds on the Indian Railways, the first step in this direction being a speed of 120 km.p.h. (75 m.p.h.).

(c) A section of the Railway track on Delhi—Agra Section is being got ready for field tests at high speed. The tests are expected to commence in the beginning of 1966.

Rail Communications between Bina and Itarsi

971. **Shri Parashar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that railway communications between Bina and Itarsi stations were not restored promptly when slight breaches of the

Railway line occurred recently due to floods; and

(b) the number of trains which ran late between Delhi and Bombay and Delhi and Madras during the recent floods and for how many days?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) Breaches on Bhopal-Itarsi portion of Bina-Itarsi Section which occurred on 28-7-1965 were not "slight" but serious ones and required extensive repairs. The repair work was immediately taken in hand and completed on 4-8-1965 when the Section was restored to through communication. Breaches on Bina-Bhopal Section which occurred on the morning of 29-7-1965 were slight and were repaired before the same evening.

(b) During the period from 28-7-1965 to 3-8-1965, when through communications remained suspended on the Itarsi—Bhopal section, 16 trains ran late between Delhi and Bombay and 36 trains between Delhi and Madras.

Diesel Locomotives

972. **Shri H. C. Linga Reddy:** Will the Minister of Railways be pleased to state:

(a) the number of trains run with diesel oil in India at present;

(b) whether there is a proposal to replace the present steam locomotives with diesel locomotives in the country;

(c) if so, the estimated expenditure involved in this replacement; and

(d) how the cost of the diesel locomotives compares with that of the steam locomotives?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):

(a) Diesel Engines are at present employed for hauling through goods trains only and the average number of such trains operated daily in 1964-65 was 638.

(b) Diesel traction is being progressively introduced but no steam engine will be replaced by Diesels before the end of its useful service life.