

PROF. MADHU DANDAVATE :

Is it not a fact that, as far as fuel expenditure is concerned, as compared to steam traction and diesel traction, electric traction is the cheapest, where the per km cost would be almost one-fourth? That being so is it not feasible to go in for a greater degree of electrification? Is it not a fact that the only constraint in this respect is that the cost of electrification per km is considerably large and, therefore, the Raj Committee was appointed to find out ways and means to reduce the cost per km of electrification of routes? Is it not a fact that their recommendations are already out? If they are out, will the hon. Minister give an assurance to this House that the Raj Committee report will be implemented and the pace of electrification will be improved?

SHRI BANSI LAL : So far as electrification is concerned, it is true that previously electrification was much cheaper. Now it is not cheaper on all these routes, because of the increase in tariff by the State Electricity Boards at their sweet will. Only the high density areas are economic to be electrified.

PROF. MADHU DANDAVATE Sir, I would request the hon. Minister to check up the figures. Even up to date, energy consumption is far less than that of coal and diesel, so far as electric traction is concerned. He can check up the figures. If hydel power is made available, it will be still cheaper.

SHRI BANSI LAL : That is not true for low density sections.

Popularity of Delhi Ring Railway

*25. **SHRI R. P. DAS :** Will the Minister of RAILWAYS be pleased to state :

(a) Whether the Ring Railway in Delhi is as popular as are the short distance electric trains in Bombay, Calcutta and Madras ;

(b) if not, reasons therefor ?

THE MINISTER FOR RAILWAYS :
(SHRI BANSI LAL) : (a) No, Sir.

(b) The Ring Railway in Delhi has not gained popularity mainly due to Ring Railway not passing through the thickly populated areas or industrial complexes, whereas the DTC Services, namely, Mudrika, Laghu-Mudrika and mini bus services serve such areas directly and with fare.

SHRI R. P. DAS : Although the ring railway is in service for over two years, it could not fill the need or solve the chronic problem of mass transportation. The other side of the story is that Government have already spent over it Rs. 300 million. In spite of that, it has proved a grand failure, a commercial flop, as compared with the electric trains in Calcutta, Bombay and Madras. In view of this I would like to know from the hon. Minister whether the EMU services will be kept to the minimum level as is being done now or increase the frequency of services to every ten minutes, which is wide in keeping with the suburban services. If so, the reasons thereof; and if not, the reasons for not being so.

SHRI BANSI LAL : At present there are six trains in the evening six in the morning and we have no plan to introduce every ten minute services i.e. more services, because the passengers are very less available on these services. But, now we are thinking to increase it up to Palwal and Ghaziabad. And if the passengers increase, we will introduce more trains.

SHRI R. P. DAS : My second question is : since the Delhi Ring Railway does not pass through any of the established transport corridors and since it has proved to be a big commercial failure and since most part of the Ring Railway is essentially avoiding lines meant for goods movement, I would like to know from him, how does his Ministry plan to make it a viable alternative mass transport system with a view to

lessening the pressure of accommodation in the City ?

SHRI BANSI LAL : The portion of the Ring Railway from Nizamuddin to Dayabasti via Safdarjang is also used for running 20 goods trains per day each way. The portion from Nizamuddin is also used intensively for main line passenger trains, including the Ring Railway Service.

SHRI PRIYA RANJAN DAS MUNSHI : Since the Hon. Minister has admitted that Delhi Railway is not as popular as the Calcutta or Bombay Railways and that the Suburban Railways in Calcutta and Bombay are gaining popularity, I would like to know from the Minister whether he is in a position to expand further the jurisdiction of the Calcutta Circular Railway, which has very recently gained momentum among the commuters ?

SHRI BANSI LAL : I have not followed his question.

[Translation]

SHRI JAI PARKASH AGARWAL : RING railway in Delhi has not become popular because its stations are far away from residential colonies and the people cannot reach there easily. I would like to suggest that the station should be provided near the colonies so as to make the ring railway popular.

MR. SPEAKER : The stations, of course, would be located near the railway line.

SHRI BANSI LAL : It is true that the stations are not located in populated areas.

[English]

MR. SPEAKER : Shri Balasaheb Vikhe Patil.

SHRI BALASAHEB VIKHE PATIL : Question No. 26.

SHRI G. G. SWELL : May I suggest

that Question No. 40 may also be taken up along with this ? They are the same questions.

MR. SPEAKER : If all agree, then I can do so. Mr. Madhav Reddy, should we get your question also tied up along with this question ?

SHRI C. MADHAV REDDY : Yes, Sir.

PROF. SAIFUDDIN SOZ : Sir, my question No. 37 also should be taken along with these.

MR. SPEAKER : En bloc, Sir ?

Use of Sodium Thiosulphate for Treatment at Victims of Gas tragedy in Bhopal

*26. **SHRI BALASAHEB VIKHE PATIL :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that as yet no cure could be found for those affected by the gas tragedy in Bhopal ;

(b) whether the AIMS suggested used of Sodium thiosulphate ;

(c) whether according to Press reports use of Sodium thiosulphate has hastened death of many victims ;

(d) whether Government propose to consult leading experts to arrive at a solution as many people are suffering from blurred vision, choking of throat and acute breathlessness and pain ; and

(e) the progress made if such an exercise has already been undertaken ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) No, Sir.

(b) No, Sir.

(c) Government have seen such reports in the Press.