

**MR. DEPUTY SPEAKER:** What is that? I have gone to the next question. No, it will not go on record. Yes, Prof. Madhu Dandavate.

**SHRI M. RAM GOPAL REDDY:** Sir, he has made her absent...

**MR. DEPUTY SPEAKER:** I will give you a chance.

**SHRI M. RAM GOPAL REDDY:** What I was telling is that he has made her absent so that he can put two questions.

**MR. DEPUTY SPEAKER:** This is their internal affair. I will not interfere.

**PROF. MADHU DANDAVATE:** Question No. 293. Sir, as far as this question is concerned, we have not clubbed together. You did it.

#### Track renewal plan

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\*293. **PROF. MADHU DANDAVATE:**

**SHRIMATI PRAMILA DANDAVATE:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether the present plan of track-renewal of railways has been suspended;

(b) whether the track arrears are going up every year;

(c) whether it is also a fact that if the tracks are not renewed there would be rail fractures; and

(d) if so, what steps are being taken to safeguard the possible rail fracture?

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

(b) to (d). It is true that progress of track renewal works is short of

assessed arisings and arrears are tending to increase. Every efforts is being made to step up the progress of track renewal works and to obtain greater allocation of funds therefor. Old, worn-out and fatigued rails are prone to fracture. To prevent rail fractures, measures like visual inspection, ultrasonic testing of rails, end-cropping end welding etc. are being adopted.

**PROF. MADHU DANDAVATE:** The hon. Minister has given a qualitative answer but I would like to have a quantitative answer.

I would like to know from the Minister as to what is the total length of the track in kilometres for primary renewals. I mean the arrears for primary renewals, what is the total backlog and what will be the amount required for carrying out the primary renewals and how much is the amount that has been sanctioned by the Planning Commission in the last financial year and out of the amount sanctioned by the Planning Commission, how much has actually been spent?

**SHRI MALLIKARJUN:** The Planning Commission has sanctioned Rs. 500 crores for the plan period for a primary renewal of 10,000 km and for 4000 km for secondary renewals. In the last financial year, i.e. 1981-82 a sum of Rs. 130 crores were sanctioned and so far within these three years Rs. 350.5 crores have been spent and the target which is supposed to have been reached we are not able to reach because of various factors like escalation of costs, so on and so forth. With regard to the exact amount required, we require Rs. 900 crores to meet the plan target within the plan period. This is for primary renewal of 10,000 km and 4,000 km secondary renewals. But because of constraints of finance, it may not be possible to reach the target. So far we have been able to have an assess-

ment of 6,000 km primary renewals and 1500 odd km secondary renewals. That means a total of 7500 km may be completed within the plan period at the present rail of progress.

**PROF. MADHU DANDAVATE:** Sir, finance has been one of the constraints in the primary renewal of the track. In addition to that it appears that even the amounts that have been sanctioned for the primary renewal, are not being utilised fully. And, is it true that some of the material like rails which are to be made available for primary renewals are not available? Sir, if they are not available, that is, if indigenous rails are not available, is there any plan on the part of the Government to import rails from outside and whether they have already imported and in order to complete the entire track arrears for the plan period, will they be requiring more imports and do they propose to go in for imports and from which country-I want to know.

**THE MINISTER OF RAILWAYS (SHRI P. C. SETHI):** There has been a shortfall in the supply of rails from the Bhilai Steel Plant, there is no doubt, and that is why we have to go in for imports in order to meet the requirements of renewals in terms of the plan. If Rs. 900 crores as required for the complete renewal of the 10,000 km are provided, we will have to meet the requirements of rails either indigenously or by imports.

**SHRI SATYASADHAN CHAKRABORTY:** Sir, may I ask the Railway Minister whether it is a fact that in the whole of the Fifth Plan period though the money that was allocated by the Planning Commission was reduced, the railways were not in a position to spend even that money.

In answer to my hon. friend's question, regarding renewal of the

track, he said that finance is the only constraint. But, a review of the performance of the railways reveals that whatever money is allocated for the renewal of the tracks, due to various reasons, the Railways could not spend it. What are those reasons due to which the railways could not spend the money especially when you yourself are not fulfilling the programmes undertaken?

**SHRI P. C. SETHI:** Sir, whatever money was allocated for the track renewals, as has been explained by my colleague, we are spending. We have already spent more than Rs. 350 crores out of Rs. 500 crores. The remaining Rs. 150 crores will be spent during the course of the next few years. This money is not being diverted to any other place. On the contrary, we are trying to provide more money from our own funds for track renewals because they are very necessary.

**श्री गिरधारी लाल ब्यास :** उपाध्यक्ष महोदय, मैं माननीय मंत्री जी से जानना चाहता हूँ कि अजमेर से खंडवा की जो रेल लाइन है, वह बहुत पुरानी हो चुकी है और उस पर एक्सीडेंट्स होते रहते हैं, तो क्या आप छठी पंचवर्षीय योजना में अजमेर से खंडवा तक का जो रेलवे ट्रैक है, उसको बदलने की व्यवस्था करेंगे ?

**श्री प्रकाश चन्द्र सेठी :** महोदय, अजमेर खंडवा का ही प्रश्न नहीं है, जहां-जहां भी ट्रेक के रिन्यूअल की आवश्यकता है, उन सभी जगहों को लिया जा रहा है खास तौर पर राहू के आसपास का जो ट्रैक था, उसको हाल ही में बदला गया है।

**SHRI K. MAYATHEVAR:** Sir, I had been demanding this from the former railway Minister, Prof. Dandavate but he was silent, then I demanded that from his predecessor who was also silent, then I demanded

that from his present Railway Minister who was also silent, then I demanded that from the present Railway Minister who was also silent. God alone knows what was the reason for this.

MR. DEPUTY-SPEAKER: You put your questions.

SHRI K. MAYATHEVAR: Sir, there are two kinds of railway lines running in Tamilnadu from Madras to Cape Camporin—one is the main line and the other is the chord line—the main line starts from Cuddalore and goes upto Tiruchirapalli touching Chidambaram and Thanjavur. The Chord line runs from Madras to Madua touching Tirmeleveli. So far the chord line is concerned the speed is maintained by all the trains including the Pandyan Express. But, on the main line, the speed of the trains is slow. They are not running they are walking or moving. Sometimes you will have to push the trains to speed them up.

MR. DEPUTY-SPEAKER: You want track renewals.

SHRI K. MAYATHEVAR: The State Government's minister has asked me to represent to the Central Government. I wrote to the railway authorities, the Railway Ministry, to speed up the trains which are walking or moving. I did this after assessing the real position of the railway lines on the main line. The reply of the Ministry to me is that the rail tracks are very badly damaged and no renewal work was undertaken at all for many decades. Therefore, I ask the Minister—we expect the Railway Minister to attend to our questions at least concerning the neglected aspect of track renewal. Sir, the rail tracks are badly damaged. On the main line from Madras to Tiruchirapalli, trains never run properly—I would say they are not running at all according to me. Will the Railway Minister look into this matter and see that repairs are carried out to the damaged tracks in Tamilnadu?

SHRI P. C. SETHI: Out of 6124. K.M. railway lines, the speed restrictions due to the tracks having gone

bad are only on 2,000 K.M. lines.

As far as the line which the hon. Member has mentioned is concerned we would certainly look into that and if the track requires urgently to be repaired and renovated then we would certainly do it.

SHRI BAPUSAHEB PARULEKAR: Mr. Deputy Speaker, Sir, I would like to ask with reference to parts (c) and (d) of the Question. My question is whether it is a fact that in 1970-71 the number of rail fractures in a year were 520 whereas by the end of 1980-81 it had risen to 4,517 and by the end of 1980 ( H-VBGKQJ CMFYP WYJ of January this year there were about 1,850 rail fractures and whether at present all told over 11,000 km of railway track needs replacement and this kind of fractures are causing a serious anxiety to the Railway Ministry? If so, what are the reasons for the steep rise in these fractures?

SHRI P. C. SETHI: We have already said that it is not 11,000 km but it is 13,000 km which requires renewal. As far as renewal of the track is concerned 10,000 km is to be taken up in the Sixth Five Year Plan and we are going according to the schedule in terms of the resources allotted to us. We have requested for more funds. We are trying to locate more funds. We are looking to the renewal of the track. Where secondary renewal becomes necessary that is being looked after. It is only on 2,000 km that some speed restrictions have been put.

श्री सत्यनारायण जटिया: रेल पटरियों के फ्रैक्चर से जो रेल दुर्घटनाएँ होती हैं वे इस बात को लक्ष्य करती हैं कि इस काम पर जितनी तबज्जह दी जानी चाहिये, वह नहीं दी जा रही है। नागदा-उज्जैन के बीच दोहरीकरण के काम का जो लक्ष्य था, वह पिछड़ गया है। मैं आप के माध्यम से जानना चाहूँगा कि उस के दोहरीकरण के काम को पूरा करने के लिये कितना समय और लगेगा ?

मैं यह भी जानना चाहता हूँ कि रेलों में जो जो फ्रैक्चर होते हैं, उन रेलवे ट्रैक्स

को सुधारने के लिये कितना प्रावधान करते हैं और कितना ध्यय करते हैं। कितना-कितना प्रावधान हर वर्ष करते जाते हैं और कितना इस साल किया हुआ है।

श्री प्रकृश चन्द्र सेठी : कितनी रकम व्यय की जा रही है वे आंकड़े बतलाये गये हैं। जहां तक नागदा उज्जैन के बीच के बीच में डबल लाइन का काम है, वह बीच में बन्द किया गया था लेकिन अब उसको फिर से चालू कर दिया गया है।

श्री कमल नाथझा : मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूं कि शताब्दी की जो सबसे बड़ी रेल दुर्घटनायें हुई हैं, उनमें नार्थ ईस्टर्न रेलवे की मानसी सहरसा के बीच की दुर्घटना सब से बड़ी थी। वह उस क्षेत्र की सबसे पुरानी रेलवे लाइन है जहां इस प्रकार की घटनायें बराबर होती रहती हैं। मानसी सहरसा दुर्घटना में कितने लोग मरे, उन की सरकारी फिगर मेरे पास नहीं है, लेकिन लोग कहते हैं कि हजारों लोग उसमें मर गये। अभी हमारे तमिलनाडु के मित्त कह रहे थे कि रेलें दौड़ती नहीं है चलती हैं। इस पुराने और अन प्रोटेक्टेड ट्रैक पर इतनी बड़ी दुर्घटना हो जाने के बाद भी रेलवे अधिकारियों की तरफ से इस तरह की दुर्घटनाओं को रोकने के लिये, ट्रैक को बदलने के लिये, ट्रैक के प्रोटेक्शन के लिये मेरी जानकारी में अभी तक कोई कार्यवाही नहीं हुई है। अगर कोई कार्यवाही को गई है तो माननीय मंत्री जी कृपा कर बतलायें।

श्री मल्लिकार्जुन : मानसी-बदलाघाट के बीच जो दुर्घटना हुई वह ट्रैक की खराबी की वजह से हुई हो, ऐसी सूचना नहीं मिली है। रेल फ्रैक्चर को कम करने के लिये ट्रैक को बदलने का जहां तक सुझाव है, हम वह यत्न कर रहे हैं और इस को सुधारने की पूरी कोशिश कर रहे हैं।

### Central Hindi Institute in South India

†294. SHRI A. NEELALOHATHA DASAN NADAR): Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there is any Central Hindi Institute in South India;

(b) if not, whether Government propose to start a Central Hindi Institute in South India; and

(c) if so, whether such an institute would start in Kerala?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The Central Hindi Institute Kendria Hindi Sansthan) has already its Centre at Hyderabad.

(b) There is no proposal at present under consideration to set up another institute in South India.

(c) Does not arise.

SHRI A. NEELALOHITHA DASAN NADAR: Sir, the hon. Minister may be aware of the fact that people in some parts of South India are carried away by the anti-Hindi agitation. Kerala was one State which stood in favour of Hindi as santional language. There are so many Graduates, Post-graduates and Doctorates in Hindi in Kerala who are now remaining unemployed. Taking into consideration of this fact, I would like to know whether the Government would consider in the large interests and for longer prespective start a Central Hindi Institute in Kerala.

SHRI P. K. THUNGON: Sir, I quite agree ith the concern of the hon. Member in so far as unemployment problem is concerned. But in this particular question, we are concerned about the propagation of Hindi. So far as Kerala is concerned the position of Hindi is different from that obtaining in other States. In Kerala, Hindi is compulsory subject for examinations in all the High Schools and Middle Schools, that is