

भुखमारी व्याप्त है, वह खत्म होने वाली नहीं है, इसलिये बीमारी भी खत्म नहीं होगी, इसलिये आज या कल भयंकर रूप ले सकती है। "चेचक का रोगी कौन है, बताओ या असली कांग्रेसी कौन है—यह बताओ, नकली कौन है—यह बताओ, इससे कुछ बनने वाला नहीं है। क्या आप अपने चेचक विभाग को बन्द करने जा रहे हैं या यह अभी कायम रहेगा, यह देखने के लिये कि चेचक का कहीं प्रकोप तो होने वाला नहीं है या वह किसी न किसी रूप में विद्यमान तो नहीं है ?

SHRI B. SHANKARANAND: Sir, the hon. Member is right in expressing his concern about any future case but I would like to tell him that we have taken all precautions and we have preserved stocks to meet any eventuality.

#### Electrification of Lines between Metropolitan Cities

\*173. SHRI B. V. DESAI:

SHRI V. KISHORE

CHANDRA S. DEO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have prepared plans to electrify the important railway lines between the metropolitan cities; and

(b) if so, details of the outlay and targets to be achieved during the current Five-Year-Plan period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) An outlay of Rs. 450 crores during the current 6th five year plan has been approved and approximately 2800 route kms. of railway lines are likely to be electrified during this Plan period.

SHRI B. V. DESAI: Sir, it is very good that the Government of India has taken up electrification of railway track because of so many reasons. Several times it so happens that a railway engine which is based on coal consumption stops in the middle of the journey because there is no coal. It has happened with me twice. Once it happened when I was travelling from Guntukul to Bangalore. Early in the morning I got up and found the train stationary. On enquiry I was told since the coal has got exhausted the train cannot move further. The hon. Minister can get it verified if he so desires. During the Sixth Five Year all the metropolitan cities, that is, all the four cities will be connected by electrification. May I know from the hon. Minister as to how many other State capitals will be included in this enroute as well as otherwise?

SHRI MALLIKARJUN: Sir, the very criteria to cover the electrification scheme in the Sixth Plan is first to connect all the metropolitan cities, namely, Delhi, Bombay, Calcutta and Madras and then Calcutta-Bombay and Delhi-Madras. This is in a diagonal way. All this work of electrification will be completed by the end of 1985. If any capital city comes in-between like Bhopal...

AN HON. MEMBER: Also Hyderabad. (*Interruption*)

SHRI MALLIKARJUN: Hyderabad is very difficult because of certain reasons. In 1982-83, a programme is included regarding Kazipet, Secunderabad and Sanatnagar, and that will be taken up in the 7th Plan. There are certain other practical reasons. In the main trunk route there is a high density of traffic. The main trunk route from Delhi to Bombay will be completed by the end of 1985.

SHRI B. V. DESAI: Will the Minister be pleased to state the different percentages of track driven by electric power, steam and diesel?

**THE MINISTER OF RAILWAYS (SHRI P. C. SETHI):** At the moment 5,000 kms. are already electrified; 2800 kms. are likely to be electrified during the 6th Plan period for which Rs. 450 crores have been provided. (Interruption) I was telling you that at present out of 60,000 kms. of railway track 5,000 kms. have already been electrified. 2,800 kms. are being electrified during the 6th Plan period with provision of Rs. 450 crores. Now it is possible, on account of escalation of prices, Rs. 450 crore may be able to cover 2,800 kms. or a little less. Then, in the 7th Plan there is a programme to cover 1,000 kms. every year. Therefore, this would be covering another 5,000 kms. by the end of the 7th Plan period.

Besides this, as far as electric, steam, and diesel track are concerned, I am sorry, I do not have ready answer now with me about the total number.

**PROF. N. G. RANGA:** What about exhaustion of coal? He asked about that.

(Interruption)

**MR. SPEAKER:** Shri Ramavatar Shastri.

**श्री रामावतार शास्त्री :** पिछले साल रेल बजट पेश करते समय पांडेजी ने बतलाया था कि मेन लाइन जो दिल्ली से कलकत्ता जाती है, आसनसोल से मुगलसराय तक उसका विद्युतीकरण नहीं हो पाया है। मैं यह जानना चाहता हूँ कि उसकी स्थिति अभी क्या है और उसके विद्युतीकरण का कार्यक्रम कब तक पूरा होने की संभावना है।

**श्री मल्लिकार्जुन:** मान्यवर, हावड़ा से दिल्ली तक का विद्युतीकरण हो चुका है।

**श्री रामावतार शास्त्री :** यह तो ग्रांड कार्ड लाइन का आपने बताया।

मेन लाइन जो पटना होते हुए कलकत्ता जाती है, वही मेन लाइन है और उसके बारे में मैं पूछ रह हूँ। यह तो ग्रांड कार्ड लाइन है गया वाली, जो हो है।

**श्री मल्लिकार्जुन :** आसनसोल और मुगलसराय के बीच में जो विद्युतीकरण की आप बात कर रहे हैं, वह इस वक्त इन्क्लूडेड नहीं है।

**श्री रामावतार शास्त्री :** देखिये, ऐसा मत कीजिए। यह आश्वासन है आपका कि वह होगी और अभी आप बोल रहे हैं कि इन्क्लूडेड नहीं है।

**श्री मल्लिकार्जुन :** आश्वासन होगा, कैसे होगा कब होगा ... (व्यवधान)...

**श्री रामावतार शास्त्री:** पिछले साल के कार्यक्रम में यह शामिल है। यूँ ही आप नहीं निकल जाएंगे। पिछले साल का आपका जो कार्यक्रम है, उसको आप देखिये।

(Interruption)

**SHRI P. C. SETHI:** I would like to add this to my colleague's answer. As far as the main trunk routes are concerned, the route from Howrah to Delhi via Gaya has been completely electrified. As far as Sitarampur-Patna-Moghulsarai is concerned, this is going to be commenced later during the 6th Plan period.

**SHRIMATI SUSEELA GOPALAN:** Trivandrum is away from the coal-fields. Will you consider electrification of Madras-Cochin route, especially because Kerala is having excess of electricity? Will you consider electrification of this route by 1985

**SHRI MALLIKARJUN:** No, Sir. It is not possible to consider electrification of this route—Madras-Cochin route—by 1985.