

earlier in reply to a supplementary question put by Shri Heda on Starred Question No. 525. He asked me a question with regard to the price element to cover insurance. I had called for the information, and it is now available. The rate is not 9 nP for wheat. It is 4 nP per maund for wheat and two annas per maund for rice. These rates are reviewed from time to time.

Mr. Speaker: Next question.

Shri S. C. Samanta: I request that S.Q. 550 may also be taken up.

Mr. Speaker: Is the hon. Minister prepared to answer it?

Shri Raj Bahadur: Yes.

Mr. Speaker: I find that both Shri H. N. Mukerjee and Shri Prabhat Kar are absent.

Shri Tridib Kumar Chaudhuri: But they are related questions.

Shri Raj Bahadur: Shall I read the answers to both?

Mr. Speaker: No. I am not going to call S.Q. 550. If any questions arise then we will see.

Balari Bar Experiments

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 *527. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri Ram Krishan Gupta:
Shrimati Renu Chakravarty.

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 580 on the 3rd December, 1959 and state:

(a) whether the results of the model experiments of Balari Bar on the river Hooghly conducted by Central Water Power Research Station at Poona have since been received;

(b) if not, whether any interim report has come;

(c) since when Balari Bar is being dredged by the Calcutta Port authorities; and

(d) what are the results of dredging?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

(a) No, Sir. The experiments are still in progress.

(b) An interim report has not been received. But the tentative conclusion reached from the model experiments so far conducted at the Central Water and Power Research Station, Poona, is that a depth of 12 feet can be maintained at the Balari Bar by the construction of a flood spur in the Balari Tower region, combined with dredging. Further experiments are in progress.

(c) From the 7th December, 1958.

(d) As a result of dredging, the deterioration has been arrested and some improvement has also been effected. The depth of water at Balari Bar which went down to 7 feet in December, 1958 is now about 10 feet.

Shri S. C. Samanta: May I know whether the Rangafalla Bar, which is very near to Balari Bar, is also being experimented under the same model by the CWPC Research Station?

Shri Raj Bahadur: So far as I know, the model is entirely of the Hooghly channel. Therefore, all the various bars and other broad features of the river are included in the model so that there may be a comprehensive and integrated examination and study of the various features.

Shri S. C. Samanta: May I know whether the silt that is being deposited at Balari bar there is any proposal to have a dumping station?

Shri Raj Bahadur: At present it is taken to the remoter part of the river. I cannot say whether there is any proposal to dump it in a particular place at the moment. The new

dredger that we are having will have a mechanism whereby silt could be dumped on the shore.

Shri Subodh Hansda: As the experiment is still going on and in the interim report a conclusion has been arrived at for the construction of flood spur in the Balari Tower region combined with dredging, may I know whether the final conclusion has been arrived at and whether there will be any change when the final experiment is over?

Shri Raj Bahadur: This is the result so far achieved. But there is a larger model that is now being experimented upon, and final results will be available after a year, when the experiments are concluded.

Shri Tridib Kumar Chaudhuri: May I know whether in this project the special problems of seluri silt from continental shelf is being taken into consideration and, if so, whether Government has in view any training measures for the river for controlling the influx of seluri silt?

Shri Raj Bahadur: The information at my disposal indicates that so far we have had no information whatsoever of any silt being pushed back into the Hooghly from the so-called continental shelf of the Bay of Bengal. All that we have so far heard and know is that silt is brought in every freshet season or the rainy season down the river.

Shri Tangamani: The Central Water and Power Research Station at Poona has stated that the depth of the water can be kept at 12 feet, but I find that it has been kept only at ten feet. May I know whether steps will be taken for keeping it at 12 feet? I would also like to know whether the hydraulic expert, who is arriving in India in April, will also look into it and, if so, who is that expert.

Shri Raj Bahadur: The depth of 12 feet is expected to be reached when the river training works are completed. The depth of ten feet has been achieved simply by the operation of

the dredger "Bhagirathi". So far as the question of expert opinion on this matter is concerned, there is one Dr. MacDowell from the United Kingdom, whose services have been obtained from the UNTA. He is a hydraulic expert and we hope that he will be in India by April, 1960.

Shri Subodh Hansda: The construction of flood spur and dredging can maintain the depth of 12 feet as per interim report of the experiment. If so, may I know whether concrete spurs will be constructed or some other sort of spurs will be constructed?

Shri Raj Bahadur: These are preliminary observations or conclusions. Fuller or final conclusions will be known only after the experiment on the bigger model is concluded. That would take about a year's time.

Shri S. C. Samanta: Over and above this dredger at Balari, how many dredgers are working in Bhagirathi and Hooghly and has any shortage of dredgers been reported?

Shri Raj Bahadur: It is well known that the dredging fleet of the Calcutta Port Commissioner is much below their requirements. It is hardly able to cope with the work. The number of dredgers at their disposal at the moment is suction dredgers four, small suction dredgers two, bucket dredgers three and grab dredger one. One more order for a suction dredger has been placed as also an order for a bucket dredger, which has been placed recently. It is proposed to place an order for a grab dredger also. We are also trying to buy two more suction dredgers.

Mr. Speaker: The next question has been answered. The question of price of TELCO locomotives is often coming up.

Shri Tangamani: Question No. 550 has been answered.

Mr. Speaker: I said that I would not call that.

Shri Tangamani: It has been answered.

Mr. Speaker: That is all right. I will take up Question No. 528 then.

Prices of TELCO Locomotives

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- *528. { Shri D. C. Sharma:
 Shri Ram Krishan Gupta:
 Shri Hem Barua:
 Shri S. M. Banerjee:
 Shri Rameshwar Tantia:
 Shri T. B. Vittal Rao:
 Shri Tangamani:
 Shri B. Das Gupta:
 Shri Aurobindo Ghosal:
 Shri M. B. Thakore:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 273 on the 25th November, 1959 and state:

(a) whether the Arbitrator has since given his award regarding the price of TELCO Locomotives for the period commencing from the 1st April, 1958; and

(b) if so, the nature of the award given?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) The Arbitrator has fixed price of the 200 locomotives to be delivered by Telco from 1st April, 1958 to 31st March, 1960 at Rs. 3,80,917 per locomotive against Rs. 3,92,861 claimed by Telco and Rs. 3,74,994 offered by Railway.

Shri D. C. Sharma: May I know if this arbitration will apply only to the period specified by the hon. Minister in his answer or it will hold good for all time to come?

Shri Shahnawaz Khan: It will apply specifically to this period.

Shri D. C. Sharma: May I know if for the fixing of the prices of TELCO locomotives, some other arrangement will be made or the prices asked for by TELCO will be granted?

The Minister of Railways (Shri Jagjivan Ram): For every price

period an offer is made by TELCO. It is examined by the Railway Board. Then negotiations start and if there is agreement that price is paid to TELCO. If there is disagreement, the matter is referred to arbitration.

श्री रामेश्वर टांटिया : क्या चितरंजन में इस इंजन को बनाने की कोई योजना है और यदि है तो उस पर कितना कितना खर्च पड़ेगा ?

श्री शहनवाज खां : अभी कोई ऐसा खयाल नहीं है कि चितरंजन में मीटर गज के लोकोमोटिव्स बनाये जायें ।

Shri Tangamani: What will be the price paid from the 1st April, 1960 to the 1st April, 1961, by which time the agreement entered into with TELCO will expire?

Shri Shahnawaz Khan: That will be the subject of further negotiation.

Shri Tangamani: In reply to the previous question, we were told that interim payment has been made for these two years. How much has yet to be paid to TELCO as a result of the award of Shri Mazumdar?

Shri Jagjivan Ram: Interim payments were being made more or less on the basis of the offer made by the Railway Board. Now this will be the extra amount to be paid and adjustments will be made.

Shri T. B. Vittal Rao: What is the total amount of loans given by the Railways to TELCOs so far?

Shri Jagjivan Ram: That does not arise here. But that has been stated several times in the House.

Shri S. M. Banerjee: Since from the report of the arbitrator it has been found that TELCOs have charged more, what will be the basis of fixation of TELCO locomotive prices in future? Will a committee be appointed or will it be left to the Railway Board alone?