

(c) There are four Railway workshops located at Ajmer, Bikaner, Jodhpur and Kota in Rajasthan.

(d) No, Sir.

[English]

Air Brake System

2050. SHRI AJOY MUKHOPADHYAY : Will the Minister of RAILWAYS to be pleased to state :

(a) the number of slack adjusters and air brake system estimated to be required by Railways in 1994-95;

(b) whether orders have been placed abroad to meet these requirements;

(c) whether the possibility of obtaining such slack adjusters and air brake systems from Bharat Brakes and Valves Limited has been fully explored; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) The total number estimated to be required in 1994-95 of Air Brake system is 7072 Nos. and slack adjusters is 24364 Nos.

(b) No, Sir.

(c) Yes, Sir.

(d) In 1994-95, orders for 4637 Nos. of slack adjusters were placed on M/s. Bharat Brakes and Valves Limited. Air Brake Systems could not be ordered as acceptable prototype could not be completed by the firm.

Gauge Conversion

2051. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of RAILWAYS be pleased to state;

(a) whether the Government have taken up the work of gauge conversion of Kathgodam - Bareilly - Mathura - Agra meter gauge railway line into broadgauge;

(b) if so, the details thereof; and

(c) whether some suggestions have been received in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). In the first phase, gauge conversion of Agra-Achnera (part of Agra-Bandikui) and Mathura-Achnera have been included in the Budget proposals for 1995-96. Mathura-Kasganj is included in the first phase of the Action Plan and would be taken up in the coming years. Kasganj-Bareilly-Lalkua is under consideration for inclusion in the Action Plan. Conversion of Lalkua-Kathgodam has been completed.

(c) Yes, Sir.

Diesel Generating Sets

2052. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether installation of Diesel Generating Sets is not permitted in the Taj Trapezium and Doon Valley of Uttar Pradesh;

(b) whether these sets work at greater efficiency from the environmental view point than diesel operated vehicles; and

(c) if so, the reasons for the ban on these sets when there is no ban on the plying diesel vehicles in these areas?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) Yes, Sir.

(b) and (c). In diesel vehicles, energy from a chemical reaction is converted to mechanical energy whereas in a diesel generating set the output is electrical energy. Hence, these two are not comparable.

Further, normal vehicular pollution is not localised and disperses rapidly whereas the diesel generating sets are stationary sources and cause localised build up of pollution.

Electrification

2053. SHRI AMAL DATTA : Will the Minister of RAILWAYS be pleased to state :

(a) the names of lines under Howrah, Sealdah, Asansol, Maldah and Kharagpur divisions still not electrified;

(b) whether there is any proposal for laying double line and electrify any line of the above divisions in 1995-96;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (d). A statement is given below.

(a) KHARAGPUR DIVISION

1. Kharagpur-Bhadrak
2. Kharagpur-Bangriposi

HOWRAH DIVISION

1. Khana-Sainthia-Sahibganj
2. Nalhati-Azmiganj
3. Katwa-Ahmedpur
4. Barddhaman-Katwa (N.G.)
5. Katwa-Azmiganj