

## III ANDHRA PRADESH

## Andhra University

29. D.N.R. College, Bhimavaram.

30. Sir C.R.R. College, Eluru.

31. Ch. S.D. St. Theresa's College of Women, Eluru.

32. S.R.V.B.S.J.B. Maharanee College, Peddapuram.

33. Shri Durgaprasad Saraf College of Arts and Applied Sciences, Shreeramnagar.

34. M.R. College for Men, Vizinagam.

35. St. Joseph's College for Women, Waltair.

## IV MADHYA PRADESH

## Ravi Shankar University

36. Government College for Science, Raipur.

[*Translation*]

**Sites of Bridges Surveyed by  
Central Soil Laboratory**

2647. SHRI KAMLA PRASAD RAWAT: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of sites which have been surveyed by the Central Soil Laboratory on the request of Central Water Commission for construction of bridges; and

(c) the names of the places in each State where these bridges will be constructed and the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b). As a part of research efforts for determination of likely scour depth, investigations were conducted at the following six sites:-

(i) National Highway Crossing near Ambala across Ghaggar river in Haryana.

(ii) Kharnadi near Pawata in Rajasthan.

(iii) Maini river near Bangaon in Madhya Pradesh.

(iv) Laknavaram river near Pasra in Andhra Pradesh.

(v) Ambika river near Unai in Gujarat.

(vi) Ungat river near Bhirami in Rajasthan.

This investigative work is not linked with any construction scheme.

[*English*]

**Import of Technology for Basic  
Areas of Railway**

2648. DR. B.L. SHAILESH:  
SHRI CHINTAMANI JENA:  
SHRI BANWARI LAL PUROHIT:

Will the Ministry of RAILWAYS be pleased to state:

(a) whether despite more than three decades of research and development work by the Railways Research, Designs and Standards Organisation (RDSO) Lucknow, his Ministry have decided to import technology in basic areas like high speed coaches, freight bogies and higher horsepower locomotives-both electric and diesel;

(b) if so, the countries of their import and the estimated expenditure involved therein; and

(c) the steps envisaged to undertake manufacture of the freight bogies and locomotives in bulk in India with the imported technology?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

There was a major change in Indian Railways' motive power and rolling stock technology in the '50s and early '60s with the introduction of diesel and electric locomotives, steel bodied integral coaches and roller bearing bogie wagons. Since then, through indigenous research and development efforts, the Research, Designs and Standards Organisation has effected progressive additions/alternations/ improvements in the designs of these locomotives and rolling stock. Gaps have, however, developed in certain spheres of railway technology obtaining in this country, as compared to the more advanced countries, because of the absence of adequate infrastructure for technological advancement, limited investments and industrial base.

(b) The tenders in relation to coaches and diesel locomotives are under evaluation, the expenditure to be incurred for their import with transfer of technology would be known after finalisation of the tenders.

In the case of freight bogies orders have been placed for 19 nos. each of 9 different modern designs at a total ciff cost of approx. Rs. 5.5 crores from firms in USA, Australia, Federal Republic of Germany, France and Canada. Two Indian firms are also involved in the supply of these bogies in association with two foreign firms.

In the case of electric high horse power locomotives orders have been placed for 18 nos.-12 nos. from Japan and 6 nos. from Sweden-at a total current FOB cost of Rs. 74 crores approx.

(c) The proposed imports referred to are for the limited purpose of acquisition of state-of-the-art technology for establishing indigenous manufacture. The locomotives and coaches will be taken up for manufacture basically in the Railways' own Production Units. In the case of freight bogies. Indian Railways would be the main licensee with sub-licensing rights to qualified parties of the Indian industry both in public and private sectors.

### **Bisalpur Dam Project**

2649. SHRI BANWARI LAL BAIRWA: Will the Minister of WATER RESOURCES be pleased to state:

(a) the sanctioned outlay for the year 1987-88 for Bisalpur Dam Project of Rajasthan;

(b) how much land is likely to be irrigated under the above project and when the irrigation facility is likely to be available under its command area;

(c) whether some villages would be provided lift irrigation under the above project; and

(d) if so, the details thereof?

THE MINISTER OF WATER RESOURCES: (SHRI B. SHANKARANAND):

(a) Rs. 2.75 crores.

(b) to (d). The Project envisages a potential of 60,000 hectares by flow irrigation only.

### **Amount Spent on Passenger Amenities**

2650. SHRI VIJAY N. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) the amount spent during 1984-85 in providing amenities to railway passengers; and

(b) whether there has been increase in the amount spent on amenities in 1985-86 and 1986-87 if so, to what extent and the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The amount spent on Passenger amenities during 1984-85 is Rs. 4.85 crores.

(b) There has been increase in amounts spent on amenities in 1985-86 and 1986-87. The details are as under: