

रेल की जो आजकल सुविधाएं हैं उसमें बहुत समय लगता है, इस को देखते हुए क्या रेल विभाग ने उन को ऐसे पदार्थों के पहुंचाने में कोई बरीयता देने की व्यवस्था की है और उन की सुरक्षा के लिए रेलवे विभाग ने स्वयं कोई व्यवस्था की है? यदि की है तो क्या की है?

**SHRI MALLIKARJUN:** So far as refrigerated vans are concerned, it is understood that perishable items including marine products like fish will be kept preserved in them.

**SHRI R. K. MHALGI:** May I know from the hon. Minister the break-up of the 7 BG and 4 MG refrigerated vans zone-wise?

**SHRI MALLIKARJUN:** Six of these refrigerated vans have been kept in the south-eastern and eastern Railways; four of the MG or metre-gauge vans have been kept in the Southern Railway; two are on the line from Rameshwaram to Madras and two are in some other part of the South.

**SHRI GHULAM RASOOL KOCHAK:** I want to know whether refrigerated air-conditioned wagons are available for transportation of perishable fruits from Jammu to Delhi and if so, how many wagons are available.

**SHRI MALLIKARJUN:** No such thing is available at the moment from Jammu to Delhi.

**SHRI M. M. LAWRENCE:** From the reply of the hon. Minister, it is evident that not a single wagon has been allotted to Kerala State. Will the hon. Minister concerned end this discrimination against Kerala at least in this issue?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):** Recently there is some demand for refrigerated wagons. As my colleague has just now explained, we are getting it examined; it is under active consideration to enhance the capacity

of wagons so that we can make available the wagons to almost all the regions where perishable goods can be moved faster.

**SHRI NARAYAN CHOUBEY:** From the reply of the hon. Minister it is clear that the Railways are in shortage of these wagons. Is there any long term plan on the part of the Railways to see that the wagons are increased in number and if so, when is this going to happen?

**SHRI C. K. JAFFER SHARIEF:** As I have already said, there is no programme as such. It is only recently that people have approached saying that an assured market is going to be there and they want speedy movement of perishable goods. As I have already said, it is under active consideration.

#### Repair of Traction Motors

\*266. **SHRI KRISHNA CHANDRA HALDER:** Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by the Government to repair the traction motors in time; and

(b) the details thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) and (b). A statement is laid on the Table of the House.

#### Statement

(a) Traction Motor Repair Shops have been set up for different Zonal Railways. Assistance from M/s. Bharat Heavy Electricals Limited, Bhopal, is also taken for such repairs. Similarly, capacity available in the Private Sector is also made use of for Traction Motor repairs.

(b) Kanchrapara Workshop on Eastern Railway is the biggest Traction Motor Repair Shop. Some of the other Traction Motor Workshops are

located at Tatanagar, Tambaram, Kanpur, Kharagpur, Kalyan, Golden Rock and Mahalaxmi. In addition, centralised Traction Motor repair facilities at a total cost of Rs. 4.13 crores has been sanctioned to be set up at Nasik.

**SHRI KRISHNA CHANDRA HALDER:** There is acute shortage of traction motors. It is a very important issue. On account of shortage of traction motors, every day, on the suburban sections of Sealdah, Howrah Madras and Bombay, hundreds of trains are running late. I would like to know from the hon. Minister whether it is not a fact that at least eight traction motors are required for one EMU coach. Is it a fact that six out of eight traction motors in the EMU coach must remain in functioning condition without which the trains lose time and there is often break down and passengers' resentment? May I know how many EMU coaches on the eastern railway do not have at least six traction motors functioning and what is being done about replacement and repairs?

Secondly, on 11-3-1980 the Minister stated that 108 EMU coaches in Bombay area were overdue for replacement. I want to know what steps have been taken by Government in this regard.

**SHRI MALLIKARJUN:** Traction motors are sufficiently available; all diesel and electric locomotives are provided with traction motors; without that, it is very difficult.

Since the production of locomotives themselves is on an increased basis, we are seeing that traction motors are also produced simultaneously to meet the needs.

So far as the other point is concerned, traction motors have been produced in collaboration with Bharat Heavy Electricals. Sometimes we have found that they were unsatisfactory. However, they have been re-examined and further steps have

been taken to see that sufficient traction motors are produced. The hon. Member mentioned about the Western Railway. There also there are some coaches....

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):** Eastern Railway.

**SHRI MALLIKARJUN:** He asked about Western Railway also. So, Sir, this is the present position.

**SHRI KRISHNA CHANDRA HALDER:** I referred to the Western Railway also.

**SHRI MALLIKARJUN.** There also—it applies to all over the country—Western Zone and all Zones.

**SHRI KRISHNA CHANDRA HALDER:** One traction motor manufactured by BHEL costs Rs. 13 lakhs and the Railways are ready to pay Rs 12 lakhs for every traction motor for repair to BHEL but they are reluctant. 80 Traction Motors are required to be repaired annually by BHEL but they are agreeable for only 30 motors. In the Eastern Railway nearly 25 per cent of the traction motors are always in repair in the Kanchrapara workshop. In view of all this, you know in 1963 when the EMU coaches were introduced, traction motors were imported and the life of one traction motor was 10 years but the life of an Indian-made traction motor is only 1 year on an average.

In view of all this, I want to know whether the Government is considering the import of traction motors for running trains with EMU coaches in time and also whether the government is trying to develop proper research work so that the life of the Indian-made traction motors can be enhanced from 1 year to at least 5 years.

**SHRI C. K. JAFFER SHARIEF:** While the BHEL has been requested

to go into the question afresh again, as the hon. Member has already explained, to meet the immediate requirements, the Government is actively considering the import of a few more traction motors.

**SHRI NARAYAN CHOUBEY:** Mr. Speaker, Sir.

**MR. SPEAKER:** No, please. It is enough.

### Bridge over Ganga in Bihar

\*267. **SHRI RAM VILAS PASWAN:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

a) whether Government of Bihar have sent to the Central Government a report with their recommendation in connection with construction of a bridge over the Ganga near Bhagalpur in Bihar;

(b) if so, when and the details of the recommendations; and

(c) the time by which construction work on this bridge is likely to be started?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):**

(a) to (c). Yes, Sir. The bridge however falls on a State road. The Bihar Government are therefore essentially concerned with all matters pertaining to this bridge including its commencement, completion and recommendations emanating from the techno-economic study of the project sent by them in May 1979 stressing the need for the construction of a high level bridge between Mokameh and Farakka.

**श्री राम विलास पासवान :** अध्यक्ष जी, यह सरकार का जवाब है। यदि आप इसको देखें, तो जितने सबूत हैं और जिनमें जो बिहार सरकार का स्थान है और वहां पर इतनी सारी नदियां हैं—गंगा का भयंकर प्रकोप है, कोसी का भयंकर प्रकोप है और

बड़ी गण्डक का प्रकोप है और अभी तक सिर्फ एक मोकामा पुल है। पटना में जो गंगा पुल बन रहा है, उसमें भी स्टंट और सैंटर का मामला है और ये लोग इसको लटकाए हुए हैं और वह काम भी पूरा नहीं हो रहा है . . . . (व्यवधान) . . . . यह कोई व्यक्तिगत सवाल नहीं है, यह सवाल राज्य में और जनता से संबंधित है और बिहार सरकार के पास इन्होंने जवाब भेजा है। मेरा पहला प्रश्न यह है कि क्या बिहार सरकार ने बिहार में भागलपुर के निकट गंगा नदी पर पुल निर्माण के संबंध में अपनी सिफारिशों सहित कोई प्रतिवेदन भेजा है या नहीं? मैं सरकार से पूछना चाहता हूँ कि यदि बिहार सरकार के पास फण्ड होता, आर्थिक दृष्टिकोण से सुदृढ़ रहती तो केन्द्रीय सरकार के पास सिफारिश क्यों करती। केन्द्रीय सरकार के पास सिफारिश करने का मतलब यही है कि बिहार सरकार की वित्तीय स्थिति कमजोर है। बिहार सरकार इस पोजीशन में नहीं है कि वह पुल के निर्माण का काम करे। इसलिए मैं सरकार से पूछना चाहता हूँ कि क्या सरकार इसको राष्ट्रीय दृष्टिकोण से, चूंकि एक ही जिले के दो भाग हो जाते हैं। अध्यक्ष महोदय, चूंकि मंत्री जी वहां के नहीं हैं . . .

**MR. SPEAKER:** Don't try to teach him geography.

**श्री राम विलास पासवान :** इसलिए मैं उनको भौगोलिक स्थिति बतला रहा हूँ।

**अध्यक्ष महोदय :** यह उनका पता होना चाहिए।

**श्री राम विलास पासवान :** चूंकि एक जिले के दो भाग हैं। भागलपुर इस पार भी है, श्री भागवत झा आजाद यहां बैठे हुए हैं, और उस पार में भी है . . .

**MR. SPEAKER:** You are spoiling the whole thing.

**श्री राम विलास पासवान :** मैं सरकार से पूछना चाहता हूँ—क्या सरकार इस पुल की आवश्यकता को महसूस करत हुए केन्द्रीय सहायता दे कर इस के निर्माण का काम करवायेगी ?