

Foreign Exchange allocation for import of Capital Goods

*649. **Shri Basumatari:** Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the Central Government have decided to make a special foreign exchange allocation for the import of capital goods required by export industries; and

(b) if so, whether Government had also assumed powers to direct indigenous manufacturers of raw materials to supply the requirement of the exporters on a priority basis?

The Minister of Commerce (Shri Manubhai Shah): (a) Attention of the Hon. Member is invited to paragraph 5 of the Statement made in this House on August 16, 1966. The details of the arrangements are being worked out and will be announced in the near future.

(b) A scheme has been issued providing for the prompt supplies of certain indigenous raw materials (most of which have already been declared as "essential commodities" under the Essential Commodities Act, 1966) to manufacturing units in the engineering, chemicals, plastics, processed foods and garments industry, whether such units are directly engaged in export or sell to any other person or firm for export.

Accidents on South-Central and North-East Frontier Railways

*650. **Shri Indrajit Gupta:** Will the Minister of Railways be pleased to state:

(a) the progress made in the investigations into the causes of the three recent major railway accidents on the South-Central and North-East Frontier Railways;

(b) whether it is proper before the investigations are completed, for persons in authority to issue public statements ascribing such accidents to 'sabotage' or 'Human failure'; and

(c) the reasons for arresting certain Railway staff prior to final judgement of the investigating bodies?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Presumably the question refers to the train accidents which occurred on 10th October 1966 and 12th October, 1966, on the South Central Railway and on 20th October 1966 on the Northeast Frontier Railway. All these three accidents were enquired into by the Commission of Railway Safety and their final reports have not yet been received. However, according to the Provisional findings of the Commission of Railway Safety, while the accident which occurred on 12th October 1966 was due to the failure of railway staff, the other two were attributable to acts of sabotage.

(b) Where the Commission of Railway Safety hold an enquiry, they submit a brief preliminary narrative report and also give their provisional findings. This report is factual and does not contain any reference to persons implicated. Based on the provisional finding, sometimes Press Notes are issued for the information of the public in regard to the cause of the accident.

(c) This matter falls within the purview of the State Governments.

Manufacture of DT-14B Russian Tractors in the Country

*651. **Shri Balgovind Verma:**
Shri Braj Bihari Mehrotra:
Shri Vishwa Nath Pandey:
Shri Ram Swarup:
Shri Chandak:
Shri Yashpal Singh:
Shri Madhu Limaye:
Shri Sarjoo Pandey:
Shrimati Renu Chakravarty:
Shri Utiya:
Shri Prabhat Kar:

Will the Minister of Industry be pleased to state:

(a) whether it is a fact that a scheme for the manufacture of DT-14B Russian tractor was submitted to Government in 1964;

(b) if so, why no decision has been taken when this Horse-Power tractor

is not manufactured in the country and the majority of the demand of the farmers is in this range; and

(c) whether it will not be in the national interest to undertake manufacture of DT-14B Russian Tractors when thousands of this type of tractors are already in operation on Indian farms and about 4000 are being imported this year and they are likely to suffer for want of spare parts etc., in the absence of any manufacturing programme?

The Minister of Industry (Shri D. Sanjivayya): (a) to (c). A number of schemes from private parties proposing manufacture of DT-14B Russian tractors had been received by Government during 1964 and 1965. All these schemes were rejected, as Government had decided to set up a public sector factory for the manufacture of tractors in this range with Czechoslovak collaboration. This decision was taken in consultation with the Department of Agriculture and other Ministries concerned after careful consideration of the relevant technical data including the relative performance of different types of tractors under Indian condition. In view of this position, there is no scope, at present, to entertain any scheme for the manufacture of DT-14B Russian tractors.

The existence of a large number of imported DT-14B tractors in the country and the need for spare parts for their proper maintenance cannot by themselves justify a manufacturing project. There is no danger of these tractors suffering for want of spare parts as the required spare parts could be imported from the U.S.S.R. under the Trade Plan.

Surplus Railway Locomotives

***652. Shri Hari Vishnu Kamath:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 834 on the 2nd September, 1966 and state:

(a) whether it is a fact that in early 1964, the Railways had about

100 Locomotives surplus to requirements on Broad Gauge and Metre Gauge and that this issue was frequently discussed at the General Managers' Conference;

(b) whether Government propose to institute an inquiry into all the transactions of purchase of diesel and electric locomotives, and terms and conditions of collaboration agreements, in order to fix responsibility for wasteful expenditure; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No, Sir. There were no surplus Broad Gauge/Metre Gauge locomotives on the Indian Railways in early 1964. Matters pertaining to operation, availability and utilisation of power, maintenance etc. are generally discussed in all General Managers' Conferences.

(b) and (c). Do not raise.

Personnel Officers on Railways

***653. Shri Priya Gupta:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is no cadre for manning senior posts in the Personnel Branch of the Railways and such posts are held by drawing officers from other Departments of the Railways on a tenure basis for short spells;

(b) whether such frequent change of personnel officers has resulted in deterioration of efficient working of the Personnel Branch on the Railways; and

(c) whether Government propose to set up a separate cadre for Personnel Officers in the near future?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). Posts are sanctioned separately for Personnel work but no direct recruitment is made and these posts are filled by drawing offi-