

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-