

Shri D. C. Sharma: May I know whether documentaries in respect of social education have been prepared by the Railways or they are showing those documentaries prepared by the Publications Division?

Shri Shahnawaz Khan: A large number of documentaries have been prepared, something like 70, by the Railways. A number of these are on social education.

Shri Subbiah Ambalam: May I know the names of the stations in the Southern Railway where these documentaries have been exhibited?

Mr. Speaker: If the hon. Member is interested in any one station, he may ask that.

Shri Subbiah Ambalam: The number of stations in Southern Railway.

Shri Shahnawaz Khan: I will take half a minute to read it, Sir, Trivindrum Central, Madurai, Trichinopoly, Salem, Mangalore, Bangalore, Bezwada, Madras, Egmore, Mysore, Gudur, Hubli, Tinnevely, Jolarpet, Erode, Katpadi and Arko-nam.

Shri Damani: What is the guiding factor for extending these facilities to other stations?

Shri Shahnawaz Khan: We will extend as we gain more experience and as we are able to get public opinion about this. If these are popular, we will extend.

Mr. Speaker: If hon. Members are interested in any particular station, they may write to the Minister and get them exhibited in their stations

Locomotives

*945. **Shri Gajendra Prasad Sinha:** Will the Minister of Railways be pleased to state how many locomotives were supplied to India in 1956-57 by U.S.A. under Indo-American Technical Co-operation Programme?

The Deputy Minister of Railways (Shri Shahnawaz Khan): 22.

Shri Gajendra Prasad Sinha: Has any agreement been reached under this Indo-American Technical Co-operation Programme for the Supply of locomotives under the Second Plan?

Shri Shahnawaz Khan: This is entirely a different question.

Mr. Speaker: That is for 1956-57. He wants for 1957-58.

Shri Gajendra Prasad Sinha: What is the expected supply of locomotives under the Second Plan, not only for 1956-57, but from 1956 to 1961.

Shri Shahnawaz Khan: The other day I gave a reply to this question. I cannot keep all these figures in my head.

Shri Gajendra Prasad Sinha: There was negotiation going on with some French firms for the supply of locomotives. May I know whether that negotiation has been completed or any agreement has been signed?

Shri Shahnawaz Khan: That was under a different arrangement.

Mr. Speaker: How does that question arise? When an hon. Member puts a question, he need not necessarily put a supplementary. It is not as if every member who puts a question must put some supplementary or other. Now how does this question arise?

Shri Gajendra Prasad Sinha: This question is about the supply of locomotives under the T. C. M.

The Minister of Railways (Shri Jagjitvan Ram): The question is about the supply of locomotives under the T. C. M. and if the hon. Member puts a question about other locomotives I have no information.

Mr. Speaker: That is exactly what I said. This relates to the Indo-American aid for the year 1956-57.

Shri T. B. Vittal Rao: May I know whether it is a fact that the price of locomotives supplied under the scheme is about Rs. 10 lakhs for each locomotive, which is twice as much as the cost of the indigenous manufacture?

Shri Shah Nawaz Khan: It is true that the price of the American locomotive is higher than the price of the locally produced locomotive. But what we, the Railway Ministry, actually pay is the market price of the imported locomotive. Supposing the cost of an imported locomotive is Rs. 6 lakhs, the railways would pay a little over Rs. 3 lakhs.

Shri Yajnik: Who pays the rest?

Shri Shah Nawaz Khan: That is adjusted by the Finance Ministry.

Shri Yajnik: What is the total expense incurred under this head, i.e. the purchase of these locomotives?

Shri Jagjivan Ram: According to the American price the value of all the locomotives taken was Rs. 6.8 crores. But we paid Rs. 3.89 crores.

Shri Ranga: "We" means the Railways? Nevertheless, from the Finance Ministry we pay something more in order to make up the total price

Shri Jagjivan Ram: No. What we pay is the international price of the locomotives

Mr. Speaker: The hon. Member wants to know whether the whole Government is working as a team. Now an impression has been created that the Railway Ministry pays only Rs 3 lakhs whereas the rest is being paid by the Finance Ministry.

Shri Shah Nawaz Khan: The supply of locomotives is under an aid agreement. The Finance Ministry does not have to pay anything. We pay to the Finance Ministry.

Mr. Speaker: Then it is understandable. The supply is in the form of an aid.

Shri Ranga: We were importing from Canada also some locomotives, more or less of the same type. How much were we paying for that? Is there any difference between the Canadian and American prices and, if so, how much?

Shri Shah Nawaz Khan: That would not arise out of this question. From the Commonwealth countries also we were getting some locomotives under

the Colombo Plan. But I do not have the exact figures.

Shri Feroze Gandhi: The hon. Deputy Minister has stated that 32 locomotives had been purchased under the scheme. Just now the hon. Minister has stated that the amount spent was about Rs. 6 crores and odd. Are we to understand that the American price of 32 locomotives was about Rs. 6 crores and odd? I think there is some flaw in it.

Shri Shah Nawaz Khan: The hon. Minister gave the price of 100 locomotives, on the basis of which the agreement was arrived at. The question specifically asked for the number of locomotives imported during 1956-57. During that year 32 locomotives were imported. But the total price of 100 locomotives is about 6 crores

Shri Supakar: The hon. Deputy Minister has stated that we have to pay the market price for the locomotives. I want to know how this market price is determined when we purchase the locomotives.

Shri Shah Nawaz Khan: The market price is determined by inviting local tenders

Shri C. D. Pande: I will put only one question. As there is now a tendency to order diesel electric engines and as we have no diesel manufacturing industries in this country, I want to know whether Government will consider the possibility of converting Chittaranjan into a diesel electric manufacturing unit.

Mr. Speaker: That is a suggestion for action. It does not arise out of this question. Hon. Members want to convert this Question Hour into a general debate on Railways.

Bezawada-Masulipatam Line

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*946 { **Shri Krishnalaiah:**
Shri T. B. Vittal Rao:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 556 on the 25th November, 1956 and state:

(a) whether there is any proposal to convert the metre gauge line from