

that so far there has not been any investigation for railway lines in the southern region?

Shri S. V. Ramaswamy: There are so many schemes under investigation. There is no dearth of investigation at all.

Shri Tangamani: May I know whether the Madras State Government has made proposals about the construction of lines under the Third Plan and this is one of them?

Shri S. V. Ramaswamy: Not only the Madras Government, but the Kerala Government also have recommended this line.

Shri Tangamani: Recently in the Madras State Assembly, it was stated that.....

Mr. Speaker: I am not going to allow any general question. The simple question is whether the construction of this particular line is being proceeded with or not. It cannot be converted into a general question about the number of railway lines in a particular State.

Shri Tangamani: I only want to know whether the Madras Government has requested the Central Government to include this particular line in the Third Plan.

Shri S. V. Ramaswamy: This is one of the lines recommended by the Madras Government.

Shri Warrior: The answer given by the Deputy Minister is very general. Every plan should necessarily have resources. The question is whether this particular project will be given priority in consideration of the importance of Cape Comorin.

Shri S. V. Ramaswamy: I was very general in my reply because I am not able to be more particular.

Shri Sampath: Last time when the Minister was replying to a question regarding this issue, he spoke about 6 alternative proposals they were contemplating. I want to know whether they are still considering these

alternative proposals regarding this particular line from Tinnevely to Cape Comorin.

Shri S. V. Ramaswamy: Six alternatives were considered, but the last alternative has been recommended by the Railway for acceptance, namely, from Tinnevely to Nagecoil and Trivandrum with a branch line from Nagercoil to Cape Comorin, making a total of 115 miles.

Shri Palaniandy: How many new lines has the Madras Government recommended to the Central Government for inclusion in the Third Plan?

Mr. Speaker: I am not going to allow it. Next question.

Chittaranjan Locomotive Works

*1697. { **Shri Daljit Singh:**
Shri N. R. Muniswamy:

Will the Minister of Railways be pleased to state:

(a) whether production in Chittaranjan Locomotive Works has gone up during 1959-60;

(b) if so, to what extent; and

(c) the number of locomotives manufactured during the same period?

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

(b) 8 Locos more than the number produced during 1958-59.

(c) 173 Locomotives during 1959-60.

Shri Daljit Singh: May I know whether the cost price of a locomotive has increased or decreased?

Shri Shahnawaz Khan: It has decreased considerably since we started production. At present, it is in the neighbourhood of Rs. 4½ lakhs.

Shri Vidya Charan Shukla: May I know whether the management of the Chittaranjan Locomotive Works proposed to Government the manufacture of diesel and electric locomotives, and whether this request has been considered?

Shri Shahnawaz Khan: The House knows very well that the manufacture of diesel engines has been left to the private sector. Chittaranjan has already started on the manufacture of electric locomotives. We have 10 D.C. electric locomotives under construction at Chittaranjan now.

Shri Vidya Charan Shukla: May I know whether it is a fact that Chittaranjan had proposed the manufacture of diesel locomotives there.....

Mr. Speaker: The hon. Member will kindly read the main question. It is whether the production has gone up or not. The hon. Minister has said that the production has gone up and the price has gone down. The question cannot be further expanded to cover everything about locomotives in the world.

Shri D. C. Sharma: May I know what is the number of locomotives required annually due to renewal or the scrapping of superannuated locomotives and what is the number being produced now? If there is a surplus, are any efforts being made to export these locomotives?

Mr. Speaker: What will be done otherwise? Obvious questions are put; I do not know what the object is. The hon. Minister may reply.

Shri Shahnawaz Khan: At present we have stabilised the production of steam locomotives at Chittaranjan at 14 locomotives per month. Over and above that, the TELCOS are manufacturing the metre gauge locomotives. The present production of steam locomotives is enough to meet our present-day requirements and replacements and additional traffic. In case there is some likely market, we shall be very glad to export some of our locomotives.

श्री विभूति मिश्र : यह चितरंजन में जो लोकोमोटिव्स तैयार होते हैं तो मैं जानना चाहता हूँ कि उनका कितना हिस्सा हिन्दुस्तान के सामान से तैयार होता है और कितना बाहर से मंगाते हैं ?

श्री शाहनवाज खाँ : जिस किस्म का इस्पात या स्टील हमें चाहिये वह अभी तक हिन्दुस्तान में नहीं बनता है इसलिये थोड़ा सा उसका हिस्सा बाहर के सामान से बनता है लेकिन ज्यादातर उसका हिस्सा यहीं बनता है ।

Some hon. Members rose—

Mr. Speaker: Two hon. Members speak together. I cannot hear them. As soon as one hon. Member gets up other hon. Members say sit down. What does Shri Assar want to ask?

Shri Assar: We want to know what percentage of the components of the locomotives are imported.

Mr. Speaker: That was not the question put. The question was whether we are manufacturing them all here or not. Percentage in terms of money may be available.

Shri Shahnawaz Khan: I have not got the exact figures. Over 70 per cent is indigenous and the remainder is imported.

Shri Braj Raj Singh: How does the price of a locomotive now compare with the cost of the locomotives produced last year?

Mr. Speaker: He has said that it has become cheaper

Shri Shahnawaz Khan: Progressively it is coming down. But, for the exact figure I shall require separate notice.

Shri Tangamani: May I know whether in Chittaranjan the thousandth steam locomotive has been manufactured? If so, what has Government done for the initiative of the employees and others who have completed this?

Mr. Speaker: That does not arise out of this question.

Shri Jaipal Singh: The production of steam locomotives has been stabilised at 14 locomotives per month. What is the target of the electric engine?

Mr. Speaker: If it is 14 for the steam locomotive, the hon. Member wants to know what is the target for electric locomotives.

Shri Shahnawaz Khan: Actually, no definite targets for the production of electric locomotives have been fixed. That will be during the Third Five Year Plan.

Shri Damani: May I know whether it is a fact that the Chittaranjan Locomotive authorities approached Government for giving them sanction to start production of diesel locomotives and that the Government refused sanction? May I know the reasons for that?

Mr. Speaker: We are not going into that.

Shri Narasimhan: May I know whether the locomotives that are now being produced are capable of drawing longer trains which the Ministry contemplates to have in course of time? Are they of a type that can draw longer trains; or can they not be used?

Mr. Speaker: The hon. Member wants to know whether with the increased production heavier locomotives than those which were originally manufactured are now being manufactured?

Shri Shahnawaz Khan: At present our locomotives are capable of hauling 70 to 80 wagons; and we find that that is quite enough to cope with the traffic requirements. In the steel belt area it is intended to run very heavy traffic and there we are using coupled diesel engines. Sometimes we have carried out experiments with 4 locomotives pulling one train with a load of over 6,500 tons.

Shri Sinhasan Singh: May I know the total capacity of this Chittaranjan works and how much they can produce with full capacity? May I also know whether the locomotives that are produced are used only for goods traffic and not for passenger traffic?

Mr. Speaker: What is the total capacity of production?

Shri Shahnawaz Khan: We have stabilised it, as I said, at 14 locomotives per month.

Mr. Speaker: If we utilise all the capacity?

Shri Shahnawaz Khan: We are utilising the full capacity.

Shri Bimal Ghose: That cannot be. The hon. Minister had stated that production was 173. 14 X 12 is 168. Is that the full capacity?

Mr. Speaker: Hon. Members are too critical. I shall proceed to the next question.

Track Renewals

*1698. **Shri Ajit Singh Sarhadi:** Will the Minister of Railways be pleased to state:

(a) whether it is proposed to accelerate the work of track renewals due to the increased production of steel from the plants here; and

(b) the extent of renewal envisaged in the rest of the Plan period?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir, to the extent of availability of rails from indigenous sources.

(b) About 1,800 miles of Complete Track Renewals and 750 miles of Through Rail Renewals are proposed to be carried out during 1960-61, the final year of the Second Plan, if the necessary rails become available.

Shri Ajit Singh Sarhadi: Is any target fixed for total renewals and is it proceeding according to schedule?

Shri S. V. Ramaswamy: The total according to the Second Five Year Plan was 8,000 miles, both rails and sleepers. We were a bit slow in the first 3 years owing to shortage of rails and sleepers. We are trying to make up. In 1959-60, we made up 1,550 miles complete track, 550 miles rail renewals and 400 miles of sleeper renewal. In 1960-61, we hope to make