

erosion works and the proposals of the State Government for the Third Plan, the question of financial assistance would be examined again.

Shri Warior: May I know the amount required for protecting the eroded places in Kerala at present according to the statement of the Kerala Government?

Shri Hathi: According to the Kerala Government the total amount that would be required is about Rs. 2,400 lakhs.

Shri Warior: May I know which are the places affected at present that will be given priority for protective measures to be taken?

Shri Hathi: As I said, the priority for each work has to be decided by the State Government, but I may say for the information of the hon. Member and the House that the Second Plan provides Rs. 185 lakhs for this work.

Shri Maniyangadan: May I know whether it is a fact that due to recent monsoons great havoc has been done by sea-erosion in Kerala?

Shri Hathi: Yes, we had reports that in this season there has been severe sea-erosion in certain places in Kerala.

Shri Kunhan: May I know what was the extent of losses in Kerala due to sea-erosion in 1959-60?

Shri Hathi: That information is not available with me.

Shri Jinachandran: Is it not a fact that the Mangalore-Madras railway line is in danger because of sea-erosion?

Shri Hathi: I have not got the details of each damage, but the information available is that places like Thalai, Tellichery, Thayyil and Cannanore District have been subject to sea-erosion.

Shri Goray: May I know what are the other States that have asked for such help from the Centre?

Shri Hathi: I do not think any other State has got it.

Shri Punnoose: Is it not a fact that this is a very huge problem involving lakhs and lakhs of rupees; if so, may I know how the Central Government consider it possible for the State Government to tackle this problem with loans and not with any grants?

Shri Hathi: The general pattern is to give loans. That will be the general pattern to be continued, and we hope that it would be possible for the State Government to tackle the problem because they themselves planned for a 30 years' programme.

Manufacture of Diesel Rail Cars in India

+

*543. } **Shri Ajit Singh Sarhadi:**
 } **Shri N. R. Muniswamy:**

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Railway Board has asked the Integral Coach Factory, Perambur, to manufacture Diesel Rail cars for use on Indian Railways;

(b) if so, the number for each gauge;

(c) what is the estimated cost per unit for each gauge;

(d) what preliminary steps have been taken to go ahead with the manufacture of such rail cars; and

(e) whether all components are to be manufactured by the Integral Coach Factory?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The question of the manufacture of rail cars in the Integral Coach Factory is under consideration but no formal order has yet been placed.

(b) and (c). The tentative proposals for III Five Year Plan of the

railways envisage procurement of 197 Diesel Rail Cars as under:

Gauge	No.	Estimated cost per unit
		Rs. Lakhs
Broad Gauge	67	6.4
Metre Gauge	120	3.8
Narrow Gauge	10	2.5

It is proposed to manufacture all these rail cars in the Integral Coach Factory, Perambur.

(d) Designs to suit indigenous manufacture are under preparation.

(e) No.

Shri Ajit Singh Sarhadi: May I know if any foreign collaboration or assistance is being sought for this purpose?

Shri Shahnawaz Khan: We do not think it would be necessary.

Shri C. D. Pande: The Perambur factory manufactures only the car portion of the whole equipment. May I know whether these rail cars will be fitted with the engines which may be produced there or in Chittaranjan, because the engine part is more important than the car?

Shri Shahnawaz Khan: In the initial stages the engines will have to be imported. But, as the House is aware, plans are already afoot to produce diesel engines in the country in the private sector, or according to the decisions of the Government later on. They will be produced in the country later on, and when they are available, we will use them.

Shri Sadhan Gupta: May I know what is the present installed capacity for producing diesel cars in Perambur, or, if there is no installed capacity, when is the capacity likely to be installed?

The Minister of Railways (Shri Jagjivan Ram): Perhaps the hon. Member is aware that the Perambur

factory is meant for integral coaches. It was not meant for diesel cars, and therefore there is no installed capacity as such for diesel cars there. It is proposed to utilise the existing capacity there for the manufacture of diesel cars also.

Shri Tangamani: We are told that diesel cars, not only for broad gauge but also for metre gauge, will be manufactured at the Integral Coach Factory at Perambur. May I know whether designs for the metre gauge coaches also will be available there, because the Integral Coach Factory at Perambur is designed only for broad gauge? So, may I know whether the integral coaches for the metre gauge also will be subsequently manufactured at Perambur?

Shri Jagjivan Ram: So far as these rail cars are concerned, we are examining the possibility of manufacturing all the three types—broad gauge, metre gauge and narrow gauge—there. There is no proposal to convert the Integral Coach Factory from broad gauge to metre gauge.

Shri S. M. Banerjee: I want to know when the production of diesel cars is likely to commence, that is to say, whether they are going to start production before the end of the second Plan.

Shri Shahnawaz Khan: No, Sir. During the third Plan.

सेठ गोविन्द दास : इस फैक्टरी के सिवा इस तरह की चीजों में से कुछ ट्रक्स जबलपुर की गन एण्ड करिज फैक्टरी में भी बनी हैं। क्या जबलपुर गनकैरिज फैक्टरी और समरिया फैक्टरी, जबलपुर, में भी इस प्रकार का काम किया जा सकता है ?

श्री जगजीवन राम : इसका जवाब तो शायद दूसरी मिनिस्ट्री से पूछा जा सकता है। लेकिन जब मैं अपने यहाँ कर सकता हूँ तो शायद जबलपुर जाने की रूरत नहीं है।

Shri Raghunath Singh: May I know the name of the firm which is going to construct the diesel engines?

Mr. Speaker: We had a lot of discussion over these engines.

Shri Jagjivan Ram: As has been said by the Deputy Minister, in the initial stages, these engines and transmissions will be imported.

Lockheed Aircraft Corporation

†
Shri Rami Reddy:
Shri Rameshwar Tantia:
Shri Chintamani Panigrahi:
Shri Vasudevan Nair:
Shri Nagi Reddy:
Shri V. P. Nayar:
Shri S. A. Mehdi:
Shri Dinesh Singh:
Shri D. C. Sharma:
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri Aurobindo Ghosal:
Shri Kadiyan:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 308 on the 23rd February, 1960 and state:

(a) whether Government have taken any decision on the report submitted by the Lockheed Aircraft Corporation for the manufacture and production in India of a new aeroplane to replace Dakotas; and

(b) if so, with what result?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a). No, Sir.

(b). Does not arise.

Shrimati Renu Chakravartty: May I know whether this Lockheed Corporation is the same company which is producing the U-2 plane and also that aeroplanes for the Air Force of Pakistan?

Shri Mohiuddin: I had also read in the newspapers, when the U-2 incident occurred, that it was a Lockheed product.

The Minister of Transport and Communications (Dr. P. Subbarayan): I would like to add to what the Deputy Minister has said. The manufacture of U-2 planes is no concern of

ours. Ours is to get a sizeable civilian aircraft which will be utilised for our own purposes.

Shrimati Renu Chakravartty: Sir, the second part of my question has not been answered.

Mr. Speaker: She wants to know whether this is the same company.

Dr. P. Subbarayan: It does not matter what the company is. What they do outside is not our concern. (*Interruptions*).

Mr. Speaker: Does the hon. Minister know it or not? If he knows it, he may say yes; otherwise, he may say no.

Dr. P. Subbarayan: I said we do not care who manufactures U-2. It is said in the newspapers that U-2 was manufactured by the Lockheed Corporation. (*Interruptions*).

Shri Mohiuddin: I am not aware what planes are being supplied to Pakistan.

Some Hon. Members rose—

Mr. Speaker: Order, order. Nothing is gained by just putting a question to another question. The hon. Ministers are responsible. If they are merely hon. Members they would not be asked to answer questions. Do I ask all these hon. Members to answer questions? It is only the Ministers who are in a responsible position who should answer questions. To the question whether it is the same company or not, let the Minister, say yes or no according to the information that he may possess.

Shri Jaipal Singh: Sir, on a point of clarification. I am not one who would like to hide any information from the House. But that is not the point. The point is, when an insinuation is made, I think the hon. Minister has every right to evade information. For example, we get the majority of aircraft here fitted with Rolls Royce engines. If I ask whether these Rolls Royce engines are also supplied to Pakistan—they are supplied to Pakistan—what do I mean by this?