

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Some overcrowding has been noticed on 8 Up Howrah-Puri Express on the Howrah-Bhadrak Section. There is, however, no overcrowding on 317 Up and 359 Up Howrah-Puri Passenger trains.

(b) With effect from 1st October, 1964, the load of 359 Up Howrah-Puri Passenger has been increased by one third class bogie. It is not feasible to augment the load of 8 Up Howrah-Puri Express, as a regular measure, due to load limitations. However, this train is augmented by one third class coach as and when feasible and justified.

Diesel Locomotives

1264. { Shri P. C. Borooah:
Shri Y. S. Chaudhary:

Will the Minister of Railways be pleased to state:

(a) the progress so far made in the manufacture of diesel locomotives in India; and

(b) when the first Indian-made diesel locomotive is expected to be manufactured?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). A start has been made at the Diesel Locomotive Works, Varanasi, during 1963-64, in the assembly of diesel locomotives from imported components and sub-assemblies, and upto the end of October 1964, 11 such locomotives have been completed. Even in these locomotives, a few fittings of indigenous manufacture valued approximately at Rs. 20,000 per locomotive have been used.

A start has also been made, during 1964-65, in the manufacture, at the Diesel Locomotive Works, Varanasi of the Chassis and Super-structure portion of the locomotive (other than the diesel engine and the electric generating and traction equipment), and the first such locomotive

with an indigenous content of about 17.5 per cent of the total cost of the locomotive was completed in July, 1964.

In the first instance, at Diesel Locomotive Works, during 1964 and 1965, the manufacture of the Chassis and Super-structure portion is programmed and during 1966, the diesel engine. A start in the manufacture of the electrical equipment is also expected to be made by Heavy Electricals (India) Ltd., Bhopal, in 1966.

The indigenous content of the locomotive is expected to be progressively increased, ultimately reaching the level of about 90 per cent in the latter part of the 4th Plan. Some specialised items only will be required to be imported thereafter.

Public Relations Officers

1265. **Shri Yashpal Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is proposed to ask the Public Relations Officers in the various railway zonal Headquarters to go through the letters to the editors published in the various newspapers and journals and try to reply to them; and

(b) if so, whether the scheme has been welcomed by the public?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) This is already a long-established practice.

(b) Does not arise.

Private Sector

1266. **Shri Yashpal Singh:** Will the Minister of Steel and Mines be pleased to state:

(a) whether his attention has been drawn towards the speech of the President of the Geological, Mining and Metallurgical Society of India wherein he stressed that the private sector was in a more advantageous position than the public sector to achieve an increase in production more quickly and economically without any financial burden to the Exchequer; and