

Shrimati Chandrasekhar: No, Sir.

CHITTARANJAN LOCOMOTIVE WORKS

*711. **Shri Nambiar:** (a) Will the Minister of Railways be pleased to state whether it is a fact that the Chittaranjan Locomotive Works was originally called Chittaranjan Locomotive Manufacturing Works and if so, when was the name changed and why?

(b) Is it a fact that not more than 50 per cent. of the parts of Locomotives are allowed to be manufactured in these works, while the rest of the parts are imported from England?

(c) If so, which parts are manufactured in these works and which are imported from other countries?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The works were previously named as 'Locomotive Manufacturing Works, Mihijam', but this was formally changed to 'Chittaranjan Locomotive Works, Chittaranjan' with effect from 1-11-1950 after the name of the illustrious son of Bengal, the late Deshbandhu Chittaranjan Das.

(b) and (c). No. Except for some proprietary items and a few fittings that it is uneconomical to make in small numbers, all parts of a locomotive can and will be manufactured at Chittaranjan.

Shri Nambiar: May I know, Sir, why that name was changed? There was a question pertaining to that which is carefully left out. May I know why from 'manufacturing' it is changed into only 'Chittaranjan' Works?

Shri Alagesan: That does not take away from the manufacturing aspect of this work, Sir.

Shri Nambiar: May I know whether by that change anything was meant, or, if not, why that change was made?

Shri Alagesan: We wanted to honour a great son of India—that is all.

Shri Nambiar: It was stated during the debate on the Railway Budget that about 30 per cent. of the components required for a locomotive are imported. May I know what are the main items included in this 30 per cent?

Shri Alagesan: Items such as boiler tubes, boiler plates, which are not at present rolled in India, heavy castings, etc. These are some of the items which we are importing.

Shri V. P. Nayar: May I know, Sir, what is the percentage of cost of imported parts in the total cost of locomotives, which are assembled here?

Shri Alagesan: I should like to have notice of that question.

Shri Nambiar: May I know whether it is a fact that vacuum ejectors piston axles, etc., are imported from abroad?

Shri Alagesan: If the hon. Member puts a definite question, I shall inform him about it.

Shri G. P. Sinha: Is it a fact that nowhere in the world does a locomotive manufacturing concern manufacture every part?

Shri Alagesan: That is so, Sir.

Mr. Deputy-Speaker: Shall I allow the other side also to laugh? If the hon. Members put questions they do it seriously; if an hon. Member from the other side puts a question there is laughter. It is not at all right.

Shri Nambiar: How can the hon. Minister answer about the position in the whole world?

Mr. Deputy-Speaker: He knows the position elsewhere too.

**CHITTARANJAN LOCOMOTIVE WORKS
(EXPERTS)**

*712. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) the number of foreign personnel attached to the Chittaranjan Locomotive Works Ltd., their nationality, precise functions, salaries, allowance, housing and other facilities and other conditions of service;

(b) whether it is a fact that these experts have been taken on contract from the Locomotive Manufacturer's Company Ltd. of Great Britain and North British Locomotive Works;

(c) whether it is a fact that it is these experts who draw up plans of production, prepare models, decide on specifications, fix targets and quotas and control production through control of time, speed, quality and quantity; and

(d) whether Government have enquired into the reason for the failure of the Chittaranjan Works to fulfil even the revised targets of production and the persons and factor responsible for the same?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) A statement giving the necessary information is laid on the Table of the

House. [See Appendix V, annexure No. 22]

(b) Four British Technicians have been obtained from the L. M. Company Ltd. London under the Technical Aid Agreement and seven through the Colombo Plan. The German Technician was recruited through the Indian Military Mission at Berlin.

(c) These experts do their respective allotted duties, more or less in an advisory capacity. The actual work is being done by the Indian Personnel. Specifications are prepared in the Chief Loco Designers Office at Chittaranjan attached to the Ministry of Railways, which is independent of the Chittaranjan Works Administration. There are no foreign experts in that office. The seven British Nationals obtained through the Colombo Plan are employed as Rate fixing instructors and Demonstrators.

(d) The Government are aware of the reasons for the non-fulfilment of the revised targets of production, the principal reason being serious delay and great unbalance in the supply of essential raw material and components planned from abroad.

Shri Nambiar: In the statement it is shown that the production adviser is paid £3,250 per annum, which is about Rs. 3,520 per month. May I know why such a large amount is being paid to one advisor when the General Manager of a railway system is only getting a lesser pay?

Shri Alagesan: Because he is doing such an important work he has to be paid that sum.

Shri Nambiar: May I know whether he has got any job to do with regard to the management part, apart from the advising part of the job?

Shri Alagesan: No, Sir.

Shri V. P. Nayar: May I know whether in all locomotive manufacturing centres of the world British experts are also employed?

Shri Alagesan: I do not know, Sir.

Shri P. T. Chacko: May I know, Sir, whether Indians who were sent abroad for training have been appointed in this locomotive works and, if so, how many?

Shri Alagesan: I should like to have notice of that.

Shri Nambiar: In the statement it is mentioned that all the foreign personnel have been obtained on contract basis for specific periods. May I know what is the specific period—is it one year, two years?

Shri Alagesan: I think the agreement copy can be handed over to the hon. Member: I do not have the particulars at present.

Shri K. K. Basu: May I know whether the production plant is working at full speed; if not, what is the reason therefor?

Shri Alagesan: I think it is going on at full speed.

REVERSIONS IN SOUTHERN RAILWAY

*713. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether the Southern Railway Administration has ordered large-scale reversion of skilled workmen of the Golden Rock workshops, car shed Tambaram, Marine-workshop, Mandapam and the various Loco sheds during the years 1950—1952;

(b) if so, whether the total number so reverted can be placed on the Table of the House;

(c) the reasons for such reversions;

(d) whether the quantum of production or the quality of work turned out in the above workshops have been changed warranting such reversions during this period; and

(e) whether representations are received on behalf of the reverted staff and if so, what action is taken?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (d). No large-scale reversions were ordered in these establishments during the years 1950—52. However, owing to organisational changes and lapse of temporary posts created for specific purposes 16 skilled workmen in the Marine Workshops, Mandapam, and 22 in the Car Shed, Tambaram were reverted during 1950—52. Out of these, 9 workmen in the Marine Workshops, Mandapam, have since been repromoted to their former posts. The reversions have taken place consequent on the reduction in the need for men in the higher category in the particular units either through change in the requirements of the work or the cessation of specific work on which they were engaged.

(e) Yes. Some of the reverted staff represented against their reversions. The position was explained to them that they were engaged temporarily