

LOK SABHA

Monday, the 27th March, 1961/Chaitra
6, 1883 (Saka).

The Lok Sabha met at one minute
past Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Mr. Speaker: My watch has been
slow.

The Minister of State in the Minis-
try of Transport and Communications
(Shri Raj Bahadur): The one in the
gallery is fast by about seven minutes.

Mr. Speaker: That is why I do not
insist upon Ministers also being pre-
sent.

Import of Locomotives

*1109. Shri A. M. Tariq: Will the
Minister of Railways be pleased to
state:

(a) what concrete steps Govern-
ment propose to take in order to re-
duce the present heavy import of loco-
motives from foreign countries; and

(b) when the import of locomotives
is likely to stop completely?

The Deputy Minister of Railways
(Shri Shahnawaz Khan): (a) Only
Electric and diesel locomotives are
imported at present. There is no need
to import B.G., M.G. or N.G. Steam
locos. Manufacture of electric and
diesel locomotives in the country is
being developed.

(b) When sufficient capacity for
Electric and Diesel locomotives have
been built up.

2368 (Ai) LSD—1.

श्री अ० मु० तारिक : मैं जानना चाहता
हूँ कि एलेक्ट्रिक और डीजल एंजिन हिन्दुस्तान
में बनाने में कितना वक्त लगेगा, और कितने
वक्त में हम इन्हें तैयार करने के काबिल
हो जायेंगे ।

[मैं जानना चाहता हूँ कि
एलेक्ट्रिक और डीजल एंजिन हिन्दुस्तान
में बनाने में कितना वक्त लगेगा -
और कितने वक्त में हम इन्हें तैयार
करने के काबिल हो जायेंगे]

श्री शाहनवाज खाँ : मेरे मोप्रजिज
दोस्त को पता है कि इस वक्त चित्तूरंजन में
डी० सी० एलेक्ट्रिक लोकोमोटिव तैयार हो
रहा है, और मैं उम्मीद करता हूँ कि वह बहुत
जल्द बन कर मंजरे ग्राम पर आ जायेगा ।
ए० सी० लोकोमोटिव के बारे में हम ने
एक ब्रिटिश फर्म के साथ कोलंबोरोशन किया है
और उम्मीद है कि वह काम बहुत जल्द शुरू
हो जायेगा । लेकिन उस की कामयाबी का
दारोमदार जो सामान या एलेक्ट्रिकल पोर्शन्स
भोपाल में तैयार हो रहे हैं उन के ऊपर होगा ।
दूसरे लोकोमोटिव के बारे में एक कमेटी
तायनात की गई थी । उस कमेटी ने अपनी
सिफारिशत गवर्नमेंट के सामने रखी है
और उन के ऊपर बहुत संजीदगी से गौर हो
रहा है ।

Shri D. C. Sharma: May I know if
Government have taken stock of the
miles of lines which they are going
to electrify in the Third Five Year
Plan, and whether they have also
assessed the number of electric loco-
motives required and, if so, what are
they going to do to satisfy this need?

Shri Shahnawaz Khan: The hon. Member probably knows that in the Third Five Year Plan, which is still tentative, we are going to require 520 diesel and about 200 electric locomotives. In the initial stages some will have to be imported, but in the later stages of the Third Five Year Plan we hope we shall be able to manufacture some of our own electric and diesel locomotives.

श्री अ० मु० तारिफ : मैं यह जानना चाहता हूँ कि हम जो एंजिन इम्पोर्ट करते हैं, चाहे वह एलेक्ट्रिक के हों या डीजल के, उन के इम्पोर्ट करने का तरीकाकार क्या है, खुद गवर्नमेंट इम्पोर्ट करती है या वह एजेंटों के जरिये इम्पोर्ट करती है।

[میں یہ جاننا چاہتا ہوں کہ ہم جو اینجن اہمپورٹ کرتے ہیں - چاہے وہ ایلیکٹریک کے ہوں یا ڈیزل کے - ان کے اہمپورٹ کرنے کے طریقہ کار کیا ہے - خود گورنمنٹ اہمپورٹ کرتی ہے یا وہ ایجنٹوں کے ذریعہ اہمپورٹ کرتی ہے -]

श्री शाहनवाज खान: इस का तरीकाकार यह है कि जो कर्जा डेवेलपमेंट लोन फंड से या वर्ल्ड बैंक से मिलता है अमरीका की तरफ से, अगर हम उस में से खरीद करें तो हमें अमरीका की फर्म से ही खरीदना पड़ता है। हम एक ग्राम टेंडर मदऊ करते हैं और तमाम फर्मों अपने कोटेडान्स भेजती हैं। यहां रेलवे बोर्ड में उन की कीमतों के ऊपर गौर कर के और जो उन की टेकनिकल साइड है, उस को देखने के बाद फैसला किया जाता है।

Shri T. B. Vittal Rao: The hon. Deputy Minister stated that there is no need to import narrow gauge locomotives. May I know where they are manufactured and also when a final decision will be taken with regard to the report submitted to the Railway Board about the manufacture of diesel engines, because the decision to manufacture in the public sector was taken as long ago as August last?

Mr. Speaker: This question has been asked again and again.

Shri Shahnawaz Khan: Our requirements of narrow gauge locomotives are very limited. In the year 1959-60 only eighteen were imported. Therefore, it would not be economical to start manufacture of narrow gauge locomotives in India and we have also taken a decision that if any are to be imported those should be diesel.

Regarding the manufacture of diesel locomotives in the country, the House is aware that Government have taken a decision that the manufacture will be done in the public sector. A committee of experts was appointed and that committee has submitted its recommendations to Government. That report is receiving the attention of Government.

Shri Indrajit Gupta: May I know whether it is a fact that about one hundred electric locomotives which were imported are not being used and they are lying idle due to the fact that the electrification programme is behind schedule? If so, how is it that the import programme of locomotives and the programme of electrification did not correspond to each other?

Shri Shahnawaz Khan: It would not be quite right to say all the electric locomotives are lying idle.

Shri Indrajit Gupta: One hundred, I said.

Shri Shahnawaz Khan: Some of them are being used. Others are being put through various forms of tests. It is correct that the electrification is slightly behind schedule. That is due to certain difficulties regarding the jointing of cable wires and availability of power and all that. We are trying to expedite it as much as we can.

Shri Vajpayee: The hon. Deputy Minister just now stated that some of the locomotives are being put to test. Are we to understand that loco-

motives have been imported without being tested?

Shri Shahnawaz Khan: No, Sir. The locomotives before being imported are checked by our inspectors in the country where they are manufactured. Later on when they are received in India we put them through an additional process of checking up.

Shri Tangamani: May I know how many diesel locomotives and how many electric locomotives are going to be imported during the next year, that is 1961-62 and what will be their value?

Shri Shahnawaz Khan: I will require separate notice.

Export of Railway Coaches and Wagons

+
*1110. { **Shri Nanjappan:**
Shri Vidya Charan Shukla:
Shri P. C. Borooah:
Shrimati Maimoona Sultan:

Will the Minister of Railways be pleased to state:

(a) the possibilities of export of railway passenger coaches and wagons;

(b) whether any examination and study have been conducted by way of sending out delegation or delegations;

(c) if so, the reports of such delegations;

(d) whether there are any specific proposals for export of coaches and wagons to Argentina, Pakistan and other foreign countries; and

(e) if so, the details thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) There are possibilities of export of railway coaches and wagons to neighbouring countries in South East Asia and the Middle East.

(b) and (c). Yes, Sir. A Railway delegation was sent to South East Asian Countries in the middle of 1959. During the year 1960 delegations consisting of officers of the Railways and State Trading Corporation of India were also sent to Pakistan, Ceylon and Argentina. These delegations had submitted their report to the Government.

(d) Quotations were submitted through the State Trading Corporation for coaches to be built by the Integral Coach Factory, Perambur against global enquiries issued by Pakistan and Argentine Railways.

(e) Against Pakistan's tender for 80 all steel light weight coaches, our tender was the lowest. Against Argentine Railway's tender a quotation was submitted for 90 B.G. suburban stock and 80 M.G. coaches. Our quotation was the second lowest. The final results of both these tenders are still awaited.

Shri Nanjappan: In view of the low cost and high quality of production at the Integral Coach Factory, may I know what steps Government have taken to further step up production for purposes of export?

Shri S. V. Ramaswamy: We have gone in for the second shift, but unless orders are placed we will not be going in for the third shift. If necessary we can step up our production for purposes of export.

Shrimati Maimoona Sultan: May I know whether any doubts were expressed in Pakistan regarding the riding quality of these coaches; if so, what were those doubts and how far they were justified?

Mr. Speaker: I am not able to follow. She may repeat the question a little loudly.

Shri S. V. Ramaswamy: Also a little slowly.

Shrimati Maimoona Sultan: Were any doubts expressed in Pakistan regarding the riding qualities of these