

(c) Does not arise.

(d) The capital cost of a B. G. main line Diesel locomotive is about Rs. 14 lakhs, while that of a B.G. freight steam locomotive is Rs. 4.5 lakhs. For a true comparison of costs, however, the following facts have to be taken into consideration, which make the Diesel locomotive much more effective than the steam locomotives:

(i) The Diesel locomotive has twice the horse power of the steam locomotive, and its power/weight ratio is sixteen times greater; this enables the Diesel locomotive to haul heavier trains at higher speeds, and with higher rate of acceleration and deceleration.

(ii) Stoppages for watering and fueling en-route are eliminated.

(iii) because of the longer intervals between engine inspections at Sheds, a Diesel locomotive is available for many more hours per day for effective traffic duty.

(iv) with dynamic braking provided in the Diesel locomotives, trains can be more effectively controlled on long falling grades.

Due to these features, the use of diesel traction increases line capacity of a Section and also results in considerable operating advantages and traction economies.

Export of Quinine

973. Dr. Saradish Roy: Will the Minister of Commerce be pleased to state:

(a) whether the demand of Quinine sulphate and Cinchona has increased in the internal market;

(b) the prevailing prices of both the products in the foreign and home market;

(c) whether these products are being exported by private organisations only; and

(d) if so, the reasons therefor?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir, so far as supplies from India is concerned.

(b) The price of Quinine Sulphate in some of the foreign countries varies between Rs. 220/- and Rs. 250/- per kg. while those of Quinine Hydrochloride between Rs. 245/- and Rs. 260/- per kg. The present list price of Quinine Sulphate in India is Rs. 85/- per kg.

(c) No, Sir, they are being exported by the West Bengal Government also.

(d) Does not arise.

Central Signal Workshop (Railways)

974. { Shri Paliwal:
Shri Sinhasan Singh:

Will the Minister of Railways be pleased to state:

(a) whether the Railway Accidents Inquiry Committee had recommended the establishment of a Central Signal Workshop;

(b) if so, whether any decision to open such a workshop has been taken;

(c) whether any steps have been taken in furtherance of the establishment of the Signal Workshop and the progress made in this behalf so far; and

(d) when the proposed workshop is likely to start working?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). Yes. It has been decided to establish a factory in Secunderabad to manufacture modern signalling equipment.

(c) Tenders inviting proposals for technical collaboration for setting up the factory have been opened on 1st April, 1965 and are under examination.

(d) In 1968.