

29th August, 1957 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill.

(ii) 'In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 6th September, 1957, agreed without any amendment to the Foreign Exchange Regulation (Amendment) Bill, 1957, which was passed by the Lok Sabha at its sitting held on the 31st August, 1957.'

#### STATEMENT RE POINTS ARISING OUT OF DISCUSSION ON AGREE- MENT WITH TELCOS

The Minister of Railways (Shri Jagjivan Ram): Sir, Shri Feroze Gandhi, in the course of his speech on the 5th instant, referred to the existence of the Ajmer Locomotive Works, which, according to him, Government decided to kill in 1950. He went on to say that he did not understand the hurry with which the Ministry of Railways took action to close down this fine Locomotive Works before the production at the TELCO had commenced.

The Ajmer Locomotive Repair Shop embarked, in addition to its normal repair work, on the manufacture of locomotive in 1896 and built its last locomotive in 1950. I regret that I stated that the manufacture of locomotives was discontinued at Ajmer in 1940. That was an error. The decision, however, that it was impracticable and uneconomic to consider the manufacture of any locomotive at Ajmer in future was taken by the Government in December, 1946. In a note recorded by the then Chief Commissioner of Railways (Sir Ralph Emerson), it was stated that "When the loco buildings ceases at Ajmer,

the space thus relieved will be used for increasing the repair capacity as required. The shop is working to capacity at present, but it must be made capable of taking a bigger load of repair." This policy was approved by the then Minister late Shri Asaf Ali.

The House may be interested to know the number of locomotives manufactured in the Ajmer Workshop annually from 1940-41 onwards:—

1940	9 M G
1941	9 M G
1942	Nil
1943	Nil
1944	Nil
1945	2 M G and 4 B G for shuttle services
1946	6 B G
1947	1 B G
1948	2 B G
1949	4 B G
1950	3 B G

The then General Manager of the ex-BB & CI Railway in February, 1944, referred to the difficulty of expanding the Ajmer Workshop for both locomotive manufacture and locomotive repairs and it was on consideration of this that it was decided in April, 1944, to make no provisions for the development of Ajmer for locomotive manufacture, but to remodel the Ajmer shops to meet efficiently the periodical overhaul requirements....

Shri Punnoose (Ambalapuzha): Sir, on a point of order. It is understandable that the Minister makes a correction to the statement that he made on a previous occasion. But, here it seems he is making a statement with facts and figures and all the rest on very important subject which was discussed. Now, where is the occasion to discuss it?

Mr. Speaker: The hon. Ministers can always make statements. Correction is one part of the statement. Independent of correction, the hon. Ministers always seek the permission of the Chair to make statements as and when necessary in the interest of public administration.

[Mr. Speaker]

Any other Government will be allowed to do so by the Speaker for the time being. So far as the other part is concerned, he may treat it as an independent statement.

**Shri Jagjivan Ram:** Subsequently, an order was issued in March, 1946 for the construction of 18 YB locomotives at Ajmer. This order was enhanced in August, 1946 to 58 YB locomotives. A decision was taken in December, 1946, that no more locomotive would be manufactured at Ajmer. Therefore, the order placed in 1946 was cancelled in November, 1948, as no work had been done on the manufacture of these locomotives. In fact, the Ajmer Workshops were at the time engaged on the construction of a batch of 10 Broad Gauge XI locomotives, work on which had been commenced in 1945-46 and the last of which was completed, as already stated above, in 1950.

**Shri Feroze Gandhi (Rai Bareli):** You have allowed a very long statement to be made. I just want to point out one thing. I will not take more than two minutes.

**Mr. Speaker:** He may take two minutes. But, the practice is not to allow questions.

**Shri Feroze Gandhi:** I am not putting any questions. It appears a very serious mistake has occurred. The Tariff Commission themselves were informed that the Ajmer Locomotive Works were closed in 1940. Now, it is a very important factor because TELCO started production in 1951-52. If the Tariff Commission had been informed that the Ajmer Locomotive Works were closed in 1950, they would have gone into the cost of production at Ajmer and they might have been able to come to a fair estimate. Since the Railway Board informed the Tariff Commission that Ajmer workshop was closed in 1950, they attached no importance to it and proceeded with their en-

quiry. This throws a completely new light on the report of the Tariff Commission and I would request the Government to examine this particular point and see if something can be done about it. Even at this stage, some re-examination is possible because the basis seems to be wrong. That is what I wanted to say. The Minister can give some assurance that this will be looked into.

**Shri Jagjivan Ram:** I will. That day a mistake on my part was also committed. But, it is not clearly stated in the Tariff Commission's report whether the manufacture of locomotives was discontinued in Ajmer in 1940.

**Shri Feroze Gandhi:** It says that it was closed in 1940.

**Dr. Sushila Nayar (Jhansi):** It is clearly stated. (Interruptions.)

**Shri Jagjivan Ram:** They have said that from 1896 till 1940, so many locomotives were manufactured. That was responsible for the mistake that I committed that day. I have since then checked up and what I found I have said in the statement. I will look further into the matter and see whether the Railway Board submitted anything about Ajmer Workshop to the Tariff Commission.

**Shri Khadilkar (Ahmednagar):** I want to know whether any opportunity will be given to the House to discuss this as the matter is very important. In the discussion raised on this issue the Railway Ministry was impeached, and now this is a defence statement. Shall we have an opportunity to discuss the matter again?

**Mr. Speaker:** The hon. Members are aware that there is no time this session. Let us wait and see.