

Shrimati Savitri Nigam: May I know whether any representation has been received by the Textile Commissioner or the Ministry regarding this very important matter, which has hurt the feelings of many people practising Buddhist faith?

Shri S. V. Ramaswamy: Not to my knowledge.

Shri Bishwanath Roy: May I know whether in the light of the decision taken by Government trade marks of national leaders will also be prohibited?

Mr. Speaker: That is a different question altogether.

श्री हुकम चन्द कट्टराय: क्या ऐसे आदेश निकाले गये हैं कि भविष्य में जो राष्ट्रीय नेता हैं उनके फोटो का किसी वस्त्र पर लगा कर या किसी धंधे पर चिन्ह बना कर, उपयोग न किया जाए, यदि नहीं, तो क्या ऐसे आदेश निकालने का सरकार का विचार है ?!

श्री मनुभाई शाह: राष्ट्रीय नेताओं का यह सवाल नहीं है, यह महात्मा बुद्ध का सवाल है।

Shri Hem Barua: In view of the fact that traders have used not only Lord Buddha's picture but also recently they have used Shri Nehru's picture on hot water bottles, flasks, if so.....

Mr. Speaker: We are now concerned with whether a representation has been made about the use of Buddha's picture.

Shri Hem Barua: But then our Government should also be alert.

Mr. Speaker: Please do not open it out.

Shri Hem Barua: I find flasks, hot water bottles, carrying the picture of Shri Nehru. It is a recent case. That is why I wanted to know from Government as to what action they propose to take against these traders who

want to sell the name of our leaders for profit.

Mr. Speaker: That does not arise here.

Shri D. C. Sharma: One of the clauses of the Trade Marks Registration Act was read out by the hon. Deputy Minister. That clause is fairly vague. May I know if the Government has under contemplation any suggestion that this clause could be made more concrete and specific so that nothing like this can be done under this section or clause?

Shri Manubhai Shah: The hon. Member will notice that that clause is very comprehensive. The use of religious figures as trade mark has been prohibited. If the hon. Member feels that the use of pictures of any living person or national leader should be prohibited, there should be a suggestion to that effect.

Shri S. N. Chaturvedi: Now that this fact has been brought to the notice of Government, what action does the Government propose to take about it?

Shri Manubhai Shah: What has been brought to the notice?

Mr. Speaker: Order, order. Next question.

Diesel Electric Locomotives

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 Shri Subodh Hansda:
 Shri P. R. Chakraverti:
 Shri P. C. Borooah:
 Shri Bhagwat Jha Azad:
 Shri Yashpal Singh:
 Shri Hem Barua:
 Shri Vishram Prasad:
 Shri Bade:
 Shri Ram Sewak Yadav:
 Shri Ram Sewak:
 Shri P. G. Sen:
 Shri M. Rampure:
 Shri D. D. Mantri:
 Shri Koya:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that India has placed orders for 54 diesel elec-

tric locomotives with Alco Products of New York;

(b) if so, when the delivery will be completed and what amount is involved; and

(c) whether the Alco Products have agreed to provide technical assistance for a manufacturing facility at Varanasi to build locomotives and diesel engines in India?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) The delivery will be completed by June, 1965. The total value of the contract is US \$12,240,456.44 equivalent to Rs. 5.83 crores FAS (Free Alongside Vessel), New York.

(c) Yes, Sir.

Shri Subodh Hansda: May I know whether this order for 54 diesel electric locomotives is a part of the contract for supplying technical equipment by Alco Products?

Dr. Ram Subhag Singh: This is a separate order. It was given in May this year. It is not a part of the Diesel Locomotives factory.

Shri Subodh Hansda: May I know whether these engines will be delivered complete or will they be assembled in India as a part of the training of our technical people?

Dr. Ram Subhag Singh: No; these engines will come in complete form; they are not a part of the training.

Shri P. C. Borooah: What arrangements have been made for training Indian personnel in the manufacture of diesel engines?

Dr. Ram Subhag Singh: We are setting up a first-class diesel locomotive workshop at Varanasi. The plan is to manufacture there 150 diesel locomotives a year by 1967-68. We can expand that to 250 diesel locomotives a year according to our expansion programme later on.

श्री भगवत झा आजाद : देश की आवश्यकता का खयाल करते हुए क्या 54 डीजल चालित रेलवे इंजिन हमारे लिये काफी होंगे। अगर नहीं तो एल्को तकनीकी सहायता के जरिये कब तक सम्भव होगा कि हमारे देश में काफी संख्या में एंजिनों का निर्माण हो सके।

डा० राम सुभग सिंह : असल में चौथी पंच वर्षीय योजना में अपने यहाँ 1158 डीजल लोकोमोटिव्ज की जरूरत होगी, और जैसा मैंने पहले पूरक सवाल के उत्तर में कहा, 150 डीजल लोकोमोटिव्ज प्रति वर्ष बनाने की योजना तैयार हो चुकी है। और सन् 1967-68 तक इतने एंजिन बनारस फ़ैक्ट्री में बनाये जाने लगेंगे। इन के अलावा जितने एंजिनों की और जरूरत पड़ेगी वे बाहर से मंगाये जायेंगे।

श्री यशपाल सिंह : क्या सरकार बतलाने की कृपा करेगी कि पहले एंजिनों के मुकाबले उन की क्षमता क्या है और क्या उनमें सूरी इन्वेंशन का इस्तेमाल किया गया है।

डा० राम सुभग सिंह : असल में इस की क्षमता की तुलना पहले के एंजिनों से नहीं हो सकती क्योंकि अभी जो इंजिन हैं वे बाहर से आये हैं। जहाँ तक क्षमता का सवाल है वह सन्तोषप्रद है। अभी तक चूँकि एंजिन बाहर से आये हैं इस लिये किसी दूसरे एंजिन से उनका मुकाबला करने का अवसर नहीं मिला।

Shri Hem Barua: Is it not a fact that our Government are themselves manufacturing diesel engines in this country and are trying to exploit the market in South East Asia; if so, what is the purpose of importing diesel engines from abroad?

Dr. Ram Subhag Singh: As I said earlier, we are going into production and the first diesel locomotive was assembled and commissioned into action in January this year. Some others are also being constructed. But we will be able to manufacture

per year 150 only by 1967-68. So, there is no question of exploring market in South-East Asia because our own requirement will be much more than what we are going to produce.

श्री काशी राम गुप्त : जो डीजल एंजिन देश में बनाये जायेंगे उन की किस्म विलायती एंजिनों के मुकाबले की होगी अथवा नहीं और उनकी कीमत जो होगी वह दूसरे एंजिनों के मुकाबले कम होगी अथवा नहीं।

डा० राम सुभग सिंह : जो एंजिन बाहर से मंगाये जा रहे हैं उन के मुकाबले में इन की क्षमता जरूर बराबर होगी और कीमत कुछ कम होगी।

श्री राभसेवक यादव : मंत्री महोदय ने बतलाया कि एलको प्रोडक्ट्स, वाराणसी को तकनीकी सहायता देने के लिये आपने अपनी रजामन्दी दे दी है। मैं जानना चाहता हूँ कि यह काम शुरू हो गया है या नहीं। और अगर नहीं तो कब तक शुरू हो जायेगा।

डा० राम सुभग सिंह : यह काम शुरू हो गया है। पहला एंजिन जनवरी में असेम्बल किया गया बाहर के सामान से। अब वहाँ पर एंजिन बन रहे हैं। कुछ दिनों के बाद जो भारतीय पुर्जे हैं उन का उपयोग बहुत ज्यादा होगा और सारा एंजिन बनने लगेगा।

श्री तुलशीदास जाधव : सरकार जो लोकोमोटिव्स बनाती है, देश में उनमें क्या नैरो गेज के लोकोमोटिव्स भी हैं।

डा० राम सुभग सिंह : नैरो गेज के 50 एंजिनों की हमें जरूरत होगी, लेकिन वहाँ पर केवल ब्राड गेज के एंजिन बनते हैं।

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि जो 54 विद्युत एंजिन सरकार मंगा रही है उनमें मीटर गेज के एंजिन कितने होंगे। और अगर मीटर गेज के नहीं हैं तो क्या सरकार

मीटर गेज के लिये विद्युत एंजिन बनाने का विचार रखती है।

डा० राम सुभग सिंह : जैसा मैंने कहा, जो जरूरते अपने देश में हैं उनके अनुसार 370 मीटर गेज के एंजिनों की आवश्यकता चौथी पंचवर्षीय योजना में पड़ेगी। बनारस की जो फैक्ट्री है उस में ब्राड गेज के एंजिन बनते हैं। बाकी हम लोग इम्पोर्ट करेंगे जब तक उसकी क्षमता पूरी नहीं हो जाती।

Shri Rama Chandra Mallick: May I know Sir, whether during the current financial year we are going to import electric locomotives from foreign countries and, if so, from which countries?

डा० राम सुभग सिंह : यह तो सवाल में ही है कि बाहर से मंगाये जायेंगे।

Shri R. Ramanathan Chettiar: May I know whether the production programme in Varanasi factory is behind schedule and, if so, what steps Government are contemplating to take to improve the production?

Dr. Ram Subhag Singh: Actually, the production programme at Varanasi is going on according to schedule. Whatever little difficulty that is being experienced is because some of our raw materials are not available. Some parts have also been ordered from the United States and the moment they come, the whole thing will go on well.

Shrimati Savitri Nigam: May I know what would be the percentage of various parts of those locomotives which will be produced in collaboration with Alco Products by 1967-68?

Dr. Ram Subhag Singh: According to our programme, it will go up to 90 per cent. At present, it is about 20 per cent.

Shri D. C. Sharma: May I know if the economics of diesel and electric locomotives production have been worked out and whether they compare

favourably with steam traction in this country?

Dr. Ram Subhag Singh: The economics of three types of traction programme, that is steam, diesel and electric, have been worked out and they work out favourably in diesel and electric locomotives because there the traction power can go upto 50 to 55 per cent more as compared to steam locomotives. We will not be able to solve our problem of providing better traction power unless and until we introduce diesel and electric locomotives.

Shri U. M. Trivedi: May I know from the hon. Minister whether his replies are with reference to diesel engines or with reference to the diesel electric engines, and if the production relates to diesel electric engines, do they refer to A.C. engines or do they refer to D.C. engines?

Dr. Ram Subhag Singh: Since the question was put regarding both diesel and electric engines, we answered this question with reference to both. But the original question was regarding diesel engines. As regards the question of A. C. versus D. C., at Chittaranajan, we have to manufacture some A.C. electric locomotives and also some D.C. electric locomotives, and so there is not much contradiction in the answer given.

Shri Narendra Singh Mahida: May I know how many will be goods engines and how many will be passenger engines? What is the quota for distribution to the different railways?

Dr. Ram Subhag Singh: I would require notice of that question.

Shri Kapur Singh: Is there any proposal to switch over, in the near future, completely, our steam engine manufacturing capabilities to diesel and electric engine manufacturing targets?

Dr. Ram Subhag Singh: I would not say 'completely', because up to

the Sixth Five Year Plan, according to our present thinking, there will be some steam locomotives, but gradually we shall have to switch over to diesel and electric locomotives.

श्री हुकम चन्द कछवाय : मैं यह जानना चाहता हूँ कि बाहर से जो इंजिन मंगाए जा रहे हैं उनमें से एक की कीमत कितनी पड़ेगी और हम जो निर्माण करने वाले हैं उनकी कीमत कितनी पड़ेगी ? क्या भाप इंजिनों से इनकी गति ज्यादा है, यदि हां, तो कितनी ?

अध्यक्ष महोदय : पिछले हिस्से का जवाब तो आ चुका ।

डा० राम सुभग सिंह : जो इंजिन बाहर से मंगाते हैं उसकी लैंडिंग कीमत 13-18 लाख है ।

श्री हुकम चन्द कछवाय : दूसरे भाग का उत्तर नहीं आया ।

डा० राम सुभग सिंह : यहां बनारस में जो इंजिन बन रहा है उसकी कीमत कुछ कम पड़ेगी ।

Shri D. J. Naik: May I know whether dieselisation will be equitable on all the railways?

Dr. Ram Subhag Singh: Yes, because dieselisation is being introduced according to the traffic requirements programme. Wherever there is a big industrial area we shall have to go in for dieselisation and electrification, but virtually all the railways are being covered by them according to programme.

Mr. Speaker: I have this experience that the more the time that I spend on a question is, the larger the number of Members who make up their minds subsequently to ask supplementary questions.

Now, next question.