

**Speed and punctuality of train**

970. { Shri D. C. Sharma:  
Shri R. Barua:  
Shri Yashpal Singh:  
Shri R. S. Pandey:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government have formed some special 'Cell' in the Ministry to evolve measures and means to increase speed and ensure the punctuality of trains in the country;

(b) if so, the main functions of the said 'Cell'; and

(c) its present progress of work?

**The Deputy Minister in the Ministry of Railways (Shri Sham Nath):**

(a) A "Cell" has been set up in the Research, Designs and Standards Organization of the Ministry of Railways to carry out investigations for raising train speeds. No special new "Cell" has been created in regard to punctual running of trains, since this matter is already watched daily at various levels of the existing Operating Organizations on the Railways and also at Railway Board's level.

(b) Their main functions are:

Progressing investigations and research necessary for the introduction of higher speeds on the Indian Railways, the first step in this direction being a speed of 120 km.p.h. (75 m.p.h.).

(c) A section of the Railway track on Delhi—Agra Section is being got ready for field tests at high speed. The tests are expected to commence in the beginning of 1966.

**Rail Communications between Bina and Itarsi**

971. Shri Parashar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that railway communications between Bina and Itarsi stations were not restored promptly when slight breaches of the

Railway line occurred recently due to floods; and

(b) the number of trains which ran late between Delhi and Bombay and Delhi and Madras during the recent floods and for how many days?

**The Deputy Minister in the Ministry of Railways (Shri Sham Nath):**

(a) Breaches on Bhopal-Itarsi portion of Bina-Itarsi Section which occurred on 28-7-1965 were not "slight" but serious ones and required extensive repairs. The repair work was immediately taken in hand and completed on 4-8-1965 when the Section was restored to through communication. Breaches on Bina-Bhopal Section which occurred on the morning of 29-7-1965 were slight and were repaired before the same evening.

(b) During the period from 28-7-1965 to 3-8-1965, when through communications remained suspended on the Itarsi—Bhopal section, 16 trains ran late between Delhi and Bombay and 36 trains between Delhi and Madras.

**Diesel Locomotives**

972. Shri H. C. Linga Reddy: Will the Minister of Railways be pleased to state:

(a) the number of trains run with diesel oil in India at present;

(b) whether there is a proposal to replace the present steam locomotives with diesel locomotives in the country;

(c) if so, the estimated expenditure involved in this replacement; and

(d) how the cost of the diesel locomotives compares with that of the steam locomotives?

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):**

(a) Diesel Engines are at present employed for hauling through goods trains only and the average number of such trains operated daily in 1964-65 was 638.

(b) Diesel traction is being progressively introduced but no steam engine will be replaced by Diesels before the end of its useful service life.

(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.