

SHRI S. N. MAZUMDAR: But is it not the fact that the main grievance of the pensioners was that their dearness allowance was not included in the total emoluments while calculating their pensions and thus the pensioners who retired between January 1947 and July 1952 were deprived of this privilege?

SHRI K. D. MALAVIYA: Those who retired after 14th July 1952 have been given this privilege. Those who retired after July 1952 will be benefited by the decision which was taken in May 1953, that dearness allowance up to a maximum of Rs. 42-8-0 of pensioners in receipt of pay up to Rs. 750 or Rs. 792-8-0 in all, should be taken, for purposes of pension. Previous to that, they were permitted to count half the dearness allowance admissible to them as part of their emoluments for purposes of pension. So both of them got some benefit out of this; but the same pensioners could not get benefit out of both the arrangements.

SHRI S. N. MAZUMDAR: But my question is whether those who retired between January 1947 and 14th July 1952 will get this benefit which is given to the pensioners who retired later?

SHRI K. D. MALAVIYA: I am afraid not; because perhaps they have already benefited by the first.

STUDENTS SENT ABROAD FOR HOTEL TRAINING

*68. **DR. RAGHUBIR SINH:** Will the Minister for TRANSPORT be pleased to state:

(a) whether any students have been sent abroad by Government for training in hotel management and cooking;

(b) if so, how many students have been sent, and to which countries and for what period they have been sent; and

(c) what are the terms on which these students have been taken up for this training?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) No. Sir.

(b) and (c). Do not arise.

DR. RAGHUBIR SINH: May I know whether there is any proposal with the Government of India to open a school for training persons in hotel management?

SHRI O. V. ALAGESAN: Yes. We want to open a hotel training school for which we are getting the services of an expert from the United Kingdom to prepare the scheme.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: Will the curriculum in that school include the preparing of *rasa-gullas* and other Indian preparations?

SHRI O. V. ALAGESAN: The curriculum will include all the necessary things.

DR. D. H. VARIAVA: May I know if the Tatas in the Taj Mahal Hotel have not started such a course where they take students for training in hotel management and cooking, starting with cooking and then going on to management?

SHRI O. V. ALAGESAN: I am not able to say if the Taj Mahal people are running such a school. But at present the managerial and senior staff are all Europeans. No Indians are available because no Indian has the sufficient experience and knowledge. It is only to get that that we propose to start a hotel training school.

DR. R. P. DUBE: Is it not a fact that the All-India Women's Food Council is having such a training course?

SHRI A. P. JAIN: Of course, that is a fact.

INTRODUCTION OF DIESELISATION ON INDIAN RAILWAYS

*69. **DR. RAGHUBIR SINH:** Will the Minister for RAILWAYS be pleased to state:

(a) on which new sections of Indian Railways dieselisation will be introduced in the near future;

(b) whether this dieselisation will effect any economy in the running of those sections;

(c) what other advantages are going to accrue from this change; and (d) how many new diesel engines have been recently procured for this purpose and at what cost?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) to (d). A statement giving the required information is placed on the Table of the Sabha.

STATEMENT

Dieselisation on Indian Railways

(a) The question of dieselisation of the following sections of Indian Railways is under consideration, but no final decision has been taken so far :

- (i) Gomoh-Gaya-Moghalsarai Section of the Eastern Railway ;
- (ii) Asansol-Rourkhela- Barajamda section of the South-Eastern Railway ;
- (iii) Igatpuri-Bhusaval section of the Central Railway ; and
- (iv) Saurashtra area of the Western Railway.

Use of diesel shunting locomotives has been approved for Moghalsarai, Howrah, Sealdah and Chitpur yards and procurement of suitable diesel units is being phased during the Second Plan period.

(b) and (c). The main consideration for economy in operating costs as compared with steam traction would be the price payable to producers abroad for the fuel oil (or crude oil for extraction in our refineries) and shipping charges, for which we are, at present, depending on foreign firms.

2. The other advantages claimed for diesel traction are—

- (i) Greater availability for service.
- (ii) Speeding up movement and thereby increasing line capacity.
- (iii) Diesel locomotives can be used with advantage where supply of water for the steam locomotive boilers is unsuitable.

(d) The number of Diesel locomotives purchased recently and the f. o. b. cost thereof are as follows :—

| Gauge | Number | f. o. b. cost per loco. |
|--------|--------|----------------------------|
| | | ₹ |
| Broad | 39 | 19,500 |
| Meter | 31 | 31,300 |
| Narrow | 8 | 16,500 |

There is a proposal to procure 100 diesel locomotives of 2,000 Horse Power for working main line trains.

DR. RAGHUBIR SINH: May I know what exactly is meant by the answer given to parts (b) and (c) ? I cannot make head or tail of it.

MR. CHAIRMAN: It requires some technical knowledge.

DR. RAGHUBIR SINH: No, Sir. It is very incorrectly drafted.

MR. CHAIRMAN: (b) and (c), para. 1. "The main consideration for economy in operating costs as compared with steam traction would be the price payable to producers abroad for the fuel oil (or crude oil for extraction in our refineries) and shipping charges, for which we are, at present, depending on foreign firms." He says that he is unable to make head or tail of this.

DR. RAGHUBIR SINH: The point is this. If I understand it correctly, the meaning of the answer is that diesel traction would be dearer. Still in para. 2 they have enumerated the other advantages. I want to know what exactly is the position in this respect.

SHRI O. V. ALAGESAN: I think the meaning is quite clear. I do not know whether the hon. Member played truant to his grammar classes.

DR. RAGHUBIR SINH: I have consulted an abler and a more experienced parliamentarian than myself and he agreed with me.

SHRI O. V. ALAGESAN: I do not know, Sir. You are the best judge.

There is economy in operating costs as far as diesel traction goes. To balance that, we have to pay for fuel oil which we have to import from abroad. Even if we take the oil from the refineries that have been set up here, we have to pay for the crude oil and also the shipping charges. As against any economy in operation, we have to consider this aspect and the balance of advantage has to be decided.

DR. RAGHUBIR SINH: I wanted to know the definite opinion of the Ministry. I wanted to know whether dieselisation would result in economy in

the running of these sections. I did not specifically ask whether fuel oil will be cheaper and all that sort of thing. On the whole, I want to know whether dieselisation will be cheaper or dearer.

SHRI O. V. ALAGESAN: There are both advantages and disadvantages and they have to be tried under Indian conditions. Then only can we come to any definite conclusion.

SHRI LAL BAHADUR: If we are able to get adequate quantities of oil here, it will certainly prove more economical. As regards the details, I think it is hardly the time and the place for us to discuss.

SHRI B. C. GHOSE: The question was about economy in these two types of engines. Is it the hon. Minister's contention that dieselisation would mean more economy? That was the plain question.

SHRI LAL BAHADUR: I have already said that if we are able to produce sufficient oil here then it will certainly be more economical.

SHRI B. C. GHOSE: But then Government must have taken that factor into consideration before they went on to have that system. Did they find out whether sufficient crude oil would be available or not? What were the reasons which made them take to that system?

SHRI LAL BAHADUR: There are other advantages; for example, speeding up of the trains. At the present moment, it is very important that we should be able to speed up our goods trains. Recently I was at the Moghal-sarai marshalling yard. If we could use diesel engines for marshalling goods and passenger trains, it could be done in a shorter period than with steam engines. These are all matters which have to be balanced. Of course, it may not be economical today but if there are factors which will lead to better efficiency and the speeding up of trains, we want to use diesel engines in certain sections as well as in the marshalling yards.

SHRI H. C. DASAPPA: May I know whether there is a greater tendency towards dieselisation in countries which produce crude oil?

SHRI LAL BAHADUR: Yes, Sir, it is quite correct.

SHRI JASPAT ROY KAPOOR: Wherefrom are these diesel engines obtained? Are they manufactured in our country?

SHRI O. V. ALAGESAN: They have to be obtained from abroad.

PANDIT S. S. N. TANKHA: Is it not a fact that dieselisation has been resorted to with a view to effect economy in coal consumption?

SHRI LAL BAHADUR: There is no dearth of coal at present in our country but there is difficulty in the transportation of coal from the collieries to the South. In those areas, it would be more convenient to utilise diesel engines as that will mean economy in movement as well as in wagons.

PROF. HUMAYUN KABIR: Is it not a fact that the hesitation in the introduction of dieselisation is due to factors other than considerations of economy or operational efficiency?

SHRI LAL BAHADUR: I do not know. I am not aware of any other factors.

PROF. HUMAYUN KABIR: Is the hon. Minister aware of a Committee of Railway Enquiry which was appointed in 1947 and of which Pandit Kunzru was the Chairman which went into this question in fair detail?

MR. CHAIRMAN: 1947 is a long way back.

SHRI LAL BAHADUR: Will the hon. Member kindly mention the specific recommendation to which he is referring?

PROF. HUMAYUN KABIR: I can do so only by giving the answer. But I may say there is no specific recommendation.

SHRI B. C. GHOSE: On a point of information, Sir. If I remember the statement correctly, it appears that a metre gauge diesel engine would cost more than a broad gauge one. A metre gauge one costs Rs. 31,000 and odd whereas a broad gauge one costs about Rs. 19,000.

SHRI LAL BAHADUR: It is true that diesel engines are costlier than steam engines.

SHRI B. C. GHOSE: No, I am talking about diesel engines. A metre gauge engine costs almost two-thirds more than a broad gauge one.

SHRI O. V. ALAGESAN: May be the horse power is more.

SHRI B. C. GHOSE: But then, is it true?

SHRI JASPAT ROY KAPOOR: Now that these engines are being imported from abroad, may I know whether any arrangement is under contemplation for their manufacture in the country?

SHRI LAL BAHADUR: Yes, Sir, we are considering that. As regards cost, it is not quite clear to me. It may be more horse power but I shall look into that.

SITUATION REGARDING LOCUST INVASION

***70. DR. RAGHUBIR SINH:** Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) what is the present situation in respect of any possible locust invasion of any part of India;

(b) whether any breeding of locusts has been noticed of late by the Anti-locust Research Centre in any of the Western Asian countries which is likely to invade India in the near future; and

(c) if so, whether any steps are being taken to prevent such an invasion?

THE MINISTER FOR AGRICULTURE (DR. P. S. DESHMUKH): (a) Chances of locust invasion are remote.

(b) Breeding of locust has been reported but there are little chances of locust invasion from any West Asian countries.

(c) A close watch is kept over the locust situation and control measures are adopted whenever necessary.

DR. RAGHUBIR SINH: May I know as to how the hon. Minister is sure that chances of locust invasion are remote when breeding has been already noticed and is going on there?

DR. P. S. DESHMUKH: First of all, the breeding is on a smaller scale; secondly, there are arrangements in the places where breeding is going on for locust control and we expect that the operations there will be so effective as not to allow any of these locusts to become hoppers and come to India.

SHRI JASWANT SINGH: Locust invasion in Rajasthan, particularly in Western Rajasthan, is taking place generally from West Pakistan. After the formation of Pakistan these invasions have been more severe and very regular. I would like to know whether, in the suppression of this invasion of locusts, *Pakistan is co-operating whole-heartedly* with us or is lukewarm.

DR. P. S. DESHMUKH: Pakistan is co-operating with us whole-heartedly.

IMPORT OF FOODGRAINS

***71. SHRI V. C. KESAVA RAO:** Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) whether any agreement has been signed with the Government of China for importing foodgrains; and

(b) what is the quantity of foodgrains to be imported during 1956-57?

THE MINISTER FOR AGRICULTURE (DR. P. S. DESHMUKH): (a) No, Sir.

(b) Does not arise.

DR. RADHA KUMUD MOOKERJI: What arrangements have been made for importing this rice? Is it to be carried by Indian shipping or by foreign shipping?

SHRI A. P. JAIN: We have, as yet, to come to any settlement with China.

SHRI V. PRASAD RAO: May I know whether we have entered into any agreement with Burma for the import of rice from that country?

DR. P. S. DESHMUKH: Yes, Sir.

SHRI V. PRASAD RAO: May I know the amount that is going to be imported from Burma in 1956-57?