

## LOK SABHA DEBATES

5807

5808

### LOK SABHA

Wednesday, August 31, 1960/Bhadra  
9, 1882 (Saka)

The Lok Sabha met at Eleven of  
the Clock.

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Manufacture of Diesel Locomotives in India

- +
- \*916. { Shri Ram Krishan Gupta:  
Sardar Iqbal Singh:  
Shri A. M. Tariq:  
Shri Chintamani Panigrahi:  
Shri P. K. Deb:  
Shri A. K. Gopalan:  
Shri Kunhan:  
Shri Narayanankutty Menon.  
Pandit D. N. Tiwari:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 134 on the 15th February, 1960 and state:

(a) whether Government have since taken final decision for placing orders for manufacturing diesel locomotives in India; and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) The proposals are still under consideration of the Government.

Shri Ram Krishan Gupta: May I know the names of the firms with which negotiations are going on?

385 (Ai) LSD—1.

The Minister of Railways (Shri Jagjivan Ram): That has been stated in the House on more than one occasion, and the House is aware of that. But, at present, the entire question is under consideration whether it should be in the private sector or the public sector.

Pandit D. N. Tiwari: May I know whether any estimate has been made about the cost of manufacture of diesel engine in India?

Shri Jagjivan Ram: Yes, some approximate estimates have been made.

Shri Damani: May I know the special reasons for putting the diesel locomotives and engines on the track, since we have to import diesel oil, and we have to import a large number of components for manufacturing diesel locomotives from abroad, for which we have to pay a huge amount of foreign exchange, of which we are too short at present?

Shri Jagjivan Ram: All these questions have been answered in the House, and of course, everybody knows that for some time to come, we have to import diesel. But the point for manufacturing diesel engines in this country is that ultimately we may not have to import diesel locomotives. Again, the question has to be considered whether we should have steam traction or diesel traction or electric traction. And of course, the experts examine it, and where the track capacity is required and it is felt that it will be economical to have diesel traction, there diesel traction is resorted to.

Shri A. M. Tariq: May I know how much time it will take to finalise this matter, since this matter has been pending for so long?

**Shri Jagjivan Ram:** I think during the course of the next month.

**Shri Braj Raj Singh:** May I know what factors induced Government to consider the desirability of giving the manufacture of diesel engines and locomotives to the private sector and why Government have not decided to manufacture them in the public sector?

**Shri Jagjivan Ram:** So far as the first part of the question is concerned, I would request the hon. Member to refresh his memory by looking into the proceedings of this House. But, as I have said, the entire question whether it should be in the public sector or the private sector is under consideration at present.

**Shri Kunhan:** May I know whether Government have any proposal to start the manufacture of this design of locomotives in the Chittaranjan workshops?

**Shri Jagjivan Ram:** No.

**Shri Damani:** May I know whether any parties from the private sector have offered any quotations for supplying the required diesel locomotives, and if so, how the prices compare with those in the public sector?

**Shri Jagjivan Ram:** Again, as I have already informed the House, the only commitment to the private sector, if it is decided to manufacture them in the private sector will be that they will quote a competitive rate and manufacture according to the specifications of the railways.

#### Hydrogenated Oils

- +
- \*918. { **Shri Ram Krishan Gupta:**  
**Shri Rameshwar Tantia:**  
**Sardar Iqbal Singh:**  
**Shri D. C. Sharma:**

Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 1377 on the 9th April, 1960 and state:

(a) whether Government have arrived at a definite conclusion regard-

ing the effects of hydrogenated oils on the consumers; and

(b) if so, the details of the conclusion arrived at?

**The Minister of Health (Shri Karmarkar):** (a) No definite conclusions have been reached so far.

(b) Does not arise.

**Shri Ram Krishan Gupta:** In reply to a previous question, it was stated by the hon. Minister that experiments would be carried on on a long basis. May I know how far success has been achieved in this regard?

**Shri Karmarkar:** I am not sure of what my hon. friend means when he referred to success being achieved. The result of any experiment or research is a success, whether the results are positive or negative. In this case, hydrogenated oils are being examined from the point of view of the cholesterol level—we are not going into that now—which is supposed to be associated with the disease known as arteriosclerosis, which results in death.

It has been found that so far as we are concerned, the problem in India is not one of over-eating of fat; excepting in the case of a small percentage of people, the problem is one of not getting enough fat nutrient. In these circumstances, from the nutrition point of view, it has been found that fresh oil is preferable to hydrogenated oil.

**Shri D. C. Sharma:** In view of the fact that the hon. Minister has always been making very eloquent pleas for the use of fresh oil, will he kindly say if he is going to ban the manufacture of these hydrogenated oils?

**Shri Karmarkar:** I would like to repeat what I said earlier. The question of production of hydrogenated oil is connected with the question of the surplus oil which we produce in the country. We cannot consume all the edible oil that we produce in the country. So, if a proper use has to be made of it, and if it has to be