

**Diesel Rail Cars**

\*2176. **Shri N. R. Munisamy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railway Board has decided not to import diesel rail cars for passenger service;

(b) if so, the reasons therefor;

(c) whether there is any scheme to manufacture diesel rail cars in the country;

(d) if so, the estimated cost thereof; and

(e) the location of the manufacturing centre?

**The Deputy Minister of Railways (Shri Shahnawas Khan):** (a) Yes, as far as the balance of the Second Plan period is concerned

(b) Due to fund limitations and extremely tight foreign exchange position.

(c) to (e). Indigenous manufacture of diesel engines and suitable transmission for the rail cars to be manufactured in the country is under consideration and no final decision has yet been reached.

**Shri N. R. Munisamy:** May I know the total requirements of diesel rail cars in India, how much is to be imported, how much is to be manufactured in the country and the relative value thereof?

**Shri Shahnawas Khan:** No precise plans for diesel rail car requirements have been worked out.

**Shri N. R. Munisamy:** Other things being equal, may I know what is the working cost of the diesel rail cars compared to the steam engine and also buses?

**Shri Shahnawas Khan:** The approximate cost of an imported diesel car (Broad-gauge) is Rs. 6.37 lakhs which, as the House would observe, is considerably more than the cost

of a broad-gauge locomotive produced at Chittaranjan. A metre-gauge diesel rail car costs Rs. 3.76 lakhs.

**Shri N. R. Munisamy:** What is the working cost as compared to steam engine and buses?

**Shri Shahnawas Khan:** The operation of diesel cars is much cheaper than steam traction. But I might tell the hon. Member that if diesel rail cars have to be imported foreign exchange is the main difficulty.

**Indian Sub-Post Office in Kathmandu**

\*2177. **Shri Daljit Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Indian sub-Post Office in Kathmandu attached to the Indian Embassy will be closed;

(b) whether any agreement is being made with Nepal in this regard; and

(c) if so, the details thereof?

**The Minister of Transport and Communications (Shri S. K. Patil):** (a) No Sir However some of the functions previously undertaken are being discontinued by the Indian Embassy Post Office as a result of Nepal Postal Administration having become in a position to undertake these responsibilities

(b) No formal proposal has so far been received from the Nepal Government.

(c) Does not arise.

**Regional Sub-station of the Central Potato Research Institute in Jammu and Kashmir**

\*2178. **Shri Inder J. Malhotra:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of India have any plans to establish a Regional Sub-station of the Central

Potato Research Institute in Jammu and Kashmir State; and

(b) if so, the details thereof?

**The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):**

(a) Yes, a proposal to establish a Regional Station of the Central Potato Research Institute in Jammu and Kashmir State has been taken up for consideration in formulating the Third Five Year Plan.

(b) The details have yet to be worked out.

**Shri Inder J. Malhotra:** May I know whether the location of the site has been decided? Will it be located in Jammu or in Kashmir?

**Shri A. M. Thomas:** The site has not been settled. Two committees have gone into the question of the desirability of setting up a regional Centre of the potato research institute in Jammu and Kashmir and both of them have made their recommendations. Our idea is to include it in the Third Five Year Plan.

#### Chittaranjan Locomotive Works

\*2179 **Shri Raghunath Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Chittaranjan Locomotive Works has started manufacturing a new type of engine for heavy suburban passenger service; and

(b) if so, what will be the cost of engine and whether it will prove economical in use?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) Yes.

(b) Cost of a WT loco is expected to be about Rs. 4 lakhs. The performance of this proto-type locomotive will be known after the dynamometer car tests have been conducted and the results are available.

95 (A) L.S.D.—2.

**श्री रघुनाथ सिंह:** मैं जानना चाहता हूँ कि एक माल में कारों का उत्पादन क्या होगा और इस कार के कितने पार्ट इम्पोर्ट किये जायेंगे ?

**श्री शाहनवाज खां:** ये कार तो नहीं है, ये लोकोमोटिव्स हैं, रेलों के इंजिन हैं और ये चित्तारंजन में बनेंगे। फिचहाल १० इन्च्यूटी इंजिनो के लिए आर्डर दिये गये हैं। आनरेबल मैनबर को मायूस होगा कि अभी तक जो चित्तारंजन में लोकोमोटिव्स बनते थे वे इन्च्यूटी किस्म के थे और गुडम ट्रेन को खींचने के काम में आते थे। अब इन्च्यूटी जो है वे पैसेंजर ट्रेन, सुबबन ट्रेन्स के लिए बनाय गये हैं। इन्में जो इम्पोर्टेड आइटम्स हैं, उनकी कीमत करीब १-२३ लाख के करीब है।

**Shri Ranga:** Why not give at least the numbers in English?

#### Flood Control of Punjab Rivers

\*2182. **Shri Ram Krishan Gupta:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 1062 on the 17th December, 1958 and state the progress made upto the end of March, 1959 with regard to flood control work on the Rivers Ravi, Beas and Sutlej in the Punjab?

**The Deputy Minister of Irrigation and Power (Shri Hathi):** The requisite information is being collected and will be laid on the Table of the House as soon as possible.

**Shri Ram Krishan Gupta:** May I know the total amount to be given for flood control during this year to the State of Punjab?

**Shri Hathi:** For the year 1958-59 it is Rs. 130 lakhs.

**Sardar Iqbal Singh:** May I know the total amount meant for flood control in the Five Year Plan? May I also know whether it is a fact that all the amount has already been spent?