

reservation indicators at the Railway reservation offices on big stations; and

(b) if so, the names of the stations on which indicators have been up or are being set up railway-wise?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Arrangements already obtain at important stations on each Railway to indicate the reservations made for each train by means of charts. These charts furnish particulars such as, names of the persons, the coach and the compartment in which reservation is made, whether an upper or a lower berth has been reserved and the berths vacant. The charts are generally displayed on the various platforms and also in some cases at the Reservation Offices.

In addition, at certain more important stations, particulars of accommodation reserved for certain important trains and that vacant are notified at prescribed hours each day on the notice boards at the Reservation Offices

Statements giving the details of the stations where Reservation charts are notified and those where particulars of accommodation available at prescribed hours is displayed are laid on the Table. [See Appendix IV, Annexure No. 74].

Rail Coaches and Wagons

1846. Shri Agarl: Will the Minister of Railways be pleased to state:

(a) the number of rail coaches and wagons manufactured and supplied by private industrialists of Allahabad and Bareilly during 1957-58;

(b) whether it is a fact that rail coaches and wagons manufactured by the private manufacturers are cheaper by 30 per cent than those manufactured in Railway workshops and

(c) if so, the reasons therefor?

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

wagons have been manufactured by the private contractors at Allahabad and Bareilly so far. The total number of coaches built by these contractors for the North-Eastern Railway during 1957-58 was 59.

(b) and (c). The costs of coaches built in Railway workshops are generally higher to those built by small contractors because the overhead charges in the big industrial undertakings of the like of Izatnagar and Gorakhpur Workshops are higher to those of the petty contractors. Incidentally, the sidings facilities provided and inspection work undertaken by the railway does not figure in the contract rate.

गाड़ी की टक्कर

१८४७. { श्री रघुनाथ सिंह :
श्री सुब्रह्मण्य घोष :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ८ नवम्बर, १९५८ को देहरादून एक्सप्रेस पूर्वोत्तर रेलवे के बन्देल स्टेशन पर बड़े एक डिब्बे से टकरा गई जिसके फलस्वरूप रेलवे प्रमिस्टेट मैकेनिकल इंजीनियर के गले की हड्डी टूट गई और उनकी पत्नी को चोटें आईं; और

(ख) यदि हा, तो इस दुर्घटना का क्या कारण था ?

रेलवे उपमंत्री (श्री सै० वें० रामस्वामी) :

(क) जी हा, ८-११-५८ को सुबह लगभग ६ बजकर १५ मिनट पर १० डाउन टून एक्सप्रेस पूर्व रेलवे के हावड़ा-बर्दवान सेक्शन में बण्डेल स्टेशन के प्लेटफार्म लाइन नं० ४ पर ले ली गयी जिस पर पहले से एक निरीक्षण-यान (Inspection Carriage) खड़ा था। दोनों में टक्कर हो गयी जिसकी वजह से प्रमिस्टेट मैकेनिकल इंजीनियर की, जो उस निरीक्षण यान में बैठे हुए थे, हस्तली की हड्डी टूट