

(b) if so, how many and where?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). There is no separate institute for imparting bakery training in India. However, there is a bakery department attached to the College of Catering and Institutional Management, Bombay. The Government of India is not aware of any other bakery training institute in India.

नानपारा-बहराइच और कतरनिया घाट के बीच चलने वाली रेल गाड़ियां

१३७७. श्री भ० दी० मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोक्त रेलवे का विचार नानपारा-बहराइच और कतरनियां घाट स्टेशनों के बीच चलने वाली रेलगाड़ियों में कुछ मुधार करने का है ;

(ख) क्या यह भी सच है कि ये रेल-गाड़ियां उनी स्थिति में चल रही है जिम में कि ये पच्चीस वर्ष पूर्व थी ;

(ग) क्या सरकार का विचार डम लाइन के कुछ स्टेशनों पर यात्रियों की सुविधा के लिए कुछ प्रतीक्षालय बनाने का है ; और

(घ) यदि हां, तो उन के नाम क्या हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खान) :

(क) और (ख). १-६-५६ से पहले गांढा और कतरनियाघाट के बीच केवल एक गाड़ी चलती थी जिम में बहराइच-नानपारा कतरनियाघाट सब-सेक्शन का भी काम चलता था । १-६-५६ से नानपारा और गिहिनपुरवा के बीच एक अतिरिक्त गाड़ी चलायी गयी । इन गाड़ियों के पुगने डिब्बों को बदल कर धार्मिक सुविधाओं वाले डिब्बे लगाये गये हैं ।

नानपारा-कतरनियाघाट सेक्शन में ४१^१/_२ पीड की पटरी बिछायी गयी है । नानपारा-निशानगाड़ा सेक्शन और निशानगाड़ा कतर-नियाघाट सेक्शन पर गाड़ियां क्रमशः २६ किलोमीटर और २१ किलोमीटर प्रति घंटे की रफ्तार से चलायी जा रही हैं जब कि इन सेक्शनों पर अधिक से अधिक क्रमशः ३२ और २५ किलोमीटर प्रति घंटे की रफ्तार से गाड़ी चलाने की अनुमति है । १९६१-६२ के निर्माण, कार्यक्रम में नानपारा-कतरनियाघाट सेक्शन की वर्तमान पटरियों को बदल कर उनकी जगह ५० पीड की पुरानी पटरियां बिछाने और जोड़ के सामान लगाने की व्यवस्था की गयी है । फिर से पटरी बिछाने के बाद इस सेक्शन पर गाड़ियों की रफ्तार बढ़ायी जा सकेगी ।

(ग) और (घ) नानपारा-कतरनियाघाट सेक्शन के सभी स्टेशनों पर तीसरे दर्जे के प्रतीक्षालय पहले से मौजूद हैं । नानपारा स्टेशन पर ऊंचे दर्जे के दो प्रतीक्षालय भी हैं ।

Complaints from Railway Users

1378. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) how many complaints were lodged by the member of the Asansol Divisional Railway Users' Consultative Committee representing Raniganj Transport Users' Association, Raniganj in 1959 and 1960;

(b) how many complaints were disposed of and how many complaints are still being enquired into;

(c) how many disposed of complaints were found valid;

(d) how many of these complaints were for the interests of users and passengers and how many were for personal matters; and

(e) how many complaints were against the Railway staff and how many were for the interest of the staff?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 1959—1, 1960—9.

(b) Disposed of—8.

Pending enquiry—2.

(c) In 3 cases staff who were found liable have been dealt with and suggestions made in other two cases have been complied with.

(d) Seven were of direct interest to users and three were for personal matters.

(e) Eight of the complaints were against the Railway staff and nil for the Railway staff.

Collapse of Bridge on D.V.C. Canal

1379. Shri Subiman Ghose: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 281 on the 25th November, 1959 and state:

(a) whether the experts have completed their investigations;

(b) if so, the reasons suggested by them for the collapse of the bridge;

(c) the cost for dismantling the bridge;

(d) the estimated cost of the new construction of the bridge including fall regulator, the lock gate etc; and

(e) when the construction of the new bridge will begin and when it is expected to be finished?

The Deputy Minister of Irrigation and Power (Shri Hathí): (a) The reply is in the negative.

(b) Does not arise.

(c) About Rs. 2,213/-.

(d) About Rs. 9,46,914/- including the cost of dismantling the bridge.

(e) The work has been allotted to a contractor on 21st November, 1960 and the date of completion as stipulated in the contract documents is 31st August, 1961.

Production of Sleeper Coaches

1380. Shri Inder J. Malhotra: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 609 on the 23rd November, 1960 and state:

(a) whether the production of new type 3-tier sleeper coaches is being continued;

(b) whether any further changes have been made in the old style;

(c) if so, what improvements have been made;

(d) what is the rate of production of such coaches per year; and

(e) in which factory these coaches are being produced?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). Yes, Sir.

(c) New type 3-tier sleeper coaches provide an equal number of seats for sitting by day and berths for sleeping at night. (75 in the case of Broad Gauge and 64 in the case of Metre Gauge).

(d) Production depends upon requirements. 131 Broad Gauge 3-tier sleeper coaches have been constructed from April 1960 to January 1961 to meet the requirements of the Rolling Stock Programme for that year.

73 Metre Gauge 3-tier sleeper coaches have been completed from April 1960 to February 1961. 80 more Metre Gauge coaches are expected to be constructed before the end of March of which 35 are in the final stages of completion.

(e) The Broad Gauge sleeper coaches have been built in Integral Coach Factory, Perambur and Metre Gauge coaches are being built in Southern and Western Railway Workshops.

Crocodiles in Kurukshetra Tank

1381. Shri Inder J. Malhotra: Will the Minister of Food and Agriculture be pleased to state: