

industrial power loads upto 5 HP, and 1,493 industrial power loads above 5 HP, were, however, sanctioned during that year. No application pertaining to the year 1957-58 is reported to be pending.

(b) Small scale industries are given preference over medium and large industries in the matter of sanctioning of load.

Scooter-Rickshaws in Delhi

3617. Shri Madhusudan Rao: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that most of the scooter-rickshaws in Delhi are operating without any meter;

(b) if so, the reasons therefor and the measures being taken by Government in the matter;

(c) whether Government are aware that these scooter-rickshaw drivers charge exorbitant rates from the public in the absence of a meter;

(d) whether it is a fact that a new meter is being devised for these scooters; and

(e) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Some scooter-rickshaws are reported to be plying in Delhi without their milometers being in order.

(b) In some cases, the milometers go out of order due to breakage of their parts and in the others, the drivers deliberately put them out of order to charge hire according to their will without regard to the distance travelled.

The State Transport Authority, Delhi, has attached a condition to the two-seater auto-rickshaw permits under the Delhi Motor Vehicles Rules according to which the holders of the permits are required to fix and maintain a milometer or a fare meter in proper working order. The owner of a vehicle can be prosecuted for violation of this condition. On their part

the Police also keep vigilance on scooter-rickshaw drivers to prevent overcharging, misbehaviour etc. Whenever any complaint of overcharging is received, the State Transport Authority takes action against the owner and the driver by suspending the permit of the vehicle and the authorisation of the driver to drive auto-rickshaws.

(c) In some cases, the scooter-rickshaw drivers are reported to have charged higher fares than what is due, on the basis of the distance travelled, at the approved rate.

(d) and (e). A proposal for fitment of fare meters to scooter rickshaws, like those fitted to taxis, was considered by the State Transport Authority, Delhi, but it was found that such fare-meters would be very expensive and would not be available in India. However, a Bombay firm produced a fare meter for auto-rickshaws in July, 1961, and the State Transport Authority decided to make enquiries from other meter suppliers whether they would be in a position to supply cheap fare meters for auto-rickshaws and it so, they should get their meters tested by the Victoria Jubilee Technical Institute of Bombay. After their replies are received, the question whether the fitment of fare meters to auto-rickshaws should be made compulsory will be considered by the State Transport Authority, Delhi. It is necessary that the Authority must satisfy itself on the point that a sufficient number of cheap fare meters will be available for fitment to all auto-rickshaws to avoid discrimination.

गढ़मुक्तेश्वर में पुल

३६१८. श्री रामशरण : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) गढ़मुक्तेश्वर में गंगा का पुल कब तक यातायात के लिये खोल दिया जायेगा;

(ख) क्या पुल और उसके दोनों ओर सड़कों का निर्माण-कार्य पूरा हो गया है; और

(ग) यदि नहीं, तो विलम्ब के क्या कारण हैं ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) यह पुल पहले से ही प्रतिदिन कुछ निश्चित घंटों के यातायात के लिए खोल रखा है लेकिन यह कार्य उस योजना का एक भाग है जिस के अन्तर्गत गाड़ियों के यातायात द्वारा पुल की जांच की जा सकेगी। इन परीक्षणों के पूरे होने पर पुल औपचारिक रूप से खोल दिया जायगा।

(ख) और (ग). मुख्य पुल और इस पर मेरठ की ओर से आने वाली सड़क का निर्माण कार्य पूरा हो चुका है। यहां मुरादाबाद की ओर से आने वाली सड़क और उस पर छोटे छोटे पुल भी सड़क फर्श से संबंधित कुछ कामों (रोड सरफेसिंग) को छाड़ कर लगभग बन कर तैयार हो चुके हैं। पुल पर दोनों ओर से आने वाली सड़कों को चौड़ा करने की मंजूरी हाल ही में दी गयी है और इसपर काम हो रहा है।

इटावा स्टेशन के असिस्टेंट स्टेशन मास्टर की गिरफ्तारी

३६१६-क. श्री अर्जुन सिंह भदौरिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १४ जुलाई, १९६१ को पुलिस ने इटावा रेलवे स्टेशन के असिस्टेंट स्टेशन मास्टर श्री मन मोहन दयाल को स्टेशन पर गिरफ्तार कर लिया और उन्हें सिटी-मजिस्ट्रेट की अदालत में ले गई ;

(ख) क्या यह भी सच है कि पुलिस उन्हें हथकड़ी लगाकर वहां ले गई ; और

(ग) उनकी गिरफ्तारी के क्या कारण थे ?

रेलवे उपमंत्री (श्री शाहनबाज खां) :

(क) जी, हां।

(ख) श्री मन मोहन दयाल को रेलवे स्टेशन पर हथकड़ी लगायी गयी, लेकिन बाद में हथकड़ी खोल दी गयी और एक पुलिस कान्स्टेबल की हिरासत में उन्हें अदालत में ले जाया गया।

(ग) सिटी मजिस्ट्रेट की अदालत में गवाही देने के लिए उनके नाम सम्मन जारी हुआ था। अदालत में हाजिर न होने के कारण गैर-जमानती वारंट पर उनको गिरफ्तार किया गया।

Fair Price Shops in Government Employees' Colonies in Delhi

3619-B. Shri Balraj Madhok: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government employees have been demanding opening of fair price shops for foodgrains in their colonies in Delhi for a long time; and

(b) if so, what steps Government have taken to meet this genuine demand?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). No formal request has been received in the Food Department for the opening of fair price shops for sale of foodgrains in Government employees' colonies in Delhi. Fair price shops for sale of wheat are already functioning in several areas in Delhi including some of the Government servants colonies, but there is practically no offtake of imported wheat from these fair price shops. Retail atta shops also exist in almost every area and these sell mill-made atta at the statutory controlled retail prices. The availability of foodgrains in Delhi is fairly satisfactory as Delhi is linked with the surplus State of Punjab. The prices of wheat and rice in Delhi are fairly reasonable and the need for opening more fair price shops in Delhi does not really exist.

नई दिल्ली की सड़कों के चौराहों पर बिजली के सिगनल

३६१६-ग. श्री बलराज मधोक : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नई दिल्ली के चौराहों पर की गई बिजली के सिगनल की व्यवस्था प्रायः खराब हो जाती है ; और