

on the Railways are primarily intended for running staff *viz.*, guards, drivers, firemen etc. Provision of running room facilities to Travelling Ticket Examiners depends on the availability of spare accommodation therein after meeting the requirements of running staff.

Certain categories of non-running staff like T.T.Es. are, however, being given Rest room facility and on a representation dated 7.4.69 from T.T.Es. of Moradabad Division to the Divisional Superintendent, Moradabad, a room with 8 beds has been set apart for their rest in the Inspectors Rest Room at Lucknow.

Wagon supply for North Bengal

7285. SHRI JYOTIRMOY BASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the West Bengal Government have felt the need of supplying more wagons to North Bengal ;

(b) if so, how many wagons per month ; and

(c) the number actually supplied per month during the last three months ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). Yes. Against the Govt. of West Bengal's programming 2390 wagons during Jan. '69, 3460 wagons in Feb. '69, and 3710 wagons in March, '69 for movement to North Bengal, the Railway could accept programme only for the movement of 1980 wagons in Jan. '69, 2150 wagons in Feb. '69 and 2250 wagons in March, '69. The requirement of the West Bengal Government could not be accepted in full due to limited ferry capacity at Farakka, as the available capacity had to be rationed among all consumers. From April, '69, the requirements are, however, being met in full, as the capacity for crossing has been increased.

Sub-standard Parts in Manufacture of Motor Cycles

7286. SHRI RAMA CHANDRA

ULAKA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the sale, distribution and prices of motor-cars, scooters and motor cycles manufactured/assembled in India are being controlled by Government ;

(b) whether it is also a fact that complaints have been received by Government about the sub-standard parts being used in the manufacture of these vehicles and delivery of scooters and Motor-cycles to the customers ;

(c) if so, the number of such complaints received during the year 1968-69 separately against each type of vehicle and action taken thereon ; and

(d) the steps proposed to be taken by Government to check such practice ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The sale and distribution of cars and scooters is statutorily controlled under the provisions of the Motor Cars (D&S) Control Order, 1959 and the Scooters (D&S) Control Order, 1960 respectively. Government are also, at present, exercising an informal control on the prices of these vehicles. There is, however, at present no control either on distribution or on prices of Motor cycles.

(b) Government have been receiving complaints about defects in the vehicles manufactured in the country. These generally relate to the failure of parts or mal-functioning of the assemblies during the Warranty period. Some complaints of a general nature about delay in the delivery of scooters are also occasionally received.

(c) The number of complaints about defects in vehicles received during the year 1968-69 in respect of various types of vehicles is given below :—

| CARS | Nos. |
|-----------------------------------|------|
| Ambassador | 751 |
| Fiat | 437 |
| Standard | 140 |
| MOTOR CYCLE AND SCOOTERS : | |
| Lambretta Scooter | 20 |
| Vespa Scooter | 7 |
| Enfield Motor-Cycle | 5 |
| Rajdoot Motor-Cycle | 6 |

Such complaints are generally taken up with the manufacturers and they are instructed to rectify the defects to the satisfaction of the customers.

(d) Government had set up a committee of experts to make a thorough investigation into the causes of deterioration in the quality of motor cars and to suggest remedial measures. The recommendations of the committee have been brought to the notice of the car manufacturers and statutory directions have been issued to them in respect of the more important of these recommendations to ensure compliance. The recommendations of the committee have also been brought to the notice of the Scooter and Motor cycle manufacturers for necessary action and compliance. The matter has also been discussed individually with the representatives of the three car manufacturers and they have assured Government that they would implement the various recommendations of the committee.

In the meantime, in pursuance of one of the recommendations of the committee, a Team of experts had been deputed to visit the plants of the three car manufacturers, with a view to assisting and advising the latter in strengthening their internal inspection organisation. The Team was also to suggest to Government the kind of external inspection organisation that should be set up to supplement the internal arrangements and how it can be made to function effectively. The report of the team has been received recently and is being examined.

बांदा जंक्शन के सामने गंदा नाला

2787. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे के बांदा जंक्शन के सामने गंदा नाला जो रेलवे सीमा के अन्दर आता है खुला पड़ा है और पत्थरों से नहीं ढांका गया है ;

(ख) क्या यह भी सच है कि यह नाला कदाचित ही साफ नहीं किया जाता है जिसके कारण इससे बदबू आती रहती है और जिससे पास में रेलवे क्वार्टरों में रहने वाले कर्मचारियों के स्वास्थ्य पर बुरा प्रभाव पड़ रहा है ;

(ग) इस नाले को ढांकने के लिए क्या प्रबन्ध करने का प्रस्ताव है ;

(घ) क्या यह भी सच है कि इस स्टेशन के पास तांगों के अड़डे के पास कोई सार्वजनिक पेशाबघर नहीं बनाया गया है और अनेक यात्री खुले में पेशाब करते हैं जिससे बदबू और अधिक बढ़ गई है ; और

(ङ) यदि हां, तो क्या सरकार स्टेशन के तांगा स्टेशन के निकट पेशाबघर की व्यवस्था करेगी ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) कथित नाला रेलवे स्टेशन की इमारत से दो सौ फुट दूर रेलवे भूमि की हद्द से गुजरता है और इसका फर्श पक्का बना हुआ है। इस नाले में एक फुट व्यास के आधे गोल पाइप पड़े हैं और पार्श्व में ईंटों की चिनाई है। इस नाले को ऊपर से बन्द करने की जरूरत नहीं है।

(ख) इस नाले की नियमित रूप से सफाई की जाती है।

(ग) पक्के तल वाले नाले को ऊपर से बन्द करने की जरूरत नहीं समझी जाती।