

STANDARD MOTOR COMPANY

74. SHRI S. A. KHAJA MOHIDEEN :

SHRI K. CHANDRASEKHARAN:

Will the Minister of INDUSTRIAL DEVELOPMENT/औद्योगिक विकास मंत्री be pleased to state :

(a) whether the Standard Motor Company, Madras, has now started working; and

(b) if not, the the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT/औद्योगिक विकास मंत्रालय में राज्य मंत्री (SHRI GHANSHYAM OZA) : (a) Yes, Sir. The factory of M/s. Standard Motor Products of India Ltd., Madras was reopened on the 22nd February, 1971.

(b) Does not arise.

RAILWAY QUARTERS FOR NORTH-EAST FRONTIER RAILWAY EMPLOYEES

75. SHRI GOLAP BARBORA : Will the Minister of RAILWAYS/रेल मंत्री be pleased to state :

(a) what is the number of temporary quarters made of bamboos which are still there for railway employees in the North-east Frontier Railway and what is the amount annually spent for their repairs during the last three years;

(b) what is the average expenditure for the construction and repair of each of these quarters; and

(c) whether it is a fact that supply of filtered drinking water to the railway quarters at Tinsukia, Dibrugarh Furkating, Mariani and Dimapur is very insufficient and inadequate; if supply to these quarters sufficient and regular ?

THE MINISTER OF RAILWAYS/रेल मंत्री (SHRI K. HANUMANTHAIY) : (a) 6,800 quarters.

1968-69	Rs. 44,70,000
1969-70	Rs. 43,30,000
1970-71	Rs. 44,00,000

(b) As no such quarters are being built now, cost of construction is not available.

The average expenditure of repairs is Rs. 650/- (approximately) per quarter.

(c) No. Adequate arrangements exists for satisfactory water supply at these places.

EARNINGS FROM STATIONS ON NORTH-EAST FRONTIER RAILWAY

76. SHRI GOLAP BARBORA : Will the Minister of RAILWAYS/रेल मंत्री be pleased to state :

(a) what is the average annual earning from goods as well as passenger traffic from (i) Bongaigaon, (ii) New Bongaigaon, (iii) Fakiragram, (iv) Rangiya, (v) Tangla, (vi) Rangapara North, (vii) Gauhati, (viii) New Gauhati, (ix) Chaparmukh, (x) Hojai, (xi) Lumding, (xii) Dimapur, (xiii) Furkating, (xiv) Barua Bamungaon, (xv) Mariani, (xvi) Jorhat, (xvii) Simalguri, (xviii) Moran, (xix) Amguri, (xx) Namrup, (xxi) Naharkatiya, (xxii) Duliagan, (xxiii) Tinsukia, (xxiv) Dibrugarh Town and (xxv) Digboi stations on the North-east Frontier Railway; and

(b) what is the amount of money spent for providing passengers amenities and for the development of the yards and station buildings etc. at these stations during last three years ?

THE MINISTER OF RAILWAYS/रेल मंत्री (SHRI K. HANUMANTHAIYA) : (a) and (b) A statement giving the information asked for is attached. [See Appendix LXXVI, Annexure No. 1.]

BALLAST FOR SHAHJAHANPUR-SITAPUR AND SITAPUR-BALAMAU SECTIONS OF NORTHERN RAILWAY

77. SHRI GANESHI LAL CHAUDHARI : Will the Minister of RAILWAYS/रेल मंत्री be pleased to state the reasons for not providing ballast for laying railway lines in the Shah-jahanpur-Sitapur and Sitapur-Balamau Sections on the Northern Railway ?

THE MINISTER OF RAILWAYS/रेल मंत्री (SHRI K. HANUMANTHAIYA) : Presumably, the reference is to ballasting of the existing branch lines from Rosa to Sitapur and Sitapur to Balamau, which are branch lines and carry very little traffic. If so, they are being ballasted progressively depending upon the availability of funds. On Rosa-Sitapur Section, 56 Kms. out of a total length of 84.30