

of May, 1962, on condition that purchases are suitably phased to avoid undue rise in prices. On receipt of the letter from the Government of Madhya Pradesh the starch factories are being asked not to concentrate their purchases of maize in one area, but to spread them over several areas in the country where maize is grown. The Madhya Pradesh Government have been apprised of the position.

Commemoration Stamp

1183. Shri Surendranath Dwivedy: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether there is any proposal to issue a new stamp in the month of June in memory of Utkalmoni Pandit Gopanbandhu Das; and

(b) whether any representation was received by the Ministry in this connection?

The Minister of Transport and Communications (Shri Jagjivan Ram): (a) and (b). No Sir.

Railway Crossings between Nasik Road and Kalyan Stations

1184. Shri M. L. Jadhav: Will the Minister of **Railways** be pleased to state:

(a) how many railway crossings are there on the Central Railway between Nasik Road Railway Station to Kalyan Railway Station on the Bombay-Agra Road;

(b) whether there is any proposal to construct over bridges at these railway crossings;

(c) if so, when these are likely to be constructed; and

(d) whether Government are aware that heavy traffic is held up at these railway crossings for want of over bridges?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) Three.

(b) and (c). Construction of over| under bridges in replacement of existing level crossings has to be sponsored by the State Government. The Railways undertake such works when the State Governments recommend and also provide necessary funds to meet their share of the cost, as per extent rules. There have been no firm proposals from the Government of Maharashtra for road over|under bridges in replacement of the level crossings between Nasik road Station and Kalyan Station during the Third Five-Year Plan

(d) There has been no complaint so far, of any undue delay to road traffic at these level crossings.

Cracks in Railway Bridges on Birmitrapur Section of S.E. Railway

1185. Shri Subdoh Hansda: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that several Railway bridges which are newly constructed have developed cracks in the Birmitrapur-Monoharpur section of S.E. Railway;

(b) if so, when it has come to the notice of the authorities since its completion;

(c) whether the line is declared unsafe for running all kinds of trains in this section; and

(d) how long it will take to resume its regular traffic?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) to (d). No, Sir. No newly constructed bridge has developed cracks in Birmitrapur-Monoharpur Section. On some recently constructed bridges built with uncoursed stone rubble masonry on the double line between Rourkela and Monoharpur, the strength of which is not upto the full standard, there is a speed restriction of 30 miles per hour. Proposals to strengthen these bridges to remove speed restriction have been framed but these necessarily require time to execute, as the line carries very heavy traffic and it is difficult to make time