

**Trunk Lines between Narnaul and Charkhi Dadri**

**3589 Shri Ram Krishan Gupta:** Will the Minister of Transport and Communications be pleased to state—

(a) whether it is a fact that there is no direct line for trunk calls from Narnaul to Charkhi Dadri (Punjab), and

(b) if so, whether Government propose to consider the desirability of removing this difficulty?

**The Minister of Transport and Communications (Shri S. K. Patil):**

(a) There is no direct trunk circuit between Narnaul and Charkhi Dadri. Calls between Narnaul and Charkhi Dadri are routed *via* Bhiwani, Delhi and Rewari.

(b) Direct circuit between two stations is provided only if it is economically justified by the trunk traffic between the two stations. A direct telephone circuit between Narnaul and Charkhi Dadri is not so justified at present.

**Family Planning Centres in Punjab**

**3590** { Shri Ram Krishan Gupta  
Shri Daljit Singh  
Sardar Iqbal Singh;  
Shri Ajit Singh Sarhad

Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No 2710 on the 17th February, 1958 and state

(a) the number of family planning centres opened in Punjab State during 1958-59, and

(b) the number of family planning centres proposed to be opened in Punjab during 1959-60?

**The Minister of Health (Shri Karmarkar):** (a) Seven clinics—four rural and three urban

(b) One urban and 35 rural according to phased programme

**Loans to Co-operative Societies**

**3591. Shri Pangarkar:** Will the Minister of Community Development and Co-operation be pleased to state the total amount of loan granted to co-operative societies during 1958-59?

**The Deputy Minister of Community Development and Co-operation (Shri B S Murthy):** The Ministry of Community Development and Co-operation does not grant any loans to co-operative societies. Loans to the extent of Rs 208 176 lakhs were, however, granted during the year 1958 59 to State Governments for their co-operative development schemes.

**Wagons for Coal Transport**

**3592. Shri Ram Krishan Gupta:** Will the Minister of Railways be pleased to state the total number of wagons allotted for coal transport during 1958-59 (month wise)?

**The Deputy Minister of Railways (Shri S V. Ramaswamy):** A statement showing the total number of wagons loaded with coal on Indian Railways during the year 1958 59 is placed on the Table of the Sabha [See Appendix VII, annexure No 65]

**Eye Banks**

**3593 Shri Ram Krishan Gupta:** Will the Minister of Health be pleased to state the names of the States which have established Eye Banks for Corneal Grafting in pursuance of the recommendations of the Central Council of Health?

**The Minister of Health (Shri Karmarkar):** No new Eye Banks for Corneal Grafting have been established in pursuance of the recommendations of the Central Council of Health. Five Eye Banks are, however, functioning at the following hospitals—

- 1 Assam Medical College, Hospital, Dibrugarh
- 2 Gandhi Eye Hospital, Aligarh
- 3 Government Stanley Hospital, Madras
- 4 Government Ophthalmic Hospital, Madras

Government Erskine Hospital,  
Madurai.

**Transfer of Post Office Savings Bank  
Accounts from Pakistan**

3594. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) the number of Post Office Savings Bank accounts of the displaced persons so far transferred to India from Pakistan;

(b) the number of accounts which remain to be transferred as yet; and

(c) the steps taken to expedite the transfers?

The Minister of Transport and Communications (Shri S. K. Patil):

(a) 73,405.

(b) 17,859 approximately.

(c) The verification lists in respect of most of the remaining claims have been exchanged with the Director General, Posts & Telegraphs, Karachi through Pakistan Liaison Officer. It is proposed to exchange the remaining few with the Director General, Posts and Telegraphs, Karachi through post shortly.

**Rural Electrification Schemes**

3595. Shri Ram Shankar Lal: Will the Minister of Irrigation and Power be pleased to state the names of the Rural Electrification Schemes examined by the Power Wing of the Central Water and Power Commission during 1958-59?

The Deputy Minister of Irrigation and Power (Shri Hathi): A statement is laid on the Table of the Sabha. [See Appendix VII, annexure No. 66]

**Training of Ghagra River**

3596. Shri Ram Shankar Lal: Will the Minister of Irrigation and Power be pleased to state the details of the training of Ghagra River near Inchcape Bridge by Central Water and Power Research Station, Poona?

The Deputy Minister of Irrigation and Power (Shri Hathi): The Ballia-

Chhapra section of the North Eastern Railway line crosses the river Ghagra over the Inchcape bridge, about seven miles upstream of the confluence of the Ghagra with the Ganga. During the floods of 1924, the Ghagra split itself up into two streams at a point about 15 miles upstream of the Inchcape bridge. In 1926, the Railway authorities constructed a retired line in anticipation of attack by the river. During 1956, the distance between the river bank and the railway track was reduced to 250 feet and, during 1957, the river eroded the railway line over a length of about four furlongs. Consequently, traffic had to be diverted through the retired alignment constructed in 1926.

2. A small Committee consisting of the Director, Central Water and Power Research Station, Poona, the Chief Engineer, Floods (Planning and Designs), Central Water and Power Commission, and the Chief Engineers of Bihar and Uttar Pradesh inspected the site in September, 1957. The Committee recommended that, for evolving long-term training measures, model experiments were necessary to see if some portion of flow could be diverted to the left arm of the river Ghagra. As an interim measure, the Committee recommended construction of some stone spurs. But before these spurs could be constructed, the matter came up for discussion at the seventh meeting of the Central Flood Control Board on the 12th of May, 1958. The Board directed that the question should be reconsidered by the Ganga River Commission immediately. An emergency meeting of the Ganga River Commission was accordingly held on May 13, 1958, and it was decided to send a team of engineers from the Central Water and Power Commission to the site to assist the State Engineers in formulating an interim scheme for protection. This team suggested construction of a number of permeable spurs in the affected reach. These spurs which were constructed before the floods of 1958, checked further erosion of the bank