

taken up during the Second Five Year Plan period;

(b) if so, the steps taken; and

(c) if not, the measures taken for pursuing the scheme?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No irrigation scheme in Madras State of the name "Periyar Scheme" is included in the Second Five Year Plan. The Periyar Hydro-electric Scheme, included in the Second Five Year Plan, does not envisage any irrigation benefits.

(b) and (c). Do not arise.

Regional Languages of P. & T. Appointments

1887. **Shrimati Mafida Ahmed:** Will the Minister of Transport and Communications be pleased to state:

(a) the regional languages prescribed for recruitment to the clerical posts in the Posts and Telegraphs Department in different Postal Circles of the country; and

(b) whether any new formula has been evolved in this regard?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Languages recognised by the State Governments concerned as regional languages, are accepted by the P. & T. Department also for recruitment to the clerical posts in different Circles. A Statement showing such languages is placed on the Table of the Sabha. [See Appendix III, annexure No. 82.]

(b) No.

Road Bridge on Ramganga

1888. **Shri Ram Saran:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the public is put to much inconvenience and conveyances have to wait for several hours while crossing the Ramganga railway bridge near Moradabad on Delhi—Lucknow Road;

(b) whether Government propose to construct a separate road bridge on the Ramganga river; and

(c) if so, when it is likely to materialise?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Having regard to the inconvenience of the public, the construction of a separate road bridge across the Ramganga River was originally included in the Plan, but due to paucity of funds it has been postponed till the Five Year Plan.

(c) The work is expected to be taken up in Third Five Year Plan.

Railway Workshop, Gwalior

1889. { **Shri Tangamani:**
Shri T. B. Vittal Rao:

Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to take over the Railway Workshop, Gwalior by the Central Railway Administration;

(b) if so, when it will be taken over; and

(c) if the reply to part (a) above be in the negative, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

(c) The Workshop is not considered suitable for Railway purposes.

Hubli-Karwar Rail Link

1890. **Shri Agadi:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1016 on the 9th March, 1959 and state the progress since made in taking a decision regarding the construction of Hubli-Karwar Rail Link?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The Hubli-Karwar line has not been investigated so far and it does not find a place in the programme of new constructions for the Second Five Year Plan approved by the Planning Commission. The question of constructing a railway line upto Karwar will arise only when a decision to develop Karwar port has been taken.

Tender for Supply of Diesel Locomotives

1891. Shri Agadi: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that lowest tender for the supply of diesel locomotives was not accepted but the highest one was preferred in 1958-59, and

(b) if so, what is the reason therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) Does not arise.

Integral Coach Factory, Perambur

1892. Shri Agadi: Will the Minister of Railways be pleased to state:

(a) whether in 1959 tenders were called for Aluminium Roof Water Tanks for I and III Class coaches by the Deputy Controller of Stores, Integral Coach Factory, Perambur;

(b) if so, who were the tenderers;

(c) whether the lowest tender was accepted; and

(d) if not, the reason therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khai): (a) Yes.

(b) **First Class Water Tanks Aluminium 70 gallons capacity:**

1. M/s. Aluminium Manufacturing Co. Private Ltd., Calcutta.
2. M/s. Concord Industries, Madras.
3. M/s. Hindustan General Industries Ltd., New Delhi.

4. M/s. Jeewanlal (1929) Private Ltd., Madras.

5. M/s. K. R. Kothandaraman & Co., Madras.

6. M/s. Sreenivasa Engineering Co., Madras.

7. M/s. Steel Equipment and Construction Ltd., Howrah.

8. M/s. Vummiadiars Manufacturers Private Ltd., Madras.

Third Class Water Tanks Aluminium 64 gallons capacity:

1. M/s. Aluminium Manufacturing Co. Private Ltd., Calcutta.

2. M/s. Brunton & Co., Cochin.

3. M/s. Great Western Engineering Works, Bombay.

4. M/s. Hindustan General Industries Ltd., New Delhi.

5. M/s. Jeewanlal (1929) Ltd., Madras.

6. M/s. K. R. Kothandaraman and Co., Private Ltd., Madras.

7. M/s. Sreenivasa Engineering Co., Madras.

8. M/s. Steel Equipment and Construction Ltd., Howrah.

9. M/s. Vummiadiars Manufacturers Private Ltd, Madras.

(c) Not yet finalised.

(d) Does not arise.

Sugar Factory at Bargarh in Orissa

1893. Shri Kumbhar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there was any proposal for setting up a sugar factory at Bargarh in Sambalpur District, Orissa; and

(b) if so, with what results?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):
(a) and (b). A proposal for setting up