

for them to contribute to the generation schemes of the Damodar Valley.

(e) Yes.

(f) There is no overlapping or duplication. The State Electricity Boards of Bihar and West Bengal co-ordinate their activities with those of the Damodar Valley Corporation.

(g) The proposals of the Damodar Valley Corporation which are based on prospective loads are considered and approved by the participating State Governments in the first instance. The scheme are finally cleared by the Government of India for execution after technical and financial scrutiny.

Caution Signal on Bridge between Pali Kalan and Dudwa Junction

3569. Shri B. Verma: Will the Minister of Railways be pleased to state:

(a) whether a caution to the effect that 'Bridge is under repair' was affixed at the bridge of the Suheli river between Pali Kalan and Dudwa Junction Railway station on the North Eastern Railway in the thick of forests in the year 1956-57;

(b) whether the Up and Down trains on this line have been continuously stopping since then;

(c) if so, why this repair of the bridge has not been carried out;

(d) what amount of money has been wasted on the up-keep of this signal since then;

(e) what action Government propose to take to avoid this wastage of money; and

(f) by what time this bridge is expected to be repaired or renovated?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) Yes, Sir. The caution at the bridge was introduced in 1957-58 and not in 1956-57. As cracks were detected in the bed blocks, it was considered essential to limit the speed of trains passing over the bridge in question, to ensure safety of travelling public.

(c) When repairs to bed block were undertaken, some weakness in pier masonry was detected. Cracks in pier masonry were then pressure grouted as a temporary measure to ensure safety. Scheme for rebuilding the affected portions of all the piers was drawn, up, which entailed laying of a diversion, but later on, due to the representations from the local people, the diversion could not be laid. Hence a revised scheme to repair the affected pier masonry under traffic had to be drawn up.

(d) Speed restriction is essential to ensure safety of trains and as such, the amount spent on signals cannot be termed as wastage.

(e) and (f). Preliminaries for starting the work have now been completed and the work is expected to be taken up after rains and completed by March, 1963.

Gola Gokaran Nath Railway Station in U.P.

3570. Shri B. Verma: Will the Minister of Railways be pleased to state:

(a) whether Government are aware that Gola Gokaran Nath is a holy place of pilgrimage and tourist centre in U.P.;

(b) whether Government are also aware that the Engineering Section of Gola Gokaran Nath Railway Station for the last two years have been stopping water supplies at the station during the peak days of the chaiti fair held there in the month of Chait to the much inconvenience of passengers; and

(c) if so, what action Government propose to take so that this inconvenience is not caused to the pilgrim passengers in future?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) and (c). No. As the existing source of supply is inadequate to meet the full requirement, the supply is restricted to limited hours. Work is in progress to augment the supply at the source and in distribution.