

have already been invited by that body.

As a long term measure, in pursuance of the recommendations of the Technical Committee which had been set up to advise on the measures for stabilising and augmenting Delhi's water supply, the Government of India have requested the Government of Uttar Pradesh to develop tube wells in the Loni area which is reported to be a satisfactory tube-well area. The Government of Uttar Pradesh are preparing the necessary plans and estimates.

Corruption Cases on Northern Railway

1761. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) the number and nature of corruption cases committed by the Northern Railway employees during 1959;

(b) the number of person acquitted, Class-wise; and

(c) the number of persons convicted, Class-wise?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The number of corruption cases during 1959 was 80. Nature of the cases was:—

- (i) Accumulation of wealth, disproportionate to known sources of income.
 - (ii) Acceptance of illegal gratification.
 - (iii) Cheating.
 - (iv) Misappropriation of Government money.
 - (v) Falsification of records.
 - (vi) Misuse of Railway materials and labour.
 - (vii) Misuse of passes and P.T.O's.
 - (viii) Accepting materials and works below specification.
- (b) Nil.
- (c) Nil.

Railway Bridge on Kolaghat Station

1762. **Shri S. C. Samanta:** Will the Minister of Railways be pleased to state:

(a) in which year the Railway Bridge at Kolaghat Station of the South Eastern Railway was threatened to fall down;

(b) how it was saved;

(c) whether at any time boulders and stones were piled up at the foot of the piers of the said bridge to save those piers;

(d) if so, how many times; and

(e) what was the cost involved?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) There was no such threat to this bridge at any time.

(b) Does not arise.

(c) and (d). Scour holes around pier No. 4 were filled up with boulders in 1939 and 1942.

(e) The information is not available.

Kolaghat Bridge

1763. **Shri S. C. Samanta:** Will the Minister of Railways be pleased to state:

(a) when the Kolaghat Bridge (South Eastern Railway) on the Rupnarain river was built;

(b) what was the total cost involved;

(c) how many piers are there in the bridge;

(d) whether the piers were built to bear more loads, if required;

(e) whether the Railway Ministry was consulted by the Transport and Communications Ministry before the latter took decision to build a separate road bridge on the Rupnarain by the side of the Kolaghat Railway Bridge; and

(f) if so, what was the opinion of the Railway Ministry in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). The Kolaghat Railway Bridge consisting of 11 spans—seven spans of 300 feet and four spans of 100 feet—was constructed at a cost of Rs. 39,51,305 and opened to traffic in April, 1900. Subsequently the following additional expenditure has also been incurred:

(i) For doubling—Rs. 33,84,273.

(ii) On strengthening—
Rs. 7,68,723.

(d) The piers and abutments were built for double line Railway bridge.

(e) and (f). In December, 1954 when the Ministry of Transport had come up with a proposal for the construction of a separate Road Bridge on the Rupnarain River by the side of the existing Kolaghat Railway Bridge, the Railway Board had agreed for the same and also agreed to the transfer of some portion of the Railway land for the purpose of constructing the Road Bridge.

Improvement of Scarcity Areas

1764. Shri Rami Reddy: Will the Minister of Irrigation and Power be pleased to state:

(a) the allocations made State-wise during the First and Second Five Year Plans for Programmes of Improvement of Scarcity Areas;

(b) the expenditure incurred and the benefits achieved, State-wise;

(c) the criteria or the principles for the determination of Scarcity Areas; and

(d) the details of the Programmes of Improvement of Scarcity Areas in Andhra Pradesh undertaken during the First and Second Five Year Plan periods?

The Deputy Minister of Irrigation and Power (Shri Nathi): (a) A statement (No. I) showing the allocations

made State-wise during the 1st and 2nd Five Year Plans under the Programme of Permanent Improvement of Scarcity Areas is laid on the Table. [See Appendix III, annexure No. 44].

(b) A statement (No. II) showing the figures of expenditure incurred by various States is laid on the Table. [See Appendix III, annexure No. 44].

Information with regard to benefits achieved by the States under this Programme is being collected and will be laid on the Table of the House as early as possible.

(c) The basic considerations which led to the formulation of the programme for permanent improvement in scarcity areas in various States were:—

(i) Relief to chronic scarcity areas;

(ii) Addition to purchasing power;

(iii) Capacity to support future improvement programmes; and

(iv) Employment opportunities.

(d) A statement (No. III) giving details of the programme in Andhra Pradesh is laid on the Table. [See Appendix III, annexure No. 44].

Minor Irrigation Schemes in Andhra Pradesh

1765. Shri M. V. Krishna Rao: Will the Minister of Food and Agriculture be pleased to state the amount of financial assistance asked for by the Andhra Pradesh Government or proposed to be given towards the minor irrigation schemes during 1960-61 in Andhra Pradesh?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): The Government of Andhra Pradesh asked for a provision of Rs. 306.85 lakhs for minor irrigation schemes during 1960-61. Taking into account the anticipated expenditure during the year 1960-61 and providing for some acceleration over last year's performance