

(c) Yes, Sir. These Schools were, however, set up on the recommendation of the Second Pay Commission to meet the needs of the children of transferable Central Government employees including defence personnel whose education suffered on account of the varying syllabi and media of instruction obtaining in the different States.

STATEMENT

Name of the State	No. of Central Schools upto 1st February, 1973
1. Andhra Pradesh	7
2. Tamil Nadu	10
3. Mysore	7
4. Kerala	4
5. Uttar Pradesh	25
6. Madhya Pradesh	9
7. Bombay (Maharashtra)	17
8. Gujarat	9
9. Rajasthan	9
10. Punjab	6
11. Haryana	4
12. Himachal Pradesh	1
13. Jammu & Kashmir	3
14. West Bengal	8
15. Bihar	9
16. Orissa	5
17. Assam	6
18. Meghalaya	2
19. Tripura	1
20. Manipur	1
<i>Union Territories</i>	
1. Goa	1
2. Pondicherry	1
3. Chandigarh	1
4. Andaman and Nicobar Islands (Port-Blair)	1
5. Delhi	9
TOTAL	156

REQUIREMENT OF BUSES FOR DTC

539. SHRI SHYAMLAL GUPTA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether any assessment about the requirements of buses for D.T.C. during the Fifth Plan period has been made by Government;

(b) if so, the results thereof; and

(c) the amount involved and the period likely to be taken in the implementation of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI M. B. RAN A) : (a) and (b). Proposals containing the requirements of the D.T.C. in respect of buses and other capital expenditure during the Fifth Plan period are under consideration of the Board of the Corporation. After the Board approves them, the proposals will be forwarded to the Planning Commission.

(c) The proposals, as framed at present, envisage a capital expenditure of Rs. 3189.90 lakhs, as per details given below :

(Rs. in lakhs)

2270 buses	2485.60
65 Aux. Vehicles	22.80
14 depots	1
6 Bus Stations	651.50
2600 Staff quarters	J
Plant & Machinery	20.00
Furniture & Fixture.	10.00
	3189.90

i The D.T.C. has placed a separate proposal I before the Board of the D.T.C. to take over the private buses operating in Delhi independently of the D.T.C. If this proposal is approved by the D.T.C. Board and the Planning Commission, the total outlay for

the Fifth Plan will go up by Rs. 118.82 lakhs, raising the total outlay to Rs. 3308.72 lakhs. The plan proposals are expected to be implemented before 31st March, 1979. 540. [Transferred to the 6th, March 1973.]

NEW HOOGHLY BRIDGE

541. SHRI KALYAN ROY:
SHRI BHOLA PRASAD:
SHRI K.P.SINGH DEO:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) Whether the design of Messrs Freeman Fox and Partners of London for a cable-stayed box girder Bridge has been accepted for the construction of the new Hooghly bridge at Calcutta and whether the State Government was consulted in the matter;

(b) if so, whether the Government of India are aware that in the recent past there have been several cases of failures of such bridges designed by the said firm in several countries of the world; and

(c) if so, whether Government propose to re-examine the said design and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI M.B. RANA): (a) to (c) The proposed Hooghly Bridge falls on a State Road and, therefore, the Government of West Bengal are primarily concerned with all matters pertaining to this project including the acceptance of design. Accordingly contracts for the bridge and approaches were awarded by the State Government themselves. The design of the said bridge, as accepted by the State Government, is for a cable stayed box girder bridge with a rivetted construction. Messrs Freeman Fox and Partners are the Consultants to Messrs Bhagirathi Bridge Construction Company who have been awarded the work of Bridge proper. The failures referred to in the question are reported to be of welded designs while rivetted design is proposed to be adopted for this bridge.

It has been reported by the State Government that before taking a final decision regarding the award of work for bridge proper, expert opinion of the Railway Board was obtained regarding the advisability of adopting rivetted structure *vis-a-vis* welded structure. On an enquiry, it has been reported by the Chief Engineer Calcutta Port Commissioners (who are the implementing agency for the bridge proper) that before deciding upon the award of contract, the question of design of box girder bridges in the context of the recent failures was thoroughly examined at various stages. In order to take further precautionary measures in the matter, the following additional steps are reported to have been taken to guard against any possible deficiency of the prevalent method of design of box girder bridges:—

(i) It has been specifically stipulated in the contract that the Merrison Rules for the design of box girders (a new code of design formulated by the Merrison Committee entrusted with the technical investigation of the box girder failures by the Government of U.K.) shall be adopted and incorporated in the work by the contractor; and

(ii) In order to provide a lighter check at each step, it is proposed by the State Government to appoint two foreign consultants to carry out a double check of the detailed design and drawings to be prepared by the contractors' consultants *viz.* Messrs Freeman Fox and Partners.

BEGGARY IN THE COUNTRY

542. SHRI SITARAM KESRI : Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether any survey of the total number of beggars in the country and their daily earnings has been conducted;