

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI SHAH NAWAZ KHAN): (a) In 1887.

(b) No, but the bridge is not capable of taking modern main line standard locomotives at sanctioned maximum speed.

(c) Locomotives mentioned in (b) above are permitted over the bridge only at 5 miles per hour.

SHRI R. P. N. SINHA: Is it a fact that a couple of years back, during heavy floods, one of the pillars of this bridge had shown signs of giving way and that it had to be kept intact with tremendous efforts?

SHRI SHAH NAWAZ KHAN: Sir, I am not aware of that just at this moment. I shall look into it.

SHRI S. N. MAZUMDAR: The bridge was constructed, as has been stated by the hon. Deputy Minister, in 1887 and the engineers have declared it unsafe. In view of the fact that many bridges have collapsed during floods and also in view of the fact that railway embankments are flooded, why is it that the Government did not think it necessary to enquire into the condition of the bridges again?

SHRI SHAH NAWAZ KHAN: Sir, the condition of all the bridges is ascertained from time to time in accordance with the instructions that exist on the subject. On this particular bridge, owing to limitation of stress in the flooring systems of the girders, the speed of modern locomotives is restricted. And since it proved to be a bottleneck, it has been decided to construct another bridge about 250 feet above, up-stream of this bridge, which will have double line going over it.

SHARE OF SURPLUS WATER OF THE KRISHNA AND GODAVARI RIVERS FOR MADRAS STATE

*391. SHRI P. S. RAJAGOPAL NAIDU: Will the Minister for IRRIGATION AND POWER be pleased to state:

(a) whether there is any proposal under consideration by Government

to allow this State of Madras to have a share of the surplus water of the Krishna and Godavari rivers; and

(b) if so, whether any preliminary survey is proposed to be undertaken either by the Central Government or under the joint auspices of the Andhra and Madras Governments in this respect?

THE DEPUTY MINISTER FOR IRRIGATION AND POWER (SHRI J. S. L. HATHI): (a) No, Sir.

(b) Does not arise.

SHRI P. S. RAJAGOPAL NAIDU: Is the hon. Deputy Minister aware of certain press reports of the Chief Ministers of Madras and Andhra Pradesh meeting together and discussing about this subject?

SHRI J. S. L. HATHI: Yes, Sir. I have seen the report in the Hindu of 28th November that this subject matter was being discussed and that the Engineers from that State would undertake a survey.

SHRI P. S. RAJAGOPAL NAIDU: May I know what part the Central Government is going to play in implementing this proposal?

SHRI J. S. L. HATHI: We enquired of the Madras Government if they wanted any technical assistance. The reply received by us was that they would be sending us the details.

SHRI V. PRASAD RAO: May I know whether the Central Water and Power Commission was approached in this connection or not?

SHRI J. S. L. HATHI: It was not.

SHRI H. C. DASAPPA: May I know what percentage of the Godavari waters are now put to use?

SHRI J. S. L. HATHI: I have not got the figure for Godavari here.

(Interruption.)

MR. CHAIRMAN: The answer is from this side—4 per cent.

SHRI H. C. DASAPPA: Not more than 5 per cent.

May I know whether there is not any proposal to bring the waters of the Godavari down to the Kistna river and then on to further south?

SHRI J. S. L. HATHI: That is what Shri Naidu suggested—that is the press report.

SHRI H. C. DASAPPA: Then what are the steps that are being taken by the Government to investigate the whole project?

SHRI J. S. L. HATHI: The Madras Government are having a team of engineers to survey the possibility of this.

SHRI H. C. DASAPPA: Are not the Government aware that the waters of the Cauvery are fully used and it is not possible to make further use of the Cauvery waters?

SHRI J. S. L. HATHI: About 85 per cent. of the Cauvery waters are being utilised today.

SHRI G. RANGA: Is it not a fact that such are the steps which are to be discussed at the Zonal Council level?

SHRI J. S. L. HATHI: This may be one of the subjects, but this question arose because of the press report. Otherwise, they have to be discussed jointly between all the States.

गेहूँ और चना बोने की मशीनों का आयात

*३६२ श्री राम सहाय : क्या खाद्य तथा कृषिमंत्री यह बताने की कृपा करेंगे कि :

(क) किन किन देशों से गेहूँ और चना बोने की मशीनें मंगाई गई हैं ;

(ख) क्या इन मशीनों को संतोषजनक पाया गया ; और

(ग) यदि उपर्युक्त भाग (ख) का उत्तर ना में हो, तो क्या उन्हें, भारत की आवश्यकताओं के अनुकूल बनाने के लिये कोई प्रयत्न किये गये हैं और यदि किये गये हैं, तो कहाँ कहाँ ?

†[IMPORT OF WHEAT AND GRAM SOWING MACHINES

*392. SHRI RAM SAHAI: Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) the names of the countries from which wheat and gram sowing machines have been imported.

(b) whether these machines have been found to be satisfactory; and

(c) if the reply to part (b) above be in the negative, whether any efforts have been made to render them suitable for Indian requirements and if so, what are the names of the places where such efforts have been made?]

कृषि मंत्री (डा० पी० एस० देशमुख) :
(क), (ख), और (ग). एक विवरण सभा की टेबिल पर रख दिया गया है।

विवरण

(क) ट्रैक्टर-चालित तथा पशु-चालित गेहूँ और चना बोने के उपयोगी सीड-ड्रिल्स (Seed drills) भारत में साधारण-तथा निम्न देशों से आयात किये गये हैं :—

(१) ट्रैक्टर-चालित :—

यू० एस० ए०, कनाडा, यू० के०, जर्मनी, जैकोस्लोवेकिया, आस्ट्रेलिया तथा यू० एस० एस० आर०।

(२) पशु-चालित :—

यू० के०, फ्रांस तथा कनाडा।

ट्रैक्टर-चालित सीड-ड्रिल्स उन ट्रैक्टरों की किस्मों के साथ चलाये जाने पर, जिनके लिये वे खास तौर पर बनाये गये हैं, सफलतापूर्वक काम करते हैं।

(ख) इंडियन ऐग्रिकल्चर रिसर्च इंस्टिट्यूट, नई दिल्ली ने यू० के०, फ्रांस और कनाडा में बनाये गये गेहूँ और चना बोने के पशु-चालित आयात सीड ड्रिल्स के ३ किस्मों पर आजमाइश की है। यांत्रिक दृष्टिकोण से इन मशीनों ने संतोषजनक काम किया है, लेकिन खेचने में भारी होने की वजह से और शुरुआत अधिक खर्च होने के कारण, वे भारतीय किसानों द्वारा उपयोगार्थ आम तौर पर अपनाये नहीं जा सके।

†English translation.