

(c) Groundnuts (without shells) are now charged at the 4th class rate at Railway Risk and when in wagon loads at WL/H scale at Railway Risk subject to the minimum weight for charge of 450 maunds per four-wheeled B. G. wagon, 300 maunds for 4-wheeled M. G. wagon and 180 per four-wheeled N. G. wagon.

(d) Yes.

(e) About 10 lakhs of rupees per annum.

(f) There was no reduction in the rates for other categories of oilseeds. The rates for groundnuts were reduced to the level of those applicable to other oilseeds.

Shri Ramachandra Reddi: May I know how long this reduction has been in effect?

Shri Shahnawaz Khan: The reduction has been there with effect from 1st October, 1951.

Shri Muniswamy: When a particular decision is taken in one Railway does it hold good for all the Railways?

Shri Shahnawaz Khan: Yes.

Shri Dabhi: Is it not a fact that this reduction in railway rates on groundnut will encourage the oil mill industries as against the *ghani* oil industry?

Mr. Deputy-Speaker: We are going into questions of policy.

AIR NAVIGATION

*1778. **Shri S. C. Samanta:** Will the Minister of Communications be pleased to state:

(a) the revised meteorological procedure adopted to ensure the greater safety of air navigation;

(b) how far the International Organisations have helped us in the matter;

(c) whether further improvements in the matter are under contemplation; and

(d) if so, what they are?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the House. [See Appendix XI, annexure No. 2.]

(c) Yes.

(d) Supply of meteorological information relating to high altitudes in the atmosphere between 40,000 to 50,000 feet at which jet aircrafts normally fly.

Shri S. C. Samanta: May I know to what extent air accidents have decreased since the introduction of this revised meteorological procedure?

Shri Raj Bahadur: It is very difficult to make an estimate so early as to what extent accidents have decreased or increased since the introduction of this. But it has to be presumed that the introduction of this new procedure is definitely an improvement and, as mentioned in the statement, it has been devised by international bodies.

Shri S. C. Samanta: According to the procedure laid down by the I.C.A.O. an Area Meteorological Broadcasting Station was opened at Bombay in August, 1952. May I know whether any more such stations have been opened in India?

Shri Raj Bahadur: We have got the Meteorological Watch offices at four places, namely Bombay, Delhi, Calcutta and Madras.

Shri S. C. Samanta: May I know whether the preparation of additional surface synoptic chart is being continued in the main stations?

Shri Raj Bahadur: I cannot go deep into the technicalities, but I can say that so far as the briefing of pilots is concerned it is being fully adhered to. So far as giving them written forecasts is concerned it is also being adhered to. Transmission of warnings against adverse weather conditions is also being done. And a constant watch about the changes in weather is also being kept to keep the pilots in flight informed.

Shri T. N. Singh: May I know whether the Poona Meteorological Station does not cover the giving of all this information?

Shri Raj Bahadur: This concerns flights, and for that purpose we have got these four areas.

RESEARCH IN AIR TRAVEL

*1781. **Shri L. J. Singh:** (a) Will the Minister of Communications be pleased to state whether it is a fact that more comfortable air travel and reduction of bumpiness along some of India's air routes are among objectives of the research now being conducted by the Civil Aviation Department?

(b) Has the Department collected any data on vertical gusts of wind prevailing over some of the air routes in the country?

(c) If so, what are they and how far will they go to help achieve some of the objectives above?

(d) What is the progress so far made in this field?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No, Sir. The objective of the research is safer air travel.

(b) Yes, Sir.

(c) and (d). I lay a statement on the Table of the House giving the required information. [See Appendix XI, annexure No. 3.]

Shri L. J. Singh: May I know what are the names of the air routes over which the vertical gusts of wind prevail?

Shri Raj Bahadur: The gusts of wind can of course affect any aircraft in flight.

An Hon. Member: He wants the air routes.

Shri L. J. Singh: May I know whether the air routes over Bengal and Manipur and the hilly regions of Tripura and Assam are included in some of the air routes over which the particular gusts of wind prevail?

Shri Raj Bahadur: It is difficult for me to specify all the various air routes on which we experience rather bad spells of weather. But normally it depends upon the Indian conditions of season. In the rainy season in Assam, as well as in the desert areas, there occur thunder storms and other storms and so on and so forth.

Shri L. J. Singh: In the statement I find that Delhi to Calcutta and Bombay to Delhi are the known air routes over which the bumps are experienced. The air routes over Manipur and Bengal and Assam and Tripura are not included there. Do I understand that there is less bumpiness on these lines?

Shri Raj Bahadur: I admit my inability to enter into an argument about this highly technical matter which is yet a subject of research.

Shri L. J. Singh: May I know whether the International Civil Aviation Organisation has helped India in the research work in this field, and if so how far research has been made?

Shri Raj Bahadur: The I.C.A.O. does help all the countries so far as it can

with the research knowledge that they have got.

Shrimati Tarkeshwari Sinha: May I know if the Air Line Companies which were commissioned by the Director-General of Civil Aviation to investigate into the prevalence of gusts of winds have submitted their report?

Shri Raj Bahadur: I do not think so.

IRREGULARITIES IN ALLOTMENT OF WAGONS. BY EASTERN RAILWAY

*1782. **Shri H. N. Mukerjee:** Will the Minister of Railways be pleased to state whether Government's attention has been drawn to complaints from collieries in Bihar and West Bengal regarding alleged irregularities by the Eastern Railway authorities in the matter of allotments of loading space on railway and assisted sidings?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): Yes. The matter is being looked into.

RAJAKIMANDI RAILWAY STATION

*1784. **Seth Achal Singh:** (a) Will the Minister of Railways be pleased to state by what time the newly proposed Rajakimandi station at Agra will be completed and how much money will be spent thereon?

(b) How many stations will be closed after its construction?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Although it is not possible to indicate at present the exact time by which the new Rajakimandi Station will be completed, it is expected to be ready by the end of the year 1955-56.

(b) The new station will be in replacement of the existing Rajakimandi station and no other station is proposed to be closed at this stage.

सेठ अचल सिंह: क्या मंत्री महोदय यह बताने की कृपा करेंगे कि यह जो राजा की मंडी का स्टेशन बनने जा रहा है इसके लिए कितने रुपये का एस्टीमेट रखा गया है ?

Shri Alagesan: 9.5 lakhs.