

this question with the Deputy-Speaker in his Chamber so that a proper reply may be given. If the practice is so bad that there is a wholesale slaughter of questions, then remedy should be sought in a proper manner.

**Shrimati Sucheta Kripalani:** Any number of questions are disallowed.

#### WRITTEN ANSWERS TO QUESTIONS

##### KENPHAD

\*682. **Shri K. P. Sinha:** (a) Will the Minister of Food and Agriculture be pleased to state whether it is a fact that a new variety of wheat called "Kenphad" has been developed at Agricultural Research Stations at Mahabaleshwar and Niphad in Bombay State?

(b) What are the main characteristics of this wheat which distinguish it from other qualities of wheat?

**The Minister of Food and Agriculture (Shri Kidwai):** (a) Yes.

(b) The Kenphad wheats are more resistant to black rust than other varieties.

##### AIR ACCIDENTS

\*686. **Pandit Munishwar Datt Upadhyay:** Will the Minister of Communications be pleased to state:

(a) in how many accidents, Dakotas were involved during the last two years; and

(b) in how many of these accidents other aircrafts were involved?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) and (b). I lay on the Table of the House a statement giving the required information. [See Appendix III, annexure No. 62.]

##### ACCUMULATION OF GOODS AT AHMED- ABAD

\*689. **Shri Raghavaiah:** (a) Will the Minister of Railways be pleased to state whether it is a fact that there was an acute shortage of cotton and coal and piling up of cloth bales in the

Ahmedabad Textiles Mills due to inadequate transport facilities in the months of May and June, 1953?

(b) If so, what were the reasons for the inadequacy of transport?

(c) Who were responsible for it?

(d) What steps have Government taken in the matter?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) During these two months comparatively less quantity of cotton and coal moved to Ahmedabad. In the case of despatches of textiles from Ahmedabad, there was an increase over the Metre Gauge and some decrease over the Broad Gauge.

The reductions in the movements do not appear to have been such as to have brought about acute shortage of raw materials for and overstocking of finished products of the Ahmedabad Textile Mills.

(b) and (c). The Bombay State Government asked for a heavy movement of fodder to famine areas during these months even at the expense of other traffic including cotton and textiles from Ahmedabad. Unprecedented water scarcity, which was beyond the control of the Railway, adversely affected the movement on the Kotah and Rutlam Districts, which brought down movement of coal to Ahmedabad.

(d) With the disappearance of the heavy demand of famine hay traffic and the easing of the conditions brought about by water scarcity the position has now improved.

##### RAILWAY ACCIDENTS

\*691. **Shri A. N. Vidyalankar:** Will the Minister of Railways be pleased to state:

(a) the number of railway employees involved in railway accidents which occurred during the year 1953 up-to-date; and

(b) the compensation paid to them?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) 22 Railway employees were killed and 100 injured in train accidents during the period January to July, 1953, both inclusive.

(b) The information is under compilation and will be placed on the Table of the House as soon as it is ready.

#### CHIEF CASH WITNESSES

\*699. Shri S. N. Das: Will the Minister of Railways be pleased to state:

(a) the number of posts of Chief Cash Witnesses on the Northern Railway and the number of posts existing on the ex-E. P. Railway; and

(b) the method of recruitment to this post?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) There is only one post of Chief Cash Witness on the Northern Railway and there was also only one post in this category on the late Eastern Punjab Railway.

(b) This post is filled by selection from among the staff who have the requisite experience of handling and collection of cash.

#### CLAIM OFFICES

\*700. Shri R. N. Singh: (a) Will the Minister of Railways be pleased to state which Railways, other than North Eastern Railway, have got more than one claims office under the Regrouping system?

(b) Is there any other Railway under the Regrouping system, the claims office of which has been transferred from the Headquarter to a sub-office?

(c) If not, what are the exceptional circumstances under which this course was considered necessary in the case of North Eastern Railway?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Northern, Central and Southern Railways.

(b) and (c). In no case has the Claims Office of a regrouped Railway been transferred from headquarters to other stations. In fact the Northern, Central, Southern and North Eastern Railways inherited more than one Claims Office from the integrating units. On the North Eastern Railway, two Claims Offices, one at Calcutta and the other at Gorakhpur have been allowed to continue. There has, however, been some redistribution of work between these two offices.

#### SYLVICULTURE

\*701. Shri Barman: (a) Will the Minister of Food and Agriculture be pleased to state whether working plans of sylviculture are at present submitted by State Governments for opinion to the Inspector General of Forests?

(b) If so, in how many cases during the year 1952-53 was the Inspector General of Forests consulted?

(c) Is there going to be any Central policy in this matter?

(d) Has there been any soil survey to regulate regeneration of different species according to India's needs?

The Minister of Food and Agriculture (Shri Kidwai): (a) The summaries of working plans are received by the Inspector General of Forests from the States for such comments as he may have to make from an all-India angle.

(b) Eleven cases.

(c) The Central Policy is laid down in the National Forest Policy promulgated in May 1952, copies of which are available in the library of the House.

(d) Yes; soil reconnaissance surveys are invariably undertaken by State Forest Departments whenever these are considered necessary to ascertain the best technique and species to be regenerated in any particular locality.

#### RAILWAY SHEDS

\*702. Shri Hem Raj: (a) Will the Minister of Railways be pleased to