

(f) Information is not available.

(g) Both the aircraft and the goods carried on them were destroyed. The value of such goods is not known. No property outside the aircraft was damaged.

(h) An Expert Committee investigated the first accident and made certain recommendations a copy of which is laid on the Table. These recommendations have been accepted by Government and are being implemented. A formal investigation by a Court of enquiry consisting of the hon. Mr. Justice N. Chandrasekhara Aiyar, of the Supreme Court has been ordered and the investigation is proceeding.

STATEMENT

Recommendations of the Committee of Enquiry on the accident to the Deccan Airways Dakota aircraft VT-AXE at Nagpur aerodrome on the 19th February 1952.

(i) There should be strict enforcement and checking of operating procedures as laid down in the Company's Operating Instructions and more effective supervision over the flying habits of aircrews;

(ii) in selecting the aircrew for the operation of the night airmail service, it should be ensured that not only the Captain but also the co-pilots are of proved ability and possess long and mature experience of air transport flying;

(iii) the question of crew fatigue particularly on night services should be studied in consultation with experts on aeronautical medicine;

(iv) normally, for landings at night, the requirement to make a circuit or a partial circuit of the aerodrome should not be waived;

(v) every effort be made to accelerate the provision of high intensity runway and approach lighting at Nagpur, regarding which the committee noted, action had already been initiated by the Civil Aviation Department.

KHANDWA-HYDERABAD RAIL LINK.

*51. **Dr. P. S. Deshmukh:** (a) Will the Minister of Railways be pleased to state the position of the scheme for joining Khandwa with Hyderabad border via Akola?

(b) Is there any likelihood of this project being taken up for early consideration?

(c) Is it proposed to provide any amount in the Budget for 1952-53 for this project?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The project for a metre gauge connection between Khandwa and Hingoli has been examined piecemeal on more than one occasion in the past, but is now being re-surveyed as a whole by the Western Railway with the object of providing the Railway Ministry with an up-to-date appreciation.

(b) When the up-to-date survey reports and estimates are received, the project will be submitted to the Central Board of Transport for early consideration.

(c) No.

RAILWAY STATION AT AMRAVATI

*52. **Dr. P. S. Deshmukh:** (a) Will the Minister of Railways be pleased to state the amount provided for building the new railway station at Amravati (Amraoti) on the Central Region?

(b) Have Government considered the possibility of changing the site of the station from the present location to a site which would be more suitable?

(c) By what time is the new building expected to be completed?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) There is no proposal at present to construct a completely new Railway station at Amraoti, but an estimate amounting to almost Rs. 2 lakhs was sanctioned in November, 1951, for a number of works relating to additional amenities for passengers at this station.

(b) No.

(c) Work has been started on the additional amenities and is expected to be completed by about May 1953.

FALLOW LAND

*53. **Shri Balmiki:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total fallow land which was reclaimed in 1950-51;

(b) the estimate of such land to be reclaimed in the year 1952-53; and

(c) what steps are being taken by Government to develop fallow land?

The Minister of Food and Agriculture (Shri Kidwai): (a) 8,52,674 acres of cultivable fallow and waste lands.

(b) 3,43,300 acres according to information given by the various State Governments under the G. M. F. Programme. This does not include lands which would be reclaimed by private parties without Government assistance.

(c) The Central Government advances loans to State Governments for the purchase of tractors and equipment as part of their State Tractor Units or for advancing loans to private agriculturists for the purchase of such equipment. The Central Tractor Organisation of the Ministry of Food and Agriculture also undertakes reclamation of kans or forest lands on payment of charges which are calculated on a 'no-profit no-loss' basis. The State Governments on their part hire out the State tractors on a 'no-profit no-loss' basis or at a subsidized rate.

RISE IN PRICES OF FOODGRAINS IN BOMBAY ETC.

*54. **Shrimati Jayashri:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the prices of rationed foodgrains such as wheat and rice have gone up in Bombay, Poona and Ahmedabad since the beginning of April, 1952; and

(b) what steps Government intend to take to bring down the prices of these rationed food-grains?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes, in case of overseas wheat, milo and overseas and indigenous rice.

(b) Government are very much alive to the problem of high prices and have the question constantly under review.

DEATH OF RAILWAY WORKERS AT GORAKHPUR

*56. **Shri A. K. Gopalan:** Will the Minister of Railways be pleased to state:

(a) what action has been taken or is proposed to be taken against those persons who caused the death of two railway workers on 25th April, 1952 at Gorakhpur and inflicted injuries on twenty other railway workers; and

(b) what compensation will be given to those who have suffered as a consequence of the use of fire-arms?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) and (b). The regrettable incidents referred to arose as the result of action taken by the authorities of the State Government in discharge of their responsibilities for the maintenance of law and order. The questions, therefore, primarily concern the State Government. Incidentally one of the two persons who died was not a railway servant and the total number who sustained injuries was fifteen.

SHEDS FOR JHANSI RAILWAY STATION

*57. **Shri Dhulekar:** Will the Minister of Railways be pleased to state:

(a) whether Government sanctioned the construction of sheds on the platforms of the Jhansi Railway Station; and

(b) what is the reason for the delay in taking up the construction?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) and (b). The project for roofing the portions of platform at Jhansi, where trains are received, along with other passenger amenity works, has been programmed for 1953-54 and the question of delay, therefore, does not arise.

EASTERN ZONE (OFFICES)

*58. **Shri U. C. Patnaik:** (a) Will the Minister of Railways be pleased to state what is the total mileage of railway line of the Eastern Railway (re-grouped zone) passing respectively through the States of West Bengal, Orissa, Madras, Madhya Pradesh and Bihar?

(b) Where is the Head office of this Eastern Zone to be located and where are the Divisional Superintendents' offices to be located in each of the five States?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Route mileage of the Eastern Railway passing through different States is as under:

- (i) West Bengal, 1275 miles.
- (ii) Orissa, 837 miles.
- (iii) Madras, 251 miles.
- (iv) Madhya Pradesh, 1253 miles.
- (v) Bihar, 1824 miles.

(b) The Head Office is located at Calcutta. The headquarters of the