

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). Complete information in regard to the number of railway employees who opted for Pakistan either provisionally or finally and then returned to India is not available, as all the employees who so returned have not reported to Railway Administrations. Out of those who opted for Pakistan and came over to India, about 5,500 railway employees have applied for re-entertainment in service. Of these about 4,900 have been already taken back in service. The cases of others are either under consideration or have been considered and they have been found unsuitable for entertainment in Government service. Railway employees who opted for Pakistan finally or who failed to revise their provisional option for Pakistan within the due date have no claims for re-employment.

SINDRI MANURE

215. Shri Chinaria: Will the Minister of Food and Agriculture be pleased to state:

(a) how much of the Sindri manure was utilised in the production of foodgrains and what quantity was used for other than foodgrains crops during the period commencing from the start of the factory upto August, 1952;

(b) how much of commercial manures were imported from abroad during that period and what quantity of it was used in the production of foodgrains crops and how much for crops other than foodgrains; and

(c) what agencies were employed in the distribution of these manures?

The Minister of Food and Agriculture (Shri Kidwai): (a) Separate figures for fertilisers utilised for food and non-food crops are not maintained by States. The total quantity of Sindri Fertilisers used from 31st October 1951 to 31st August 1952 is reported to be about 27,000 tons so far.

(b) 1,84,500 tons of sulphate of ammonia. Out of this, according to the information obtained from the State Governments (excepting Madras, Bombay, Bihar, Mysore, Rajasthan and Madhya Bharat) a quantity of about 54,658 tons was used in the production of food and other crops.

(c) The Government of India make allocations to the State Governments from the Pool which consists of imported as well as indigenous material. The distribution within the State is arranged by the State Governments

either through Government Agencies such as Departmental godowns, Government seed and manure Depots of the Agriculture Department or through Co-operative Societies and private parties on commission basis. A note furnishing the information regarding the distribution arrangements for fertilisers in the various States, is placed on the Table of the House. [See Appendix III, annexure No. 48].

RAILWAY ACCIDENTS

216. Shri Jasani: (a) Will the Minister of Railways be pleased to state how many railway accidents have taken place during the six months ending with 30th October, 1952 and at what places?

(b) What are the reasons of these accidents and what was the amount of loss that occurred?

(c) What steps have so far been taken by Government to compensate the loss of those who suffered?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Seven serious accidents, i.e. accidents to trains carrying passengers attended with loss of human life or grievous hurt or damage to Railway property to the value of approximately Rs. 20,600/- or over in each case. The different locations at which these accidents took place are:—

Railway	Section or Station
Northern:	(i) Between Palana and Bikaner.
	(ii) Between Indargarh and Lakheri.
	(iii) At Raja Ka Sahaspur.
North Eastern:	(i) Between Kidhdapur and Indara Junction.
	(ii) At Bareilly.
Central:	(i) At Kalyan.
	(ii) Between Himayatnagar and Sahasrakunda.

(b) The causes, in general terms, of these accidents are as follows:—

Cause.	Number of accidents.
(i) Failure of Railway Staff.	3
(ii) Failure of Mechanical equipment.	2
(iii) Track having been tampered with by some person or persons unknown.	1
(iv) Fire due to lightning striking overhead Electric Traction wires.	1