

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, to cope with the rush of traffic.

(b) 23.

(c) The information is given below:—

Period during which Special trains were run	Stations from which they were run	Stations to which they were run	Total number of special trains run
18-1-55 to 20-1-55	Bezwada Mettupalaiyam Calicut Bombay.	Madras Central	4
18-1-55 to 21-1-55	Calicut Coimbatore Nagpur Lucknow Howrah	Avadi	6
19-1-55 to 20-1-55	Bangalore City	Rayapuram	2
19-1-55 to 22-1-55	Tinnevely Trichinopoly Mayavaram	Madras Egmore	10
20-1-55	Guntakal	Madras Beach	1
TOTAL			23

(d) Yes.

(e) 97.

Vanaspati

264. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state the quantity and value of *Vanaspati* produced so far during 1954-55?

The Minister of Food and Agriculture (Shri A. P. Jain): The total production of *vanaspati* during the period April, 1954 to January, 1955 amounted to 1,84,958 tons. There is no control on price of *vanaspati*. Exact information about the value of *vanaspati* produced is, therefore, not available. The average wholesale selling price of *vanaspati* in the month of April, 1954 at Bombay, Madras, Delhi and Calcutta was reported to be Rs. 1968/-, 1927/- 1984/ and 2037/- per ton respectively as against Rs. 1364/-, 1445/-, 1464/- and 1480/- per ton respectively in the month of January, 1955.

DETENTION OF TRAINS

265. Th. Jugal Kishore Sinha: Will the Minister of Railways be pleased to state:

(a) the reasons for detention of 351 Up train at Samastipur on the 1st January, 1955; and

(b) whether the train was detained for more than two hours?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). On 1-1-55, No. 351 Up Sema Maria Ghat-Paleza Ghat Passenger train arrived Samastipur thirty minutes late and left one hour and thirtynine minutes late, as an extra second class coach, which had to be taken out of another rake was attached to it there for accommodating some passengers who had arrived by 493 Up Mansi-Samastipur Passenger train for onward journey.

Ghat SERVICES

266. Th. Jugal Kishore Sinha: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that for some years past the Palezghat which used to be shifted to positions opposite to the Mahendrughat has become for some time stationary thus causing inconvenience to passengers; and

(b) if so, the reasons therefor?