

Vegetables

1760. **Shri Bhabuti Mishra:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have developed any varieties of vegetables which can resist disease; and

(b) if so, how far these vegetables can be made available for consumption by general public

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Work for evolving high-yielding and disease-resistant varieties of vegetables is in progress at the I.A.R.I., New Delhi, and in the States of Punjab, U.P., Andhra Pradesh, Bombay, West Bengal and Jammu and Kashmir, but so far no disease resistant varieties have been evolved.

(b) Does not arise.

Reversion of Officiating Accounts Stock Verifiers

1770. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Central Railway have recently reverted certain unqualified officiating Accounts Stock Verifiers as Clerks Class II;

(b) if so, the number of such reverted persons; and

(c) the number of years they have served as officiating Accounts Stock Verifiers?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes. Due to paucity of qualified Stock Verifiers some of the unqualified Clerks Grade II were promoted temporarily on the condition that they would be replaced by qualified Stock Verifiers as and when the latter become available. As qualified Stock Verifiers have since become available, the unqualified staff were reverted.

(b) 21.

(c) Varying between 1 year and 3 months to 4 years and 4 months.

Parcel Express from Arakonam to Bombay

1771. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether the Railways have stopped the running of 'Parcel Express' from Arakonam to Bombay;

(b) if so, the reasons therefor; and

(c) whether the Mango Exporters Association have represented to Government against this step?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). The reference is presumably to the daily coaching special (Parcel-cum-Goods mixed) run from Arakonam to Raichur during 1957, when one of the scheduled Goods trains running from Arakonam to Raichur was nominated as coaching special and apart from clearing mango traffic booked at coaching rates, through loads booked at goods rates were also cleared to the extent room was available by these trains.

The service provided by the coaching special was not, however, satisfactory, as the transit time was unduly heavy between Arakonam and Raichur and difficulty was experienced in repacking the mango vans and despatching the consignments onwards from Raichur without delay. During this year, the coaching special was not introduced but satisfactory alternative arrangements were, however, made by fixing quotas for the various stations for the clearance of mango traffic.

(c) Representations were received for the abolition of all quotas for booking of mangoes. Revised arrangements were, therefore, made with effect from 27th June, 1958. Under this system, all stations were permitted to book mango traffic freely on nominated days. Much larger volume of mango traffic had been cleared both in wagon loads and in 'Smalls' during the mango season in 1958 as compared with that