

Railway Police no doubt made them get down, it appears that when the train was re-started, some persons had again managed to climb on to the roof of some of the coaches, without the knowledge of the railway staff.

(b) No information could be available as to the number of persons who actually got on to the roofs of the coaches.

(c) The train No. 12 Up Kumaon Express runs between Kathgodam and Agra Fort and is scheduled to run-non-stop between Hathras City and Mathura Stations.

Watermen on Western Railway

2398. **Shri M. B. Thakore:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the following stations of the Western Railway, the Watermen are not supplied mugs, washing soda and other facilities so that they may provide pure water in neat and clean water pots:

1. Reengus;
2. Rewari;
3. Bandikui;
4. Palanpur;
5. Jaipur;
6. Amargarh;
7. Kotah;
8. Deodar;
9. Bhiladi;
10. Bhabhar;
11. Deesa; and
12. Dhasa; and

(b) if so, what steps are being taken by Government to remove this difficulty?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). At all the stations referred to, watermen have been provided with adequate number of mugs or lotas with handle and/or tumblers for supply of clean and pure water to passengers.

Washing soda is not used for cleaning of drinking water receptacles. Cleaning is done with coal ash, sand or soap, and then with fresh water.

Receptacles used for storing drinking water are also required to be kept clean and well covered.

मध्य प्रदेश में जल संभरण योजनाएँ

२३९९. **श्री जांगड़े :** क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५९-६० में मध्य प्रदेश के शहरी क्षेत्रों के लिये राष्ट्रीय जल संभरण तथा सफाई कार्यक्रम के अन्तर्गत कितनी घन राशि नियत की गई; और

(ख) १९६०-६१ में कितनी घन राशि नियत की जायेगी ?

स्वास्थ्य मंत्री (श्री करमरकर) :

(क) ५९.१८ लाख रुपये ।

(ख) १२०.०० लाख रुपये की एक राशि अस्थायी रूप से नियत कर दी गई है ।

Discontinuance of Dining Car on S.E. Railway Trains

2400. **Maharajkumar Vijaya Anand:** Will the Minister of Railways be pleased to state whether it has been brought to the notice of Government that by the discontinuance of the Additional Superintendent of Police Dining Car in the trains on the South Eastern Railway, between Howrah and Waltair line specially, passengers are put to great hardship?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The only dining car service which was withdrawn on the South Eastern Railway was between Howrah and Waltair by the Howrah-Madras Mails with effect from 4-1-1960 in order to relieve overcrowding in III class. This service has been partially restored between Howrah and Cuttack from 1-7-1960 and there is no room for the dining car being continued on these trains between Cuttack and Waltair.

The South Eastern Railway have been instructed to strengthen the static catering establishments between Cuttack and Waltair so as to provide satisfactory catering arrangements for passengers.

Allotment of Wagons

2402. { Shri Bholanath Biswas:
Shri P. G. Sen:

Will the Minister of Railways be pleased to state:

(a) why the policy of free indent of wagons for movement of stone ex-Pakur was reverted to that of allotment of restricted supply of 125 wagons per day when the average supply per day during the free indent period from August, 1958 to March, 1959 came to 89.3 wagons; and

(b) whether it is a fact that this arrangement is only mean for Pakur and not for any other nearby Stations with stone traffic e.g. at Kotalpukur, Barharwa, Bakudi Tinpahar, Taljhari, Maharajpur and Mirzachouki where free indent and supply policy is being enforced?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) There has been no change in the policy regarding acceptance of indents and supply of wagons at Pakur, as loading of stone from Pakur has all along been governed by a quota limitation. The quota has now been raised to 135 wagons per day. Attempts are always made to supply as many wagons as possible depending on the availability of wagons.

Indents for items 'A' to 'D' traffic under Preferential Traffic Schedule were accepted freely, before, during and after the period referred to. For traffic under 'E', the plot capacity of the indenter was only taken into consideration in accepting indents.

(b) Yes. It is only at Pakur that item 'E' indents are limited to the plot capacity of the indentors and supplies are made in accordance with

a daily quota unlike at other stations where demands for movement of stone are less.

Sugar Factories

2403. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to lay a statement on the Table showing:

(a) the number of co-operative and private sugar factories State-wise in 1959-60 season;

(b) the quantity of sugar-cane crushed in 1959-60 season in various factories, with a break-up of each State and Union Territory; and

(c) the percentage of recovery?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). A statement giving the required information is laid on the Table. [See Appendix III, annexure No. 137].

(c) The All India recovery of sugar upto 22nd August, 1960 is 9.92 per cent.

Crop Competitions

2404. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any crop competitions were held for the principal food and cash crops in the 1959-60 season; and

(b) what was the yield recorded in the various States per acre?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). There were two crop competition schemes in force during 1959-60 viz. (i) Community Awards for increasing agricultural production and (ii) crop competitions on individual crops among individual cultivators. Under the former scheme, each State and district which raised the total food production during kharif and rabi seasons by 15 per cent or more over the average production of the preceding three years are entitled to an award of Rs. 50,000 and Rs. 10,000 respectively. These awards are linked