

operation and the Planning Commission visited Madhya Pradesh from 1st to 5th June, 1963 to review the agricultural production programmes for 1963-64 in consultation with the State Government. The Team also visited selected areas from the village to district level in the Haisen district from 1st to 3rd June, 1963. This was followed by discussions at technical and officials levels as also at Minister's level at Bhopal.

(b) A statement highlighting the important findings and suggestions of the Central Team which visited Madhya Pradesh is laid on the Table of the House. [Placed in Library. See No. LT-1574[63].

#### Hybrid Jowar

**976. Shri Raghunath Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Hybrid Jowar has been developed in Agriculture College of Nagpur; and

(b) if so, whether experiment has proved to be a success?

**The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh):** (a) Yes.

(b) Results of the preliminary trials of summer 1963, are reported to be encouraging, 50 to 60 per cent higher yield having been obtained from the hybrids as compared to the local varieties of jowar.

#### Allahabad Passenger and Sealdah Express

**977. Shri D. D. Puri:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware that of late two important trains on the Northern Railway, namely 351-Up Ambala-Allahabad Passenger and 51-Down Sealdah-Pathankot Express via Lucknow are almost perpetually running late by several hours thus causing inconvenience to the travelling public;

(b) if so, the reasons for their late running; and

(c) the steps taken by the administration to ensure running of these trains to scheduled timings?

**The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):** (a) and (b). There has been some setback in the punctuality performance of 351-Up Allahabad-Ambala Passenger and 51-Up Sealdah-Pathankot Express due to the following unavoidable causes:

(i) Heavy incidence of alarm chain pulling due to marriage and summer rush of traffic.

(ii) Loading/unloading of fresh fruit and other perishable traffic during the season.

(iii) Imposition of a large number of engineering restrictions due to heavy rains, particularly on the newly laid track.

(iv) Signal and control failures due to the impact of first monsoon on the new engineering and signalling installations.

(c) The need for punctual running of these trains is receiving the close and constant attention of the Railway Administrations. Periodical punctuality drives have been launched to improve performance of these trains. Now that the fresh fruit, marriage and summer rush season is almost over, the punctuality of these trains is expected to improve.

Apart from the punctuality drives the measures proposed include provision of tokenless block instrument on the saturated single line Bareilly-Moradabad section, doubling of Varanasi-Zafarabad and Moradabad-Saharanpur sections, and breaking up of 351-UP/352-Dn Allahabad-Ambala Passengers into two separate services, one between Allahabad and Saharanpur and the other between Saharanpur and Ambala with effect from 1st October, 1963.