

WAGONS FOR SUPPLY OF COAL TO NAGPUR

*971. SHRI B. D. KHOBARAGADE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that wagons in adequate number were not supplied in July, 1962 for transport of coal to Nagpur;

(b) if so, what are the reasons for the short supply; and

(c) what steps are being taken to ensure steady and increased supply of wagons for transport of coal to Nagpur?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) to (c) Coal to Nagpur generally moves from the Pench Valley Collieries. During July, the loading of wagons could not come up fully upto the bulk allotment made by the Coal Controller as some of the Collieries did not place indents upto the extent of the orders booked by them due to shortfall in production. Government are taking all possible steps to increase the production from the outlying coalfields and efforts will be made to meet the essential requirements of the industries including those at Nagpur from other areas, to the extent possible.

COMBINED SENIORITY IN DELHI HOSPITALS

*972. SHRI R. N. KAKATI: Will the Minister of HEALTH be pleased to state:

(a) whether the seniority of the staff in the Maulana Azad Medical College, Irwin Hospital and in the Office of the Superintendent Medical Services is combined.

(b) if so, how many out of turn promotions have been made in the year 1961 and so far in 1962 and the reasons therefor; and

(c) whether the short term vacancies are filled according to the seniority and if not, the reasons therefor?

THE MINISTER OF HEALTH (DR. SUSHILA NAYAR): (a) to (c) A statement is laid on the Table of the Sabha.

STATEMENT

(a) Yes.

(b) In 1961 an *ad hoc* appointment to the post of Accountant was made; one of the two persons senior to the appointed person was not considered suitable and the other one declined to be appointed against that post. As regards 1962, one promotion was made resulting in supersession as the candidate superseded was not considered fit for promotion by the Departmental Promotion Committee.

(c) Short-term vacancies i.e., leave vacancies are filled from amongst the employees working in the institution where a vacancy arises. This is done in the interest of smooth working and to avoid dislocation of work for short periods.

†BUILDING OF ROAD OVERBRIDGES OVER IMPORTANT RAILWAY CROSSINGS IN COAL-BELT AREAS

*880. SHRI SURJIT SINGH ATWAL: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that Government propose to build road overbridges over important railway level crossings in coal-belt areas in the States of West Bengal and Bihar; and

(b) if so, when is the scheme likely to be started?

THE MINISTER OF SHIPPING IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) The preliminary

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scheme drawn up for the improvement/development of roads to facilitate movement of coal from the Raniganj and Jharia coalfields to Calcutta side, provides for the construction of 16 overbridges over railway level crossings on National Highway No. 2.

(b) The question as to how best the scheme can be implemented is under examination.

†PRODUCTION OF CARDAMOMS

*936. SHRI B. P. BASAPPA SHETTY: Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) the total annual production of cardamoms in India; and

(b) whether there is any proposal to develop this industry and if so, what is the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI RAM SUBHAG SINGH):

(a) The total production of cardamom in India at the end of Second Five Year Plan was estimated at 3,153 tons.

(b) Yes. A sum of Rs. 15 lakhs has been earmarked for the development of cardamom during the Third Five Year Plan period and a target of 11,200 additional acres has been fixed. Development schemes have already been taken up in the States of Kerala, Mysore and West Bengal. A development scheme has also been sanctioned in Madras State.

"I.A.C. CALLOUSNESS"

1155. SHRI KRISHNA CHANDRA: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether his attention has been drawn to a letter to the Editor published on page 7 in the "Hindustan

Times" of New Delhi of June 27, 1962 written by a sufferer under the heading "I.A.C. Callousness";

(b) if so, what are the facts in this regard; and

(c) whether any enquiry has been made and if so, the result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI B. BHAGAVATI): (a) Yes, Sir.

(b) and (c) The Indian Airlines Corporation flight IC-210 on the route Delhi/Agra/Banaras/Calcutta was scheduled to leave Palam at 16.00 hours. This flight is operated with F-27 aircraft arriving from Calcutta. On the 18th July, 1962, the aircraft VT-DMD (F-27) arrived at Palam one hour behind schedule i.e., at 16.25 hours. On arrival it was reported that the 'Port Cabin Compressor failure warning light came ON after landing'. The aircraft engines were run up to check up whether the Compressors were building the pressure. On run up it was observed that the Compressor was building the necessary pressure, but the pressure failure warning lights were staying 'ON'. The engines were shut down to check whether the pressure drops. The pressure was observed to be coming down after 15 minutes. The engines had to be given another run to build pressure again to locate the leaks. The leaks were traced to Port Inner Brake Unit. The Corporation have reported that this investigation took 1½ hours and it was at 18.00 hours that it was decided that a Viscount would have to be detailed to operate the service. Detailing of a Viscount in place of Friendship involves ensuring that the Pilots are appropriately licensed on Viscounts and calling on additional air-hostess from her residence. In view of Transit Flights at Agra and Banaras, a Flight Engineer had to be detailed, who had to be picked up from his residence. In view of these reasons, a Viscount could only be offered after ascertain-

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