

Chowkidars in the Civil Aviation Department have been placed in the following three categories:—

- (i) *Continuous Duty*, that is, those who are employed on shift duties at important points on the aerodromes in connection with aircraft operations and where work is strenuous. Hours of work—54  
Period of rest— one day off in a week.
- (ii) *Intermittent Duty*, that is those who are employed at less important points at aerodromes where their duty is not very strenuous. Hours of work—75  
Period of rest— one day off in a fortnight.
- (iii) *Casual Duty*, that is, those who are employed at minor aerodromes, vacant buildings, communication stations, etc., where they are generally provided with family accommodations at the premises. The watch and ward work at these places does not consist of more than being present on the premises and does not involve any strain. Hours of work—no fixed hours.  
Period of rest—no off.

(b) and (c). The duty hours of Chowkidars in the Civil Aviation Department were fixed after careful examination of the practice obtaining in other Government Departments and no change in their duties is contemplated in the near future.

#### Staff Quarters at Aerodromes in Tripura and Assam

1917. { Shri Muhammed Elias:  
Shrimati Renu Chakravarty:

Will the Minister of Transport and Communications be pleased to state:

(a) what is the position regarding the construction of staff quarters at aerodromes in Tripura and Assam except those at Agartala and Gauhati;

(b) which are the aerodromes in these areas where the construction of staff quarters has started and the numbers of quarters completed, and

(c) the aerodromes where work has not started at all?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c) A statement giving the requisite information is laid on the table of the House. [See Appendix IV, annexure No. 82.]

#### Service Code and Recruitment Rules of Civil Aviation Department

1918. { Shri Muhammed Elias:  
Shrimati Renu Chakravarty:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the Service Code and Recruitment Rules of Civil Aviation Department have been finalised;

(b) if not, when it can be expected to be finalised; and

(c) reasons for the delay?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c) The Recruitment Rules for various gazetted and non-gazetted services of the Civil Aviation Department are in the final draft stage. These will shortly be introduced after the process of consultation with the Union Public Service Commission has been completed. The Recruitment Rules have heretofore existed in the form of several executive orders and administrative instructions issued by the Government from time to time and are now being codified in the form of Recruitment Rules

#### Passenger Amenities

1919. { Shri H. N. Mukerjee:  
Shri Muhammed Elias:  
Shri Prabhat Kar:

Will the Minister of Railways be pleased to state:

(a) whether funds provided for passenger amenities on the different

railway systems have been allowed to lapse during 1956-57 and 1957-58, and

(b) if so, to what extent?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) During 1956-57 and 1957-58, there was an overall excess of Rs 12.06 lakhs and Rs 55.66 lakhs respectively over the provision made for all Railways together. Against this provision, the expenditure incurred on certain Railways, viz, North Eastern Southern and South Eastern Railways during 1956-57, and South Eastern Railway during 1957-58, was slightly less.

(b) For 1956-57 the expenditure was lower to the extent of Rs. 2.20 lakhs on the North Eastern Railway, Rs 1.32 lakhs on the Southern Railway and Rs 2.79 lakhs on the South Eastern Railway which together constituted about 5 per cent of the provision made while in 1957-58 it was only on the South Eastern Railway that an amount of Rs 22 thousand remained unutilised.

#### Thefts on Goods Wagons

1920 { Shri H N Mukerjee:  
Shri Tangamani:

Will the Minister of Railways be pleased to state

(a) whether it is a fact that a band of gangsters regularly break open goods wagons on Agatpara Rail siding in Eastern Railway,

(b) whether it is a fact that people helped the Railway authorities in apprehending some members of the gang on the 27th October, 1958,

(c) what is the fate of the public who help to arrest such dacoits, and

(d) whether Government propose to take firm action in the matter?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b) Yes.

(c) One Kartic Ch Chakravorty who gave information to police was later threatened with assault by some miscreants. A police picket was posted in the area, where he resides, for his safety. Shri Chakravorty has also filed a complaint in the court against those who had threatened him earlier.

(d) The State Police authorities are taking action to liquidate the gang. A case under section 11 of West Bengal Security Act has been sent to court against 10 members of the gang. Five of them have already been arrested.

#### Air Accidents

1921 Shri Tangamani: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 995 on the 3rd December, 1957 and state

(a) what steps have been taken to replace the aircrafts damaged due to such accidents, and

(b) the result of the experience of preventive measures taken towards minimising accidents?

The Deputy Minister of Civil Aviation (Shri Mohiuddin) (a) Of the six aircraft involved in the accidents, three were repaired and put back into commission. One aircraft was built up by the Corporation around a bare shell available with them. The larger question of replacement of Dakotas is also under consideration.

(b) No statistics can naturally be provided to show how many accidents have been prevented but the number of accidents per 100 million passenger miles flown on India's domestic scheduled services have progressively decreased since 1955 as would appear from the figures given below --

Year	Accidents per 100 million passenger miles
1955	2.82
1956	2.01
1957	0.83