

(c) the number out of them which are rail-cwm-road bridges; and

(d) the names of the bridges built at the heaviest cost?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d) The number of bridges with a length of one kilometre or more over major rivers is 25. Of these 7 were constructed after 1950. 5 of these are rail-CMm-oad bridges. Godavari rail-cwn-road bridge near Rajamundry on Vijayawada—Waltair nection of South Central Railway has so far the highest cost. It was commissioned in 1974 at a cost of Rs. 10.43 crores approximately.

**Selection of Class IV employees in the N. F. Railway**

1758. PROF. AJIT KUMAR SHARMA: Will the Minister of RAILWAYS be pleased to state;

(a) whether an interview for the selection of persons for appointment to Class IV posts was held by the North-east Frontier Railway in 1975-76;

(b) whether it is a fact that an agreement made by the North east Frontier Railway with the Assam Government provides that in recruiting class IV staff 50 per cent of the posts would be filled up through the Employment Exchanges in the State;

(c) whether the interview and appointments made in 1975-76 were in accordance with above agreement;

(d) whether it is a fact that the North east Frontier Railway has attempted to recruit class IV employees in violation of the above agreement; and

fe> whether Government propose to recruit all class IV railway employees through the Employment Exchanges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS<sup>J</sup> (SHRI SHEO NARAIN): (a) to (d) Appointments to Class IV posts on N.F. Railway are made 50 per cent by selection from candidates recommended by the Employment Exchanges and 50 per cent from amongst the serving casual labour after due screening. Screening for the purpose was also held in 1975-76. The above formula for recruitment is being followed in general.

(e) No.

**Late running of trains in the Assam section of the N. F. Railway**

1759. PROF. AJIT KUMAR SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that of late the trains in the Assam section of the North east Frontier Railway have generally been running late;

(b) if so, what are the reasons therefor; and

(c) whether Government have taken any steps to ensure punctuality in running of trains in this section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) Punctuality performance of trains in Assam area served by Ali-purduar, Lumding and Tinsukia Divisions of North east Frontier Railway has been satisfactory except Mail/Express trains in Alipurduar Division which has been affected on account of public/staff agitations, accidents, breaches and engine failure, etc.

(c) A special punctuality drive has been instituted since 1-6-78 and the running of trains is being watched closely at all levels. Avoidable detentions are taken up immediately and remedial/punitive action taken to improve the running of trains.