

(a) whether it is a fact that several hundred bags of foreign wheat have been found falling short in standard weight at Gwalior Station; and

(b) if so, what is the reason and what action is being taken to remove the defect?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI A. M. THOMAS): (a) Some small shortage in transit is inevitable when foodgrains move from one place to another. No abnormal shortage in the bags of wheat received at Gwalior has so far been noticed.

(b) Does not arise.

FIXATION OF MAXIMUM PRICES OF FOODGRAINS

*302. SHRI SITARAM JAIPURIA: Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) whether there is any proposal under Government's consideration to fix the maximum prices of wheat and rice in the country; and

(b) if so, the details of the proposal and by what time it will be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI A. M. THOMAS): (a) Yes, Sir.

(b) These details have not yet been worked out.

विमान दुर्घटनाएँ

*३०५. श्री गिरराज किशोर कपूर : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में प्रति वर्ष कितने कितने असेनिक विमान (१) नष्ट हुए और (२) क्षतिग्रस्त हुए ;

(ख) उपरोक्त भाग (क) में उल्लिखित दुर्घटनाओं में से प्रत्येक दुर्घटना में (१)

कितने कितने व्यक्ति मरे और (२) कितना कितना आर्थिक नुकसान हुआ ; और

(ग) ऐसी दुर्घटनाओं को रोकने के लिये क्या विशेष कदम उठाये गये ?

†[AIR ACCIDENTS

*305. SHRI G. K. KAPOOR: Will the Minister of TRANSPORT be pleased to state:

(a) the number of civil aircraft (i) destroyed and (ii) damaged each year during the last three years;

(b) the number of persons who died and (ii) the extent of financial loss sustained in each of the accidents referred to in part (a) above; and

(c) what special steps were taken to prevent such accidents?]

परिवहन मंत्रालय में उपमंत्री (श्री अहमद मोहिउद्दीन) : (क) से (ग) सभा की मेज पर एक स्टेटमेंट पेश कर रहा हूँ।

विवरण

(क) १९६१, १९६२ और १९६३ में ५१ भारतीय सिविल हवाई जहाजों के (जिनमें ८ ग्लाइडर भी शामिल हैं) बड़े हादसे हुए। उनकी तादाद नीचे दी जाती है :—

साल	वर्बाद हुए	नुकसान	
		बड़ा	सामूली कुल
१९६१	१ १६ (†४ जोड़िये)	—	२१
१९६२	३ १२ (†२ जोड़िये)	१	१८
१९६३	५ ५ (†२ जोड़िये)	—	१२

† [] English translation.

†बैकट में दी गई तादाद ग्लाइडरों की है।

(ख) इन हादसों में २५ एयरक्रू, इजेक्शन क्रू के दस लोग और ४२ मुसाफिर फीत हुए ।

इस दौरान में हवाई जहाजों के हादसात की वजह से इन्डियन एयर लाइन्स कारपोरेशन को ७,५८,००० रुपये का घाटा हुआ । प्राइवेट पार्टियों के हवाई जहाजों के बारे में नुकसान की इतिला अभी मौजूद नहीं है ।

(ग) भारत और दूसरे मुसालिफ हवाई जहाजों के हादसों की जांच की रिपोर्टों पर गौर किया जाता है और जांच आफिसर की सिफारिशों की जांच करके जहां तक मुमकिन होता है उन्हें लागू किया जाता है ।

हवाई जहाजों को ठीक तरह से चलाने के लिये आसमान और जमीन पर नई मशीनों का इस्तेमाल किया जाता है और इस मामले में लगातार तरक्की की जा रही है ।

एयर लाइनों, एयर ट्रेफिक के आदमियों, पाइलटों, एयर ट्रेफिक कंट्रोल आफसरों वगैरह को काफी एहतिवात से चुनाव करने के बाद नौकरी पर रखा जाता है और उन्हें ट्रेनिंग और रिक्रेशर कोर्स भी दिया जाता है ।

एयर सेफ्टी लिटरेचर भी तत्समीम किया जाता है ।

†[THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT (SHRI AHMED MOHIUDDIN): (a) to (c) I lay on the Table of the Sabha a statement giving the requisite information.

†[] English translation.

STATEMENT

(a) During the years 1961, 1962 and 1963, 51 Indian civil aircraft (including 8 gliders) were involved in major accidents as under:—

Year	Destroyed	Damaged Substantially	Minor	Total
1961 .	1	16 (plus 4*)	..	21
1962 .	3	12 (plus 2*)	1	18
1963 .	5	5 (plus 2*)	..	12
			TOTAL	51

*Figures in brackets represent gliders.

(b) 25 air crew, 10 members of ejection crew and 42 passengers were killed in these accidents.

The IAC suffered a net financial loss of Rs. 7,58,000 as a result of notifiable accidents to their aircraft during this period. Similar information in respect of accidents to aircraft of other parties is not readily available.

(c) The investigation reports of aircraft accidents in India and abroad are studied and the recommendations of the Investigating Officers are examined and implemented as far as practicable.

Continuous improvements are being effected by the introduction of modern equipment in the air as well as on the ground to ensure safe navigation of aircraft.

To keep up high standards of air-line and air traffic personnel, Pilots, Air Traffic Control Officers, etc., are appointed after careful selection and are given training and refresher courses, from time to time.

Air safety literature is circulated to educate all concerned.]

REORGANISATION OF RAILWAY ZONES

*306. SHRI MULKA GOVINDA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) Whether Government have recently received any representation for reorganisation of the Railway Zones; and

(b) if so, what action has been taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) Yes, Sir.

(b) The matter is under constant review on the basis of the operational and administrative needs of Railways.

RAILWAY LEVEL CROSSING AT HARDWAR

*307. SHRI N. PATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a gate has been set up at the level-crossing connecting the by-pass at the Shivalik hill ridge at Hardwar; and

(b) if so, by when the said gate will be opened for vehicular traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b) The level crossing which is being

provided for the by-pass at the Shivalik hill ridge on Hardwar-Raiwala Section is located in the middle of a sharp reverse curve and also on a very steep gradient of 1 in 75. As such it is considered necessary to provide gate signals and interlock the gates with the signals to ensure safety of both road and rail traffic before opening the level crossing. It is also proposed to instal warning bells. It is expected that these safety measures will be completed and the level crossing opened to traffic by April 1965.

RAILWAY EMPLOYEES WORKING IN TUGHLAKABAD LOCO-SHED

*308. SHRI P. L. KUREEL URF TALIB: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some employees working in Tughlakabad Railway Loco-shed, New Delhi were involved in accidents in November, 1963 and if so, what is the number of such employees;

(b) whether it is a fact that those employees were paid full salaries for one month but now they are paid half-month salaries;

(c) if so what are the reasons for paying half-month salaries; and

(d) what are the rules in operation for payment of salaries to Railway employees who were involved in accidents while they are on duty?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) Only one employee working in the Tughlakabad Loco-shed met with an accident in November, 1963.

(b) The period from 13-11-63 to 10-4-1964 involved in this case has been treated as hospital leave on full pay.