

(b) if so, why;

(c) whether by the frequent change any channel particularly the post of Weighman Inspector which was from these line staff has been barred for them;

(d) is it not a fact that this post is directly linked with the regular work of Commercial Staff;

(e) if so, while closing this channel for them it has been opened for others who are not connected with this nature of job; and

(f) is it proposed to rectify the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (f). The avenue chart was first revised in March 1965 and thereafter in August 1977 in consultation with organised labour. According to the avenue chart of 1965, Head Weigh clerks in grade Rs. 425-640 had avenue of promotion to posts of Weighment Inspector in the same grade along with Coal Tracers in grade Rs. 330-560. Subsequently three additional posts of Chief Weigh Clerk in grade Rs. 455-700 were made available in the cadre of Weigh Bridge Clerks. After the restructuring of the cadre while a number of posts of Weigh Bridge Clerks were available, no posts in higher grade were available for Coal Tracers. There were a number of representations for betterment of avenue of promotion of Coal Tracers. Besides, because Head Weigh Clerks are in a higher grade, they were in an advantageous position for being posted as Weighment Inspector. Considering all these aspects the avenue chart was revised to exclude Head Weigh Clerks Rs. 425-640 from the channel of promotion of Weighment Inspectors in the same grade. This decision has been taken in consultation with the recognised Unions.

Re-girdering work of Mahanadi Bridge at Cuttack

6460. SHRI PABITRA MOHAN PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the date (roughly month and year) when the re-girdering-work in the Mahanadi Bridge at Cuttack (Orissa) began;

(b) the number of re-girdering done upto now;

(c) the number of re-girdering yet to be done;

(d) the time (month and year) when re-girdering will be completed; and

(e) whether the re-girdering work is impeded because of the delay in supplying the accessories for the work, if so the name or names of the firms or companies who are the supply contractors?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) In January, 1976.

(b) Out of a total of 64 spans, regirdering of 44 spans has been completed upto now.

(c) Regirdering of 20 spans remains yet to be done.

(d) The regirdering work is expected to be completed by the end of December, 1980.

(e) There has been some impediment to the completion of the regirdering work due to delay in the supply of new girders by M/s. Braithwaite, Burn & Jessop Co., Calcutta.

Cancellation of Puri-Tirupati Express

6461. SHRI PABITRA MOHAN PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware of the cancellation of the Puri-Tirupati Express service from November last without proper notification;