

against regular vacancies from time to time subject to the availability of the posts and rules governing such absorption.

### Divisional Personnel Officers

1416. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) the Divisions on the Northern Railway in which the posts of Divisional Personnel Officers have been upgraded to that of Senior Divisional Personnel Officers;

(b) the Divisions in which these incumbents have not so far been posted and the Divisional Personnel Officers who were not selected are continuing;

(c) the reasons for not posting the selected personnel against these posts of Senior Divisional Personnel Officers now that the initial Indian Railway Personnel Service has been constituted; and

(d) how long it will take to put in position the Senior Division Personnel Officers from the selected Lists in all the Divisions where such posts have been sanctioned?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The posts of Divisional Personnel Officers have been upgraded to Senior Divisional Personnel Officers' grade in the following Divisions:

Allahabad, Delhi, Lucknow, Moradabad, Ferozpur, Bikaner and Jodhpur.

(b) Of these 7 upgraded posts, only two in Lucknow and Ferozpur Divisions are being operated in Senior Divisional Personnel Officers' Grade.

(c) Officers in the Indian Railways Personnel Service are not yet eligible for promotion in terms of Recruitment Rules framed in consultation with the UPSC.

(d) The next panel for this grade in the Indian Railway Personnel Service is expected to be formed in 1981.

### Terrorism in Calcutta Port Area

1417. SHRI K.P. SINGH DEO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the News item appearing

in Statesman dated the 20th August, 1980 that as a result of the terrorism of the Union Dadas, wagons are not loaded and rakes reach their destination half empty;

(b) whether it is also a fact that the gangsters freely loot the wagons to use the components as scrap and at present 3,500 wagons have been disabled by such 'Dadas' in the Calcutta Port area and the railways have refused to carry any more goods barring in a most essential case within port area;

(c) if so, what are the facts of the case and what loss is incurred by the Railways on this account every year; and

(d) what steps have been taken to put an end to this?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) and (c). It is not a fact that 3,500 wagons have been disabled by the Union 'Dadas'. However, there have been spurt of thefts of wagons parts in the Port Trust Railway System, which is spread over a large area. As a result of this, the wagon balance in the port rose to 3,225 in July, 1980 including 1,625 damaged wagons. The high wagon balance was mainly to increase in the percentage of damaged wagons, inadequate supply of spares, limited capacity for repairing damaged wagons, pilferage of wagon parts from the port area etc. In view of the high wagon balance, Railways imposed partial restrictions on movement of wagons to Port. Due to the various remedial steps taken the position has since improved considerably and the balance of damaged wagons has also been reduced to 524. The total wagon balance has also reduced to about 1,900.

Loss incurred by the Railways on account of hold-up of wagons in the Port cannot be quantified.

(d) Several remedial steps including patrolling, deployment of additional contingent of armed constables etc. have been taken to avoid incidences of thefts in the Port area.

It has also been decided to hand-over the railway yards to the Central Industrial Security Force.

About 1000 sick wagons have been withdrawn by railways during the last 3½ months for servicing in the railway workshops and depots.