

the amount suffered by Railways due to loss of tarpaulins is Rs. 4,47,000 approximately.

(c) No. Such cells exist on all Zonal Railways except on N.F. Railway, where commodities like foodgrains, fertilisers and cement are loaded in covered wagons.

Categories of Commercial Inspectors

9131. Shri RAMESHWAR NEEKHRA: Will the Minister of RAILWAYS be pleased to state :

(a) various categories of Commercial Inspectors on Indian Railways, with grade and scale ; and

(b) which grade of Inspectors fall under the category of Supervisor staff quoting relevant authority of Labour Act Rules on yard stick ?

MINISTER OF RAILWAYS (SARI A.B. A. GHANI KHAN CHOUDHURY) : (a) Commercial Inspectors on the Railways are available with the following grades and scales of pay :—

Commercial Inspectors (Grade I)	Rs. 840-1040/Rs. 700-900
Commercial Inspectors (Grade II)	Rs. 550-750
Commercial Inspectors (Grade III)	Rs. 455-700
Commercial Inspectors (Grade IV)	Rs. 425-640

(b) According to the provisions of Rule 5(2) of the Railway Servants (Hours of Employment) Rules, 1961, a railway servant is classified as 'Supervisory' on the ground that he holds a position of responsibility, is employed on duties mainly of a supervisory character and is, from the nature of his work and position comparatively free to adjust his hours of duty or work during such hours. Keeping in view the above criteria, Commercial Inspectors in the above grades have been classified as 'Supervisory'.

Jumbo Rakes in N. F. Railway

9132. SHRI RAMESHWAR NEEKHRA: Will the Minister of RAILWAYS be pleased to state :

(a) how many jumbo rakes were worked by Indian Railway during 1981-82 to various stations on Northeast Frontier Railway as inward traffic and to which stations stating number of rakes received at such stations;

(b) how many jumbo rakes were utilised for loading at stations on N.F. Railway during the above period and if run empty on return journey, reasons therefor;

(c) whether it is a fact that over five thousand indents for supply of wagons at various stations on N.F. Railway were cancelled/withdrawn because the railways failed to supply empty wagons owing to jumbo rakes working policy; and

(d) what remedial steps were taken to supply empty wagons against pending indents and reasons for keeping indents pending till withdrawn ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) During the year 1981-82, 632 Jumbo Rakes were worked to various destinations on N.F. Railway as following :—Joghichopa—154, Falakata—1, New Alipurduar—6, New Bongaigaon—189, Salakati—1, New Coochbehar.—20, New Jalpaiguri—136, Malda Town—39, Bengdubi—6, Katihar—17, Rangapani—19, Aluebari Rd/Dalkhola—3 and Samsi—2.

(b) 176 Jumbo Rakes were utilised for back loading from stations on N.F. Railway during 1981-82 and the rest were sent empty for utilisation by Eastern Railway as there was no offering of suitable traffic for Jumbo Rakes.

(c) Yes. The demand was for piecemeal wagons at various stations. Jumbo rakes of special type covered wagons cannot be broken for piecemeal supply. Demand was therefore met to the extent of availability of wagons. It was also affected by agitations and disruptive activities in that area leading to congestion.

(d) The railway wagons are supplied according to the priority for any particular commodity as per the preferential Traffic Schedule and its turn according to the oldest date of registration. All efforts are made to supply suitable type of wagons against the pending demands and the same are allowed