

and rates of Running Allowance of all categories of Running Staff (including Guards) and their report is expected by the end of May 11)68.

G03JS TK. UNS WITHOUT BRAKE VANS

205. SHRI A. C. GILBERT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that often some of the Goods Trains particularly in the Assansol and Delhi Divisions are not provided with brake vans with the result that Guards have to travel in the engines with the driver; and

(b) if so, the reasons therefor and what action Government propose to taken to see that no Goods Train run without a brake van?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes, on occasions, under unavoidable circumstances.

(b) Such circumstances occur generally in the case of short-distance trains, such as colliery pilots, industrial pilots, area pilots etc., reasons being sudden sickness of a brake van, imbalance in the availability of brake vans in different yards from which pilots originate, accidents or other unforeseen emergencies. As this occurs in unavoidable circumstances and as the Rules provide that in such a case the train may run without a brake van under special instructions, no further action is proposed to be taken.

FOUNDRY FORGE UNIT OF BHARAT HEAVY ELECTRICALS HARDWAR

206. SHRI BANKA BEHARY DAS: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the Central Foundry Forge Unit Of Bharat Heavy Electricals, Hardwar have started production;

(b) if not, since when the construction is going on; and

(c) when it is planned to go into production?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) No, Sir.

(b) and (c) The project is s¹.11 to be finally approved. Only some preliminary work has so far been undertaken.

LACK OF COORDINATION BETWEEN ZONAL RAILWAYS

207. SHRI M. P. BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether his attention has been drawn to the lack of coordination between the different Zonal Railways;

(b) whether any complaints have come to his notice that a station belonging to a particular zonal railway does not give proper attention to trains run by other zonal railways and touching that particular station; and

(c) if so, whether Government propose to do away with the zones?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b) Yes, few complaints about lack of inter-railway coordination by way of alleged detention by a zonal railway to trains arriving from the contiguous zone, have been received.

(c) No. The Indian Railways are at present divided into nine Zones. This organisational arrangement has enabled the Railways to discharge their obligations effectively both in normal times and during emergencies and it is considered that there is no apparent need for changing the existing pattern for the present.

MARKETING AND SALES ORGANISATION OF INDIAN RAILWAYS

208. SHRI M. P. BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the organisational set up of the Marketing and Sales Organisation of the Indian Railways and their *modus operandi*;

(b) whether the Railways have any plan to associate experts in marketing, advertising and public relations with this organisation to improve its working; and

(c) whether it is proposed to take advantage of the advice of business organisations also in this connection?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Each Zonal Railway has a special Marketing & Sales Organisation in charge of a specially selected senior officer functioning under the Chief Commercial Superintendent of the Railways. This 'Officer, known as the Marketing & Sales Superintendent, is assisted by a staff consisting of a junior officer and a few inspectors.

The officers and inspectors of this organisation keep in close touch with trade and industry, ascertain their requirements and the traffic they have to offer and take steps to provide a satisfactory service to the customer. The organisation also conducts market research, prospecting and development of traffic.

(b) and (c) Though the Railways have no plan of formally associating any business organisation or outside experts in marketing, advertising and public relations, some of the railway officers are being given specialised training in the latest marketing techniques in association with Institutes of Management and Premier Industrial organisations.

PRECIOUS STONES

209. SHRI A. D. MANI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that there has been decline in the export of precious stones from India during recent months;

(b) if so, what are the figures of the export of precious stones and gems from India in the years 1966-67 and 1967-68, respectively;

(c) whether it is a fact that unfinished precious stones are imported to India for purposes of being polished and then exported; and

(d) if so, what are the value of precious stones which were imported in the year 1966-67?

THE MINISTER OF COMMERCE: (SHRI DINESH SINGH): (a) and (h) Exports of precious and semiprecious stones during 1966-67 amounted to Rs. 10.02 crores, working out to a monthly average of about Rs. 84 lakhs. Except for exports in January, 1968 (Rs. 27.48 lakhs), the exports in recent months have been better than the average. Total exports of these items during 1967-68 (April, 1967 to January, 1968) have amounted to Rs. 10.46 crores.

(c) Yes, Sir.

(d) Imports of precious and semiprecious stones during 1966-67 were of the order of Rs. 5.82 crores.

RETRENCHMENT OF SUBORDINATE CIVIL ENGINEERS IN S.E. RAILWAY

210. SHRI A. D. MANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that widespread retrenchment of subordinate Civil Engineers has been started in the South Eastern Railway;

(b) the number of engineers who have been retrenched so far; and

(c) what steps Government propose to take to give them alternate employment?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.