

pectors on completion of their tenure i were reverted back to their parent departments and after a short time some of them were again reappointed as Vigilance Inspectors while others were not so re-appointed; and

(b) if so, the grounds and rules, if any on which some were re-appointed and the rest were excluded?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b) Information is being collected and will be placed in the Table of the House.

#### GUARDS BODY FOUND IN BRAKE VAN

203. SHRI A. C. GILBERT: Will the Minister of RAILWAYS be pleased to refer to the answer to Starred Question No. 524 given in the Rajya Sabha on the 11th March, 1963 and state:

(a) whether it is a fact that the body of the Guard, Balbir Singh who died as a result of murderous assault while on duty in 176 Down Goods Train between Tundla and Kanpur, was found on 8th January, 1968 by a Railway Protection Force Sainik in a pool of blood in the Guards Brake Van;

(b) whether it is a fact that even after detection, the same Brake Van instead of being detached at the same station for Police investigation, was allowed to be used further thereby destroying the most important and material evidence relating to the crime; and

(c) if so, what action has been taken against those who are responsible for allowing the Brake Van to be used further?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) It is reported that while on patrolling duty on 8th January, 1968 a Rakshak of Railway Protection Force found the Guard lying in a precarious, unconscious state in his brake van. (b) No. The Brake van was actually placed on line of the departure yard of Kanpur (GMC). The Investigating Officer, Government Railway Police also inspected the brake van and a blood stained brick-bat was taken into possession before the witness under proper seizure memo. No evidence was tampered with in this connection. The Brake van was later released by Investigating Officer, Government Railway Police when it was no longer required for the purpose of investigation.

(c) Does not arise.

#### DEMANDS OF ALL INDIA GUARDS COUNCIL

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

(a) whether it is a fact that service-representations have been made by the All India Guards Council (Regd.) during the last two years for revision of their pay-scales, mileage allowance, channel of promotion, up-gradation on numerical strength basis, counting of 75 per cent of pay for payment of dearness, overtime and National Holidays allowances, etc.;

(b) whether it is a fact that a deputation of M.Ps. have discussed the above mentioned demands with him;

(c) if so, whether Government have taken any decision in the matter; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (d) Representations were received on behalf of Guards. Their main demands are for increase in their scales of pay, re-distribution of posts on percentage basis, providing better avenue of promotion and revision of rates of Running Allowance etc. These demands were examined by Government, but were not considered justified except that a review relating to Running Allowance was considered necessary. A Committee was appointed to review the rules

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 s<sup>1</sup>.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: