(c) A statement giving the preventive measures is laid on the Table of the Rajya Sabha.

STATEMENT

1. All loaded covered wagons are secured with rivets. Wagons carrying valuable commodities are, in addition, secured with Ellis Patent Locks and are escorted by armed guards of Railway Protection Force in affected sections by night.

2. All important goods trains are escorted by Railway Protection Force armed staff.

3. Plain clothes Railway Protection Force staff is deputed to collect crime intelligence with a view to tracking down known criminals.

4. Affected sections are also at times patrolled by Railway Protection Force armed staff.

5. Provision of proper fencing and adequate lighting arrangements have been made in yards and goods sheds.

6. Staff found involved in thefts or connivance thereof are given deterrent punishments.

7. Special detective staff have been detailed to collect intelligence regarding receivers of stolen property and criminals.

8. Deployment of zonal headquarters as well as Railway Board's Central Crime Bureau staff to conduct surprise raids to effect red-handed capture of the culprits.

9. Posting of Railway Protection Force guards in yards, sheds and platforms at strategic points round the clock.

10. Basic security measures are provided at all transhipment points, parcel offices and goods sheds.

ABOLITION AND CREATION OF POSTS ON RAILWAYS

*255. SHRI KRISHAN KANT:
SHRI M. P. BHARGAVA:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the policy of Government in respect of abolition and creation of new posts simultaneously in Railways; and

(b) whether it is a fact that six posts of Marketing Officers were created on the Railways and six Joint Directors whose posts were surrendered, were posted as Marketing Officers with increased allowance?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b) A statement is laid on the table of the House.

STATEMENT

New posts on Railways are created or abolished on the basis of increase or decrease in workload. It is not necessary that abolition and creation of posts should be simultaneous. It may be that in one sector of Railway operations, certain new posts may be created for new or additional workload of that sector, while concurrently in another sector where the workload has come down, corresponding number of posts are abolished in order to ensure utmost economy.

2. Recently, seven posts of Marketing and Sales Superintendents were brought into position without creating any new posts, but by merely redesignating seven existing Junior Administrative Grade posts of Deputy Chief Commercial Superintendents (Development) on seven Railways. On two Railways, two existing Senior Scale posts of Divisional Commercial Superintendents were similarly redesignated as Marketing and Sales Superintendents.

As the incumbents of these posts will have to display initiative and

drive and shoulder higher responsibility it was decided to attach a Special Pay of Rs. 200 to each of the Junior Administrative Grade posts and Rs. 150 to each of the Senior Scale posts.

3. Two of the officers who were formerly Joint Directors in the Railway Board were posted against two posts of Marketing and Sales Superintendents. The rest of the officers against these posts were from the Railways.

JOINT PLANT COMMITTEE

*256. SARDAR RAM SINGH: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Joint Plant Committee have any statutory status;

(b) if not, how it is constituted;

(c) what effective control Government exercise on this organisation; and

(d) what are the earnings of this organisation so far?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) and (b) The Joint Plant Committee was constituted by a directive of the Central Government issued under clause 17 of the Iron and Steel (Control) Order, 1956, following the recommendations made by the Raj Committee. The directive was published in the Gazette of India on the 1st March, 1964.

(c) It is not proposed to have supervision of Government on the day to day activities of the Joint Plant Committee. However, the Chairman of the Joint Plant Committee is the Iron and Steel Controller and a representative of the Railway Board is also a member. In respect of the priority supplies, the Joint Plant Committee follows the general directions given by the Steel Priority Committee.

(d) Joint Plant Committee is a non-profit organisation. Its expenses are met from a contribution of Re. 1 per ton on despatches of prime categories of steel excluding tinplates from the main producers. Rs. 134 lakhs were credited upto 31st March, 1967, on this account.

PRODUCTION OF PASSENGERS AND COMMERCIAL VEHICLES

*257. SHRI M. C. SHAH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the total production of passenger and commercial vehicles during 1965-66 and 1966-67; and

(b) what was the total demand for these vehicles during these years?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) The production of passenger and commercial vehicles during the years 1965-66 and 1966-67 was as under:—

	1965-66	1966-67
Commercial vehicles	35,301	35,631
Cars	25,029	29,467
Jeeps	10,406	10,124

(b) The demand for the vehicles during the particular years has not been assessed. In the case of certain makes of commercial vehicles and cars there was a large pent-up demand as evidenced by the orders outstanding with the dealers.

CONSTRUCTION OF RAILWAY LINES IN MADHYA PRADESH

*258. SHRI R. S. KHANDEKAR: Will the Minister of RAILWAYS be pleased to state what is the final proposal regarding construction of new Railway lines in Madhya Pradesh during the Fourth Five Year Plan and the number of surveys so far undertaken in this regard?