

ever, over the past few years our exports of jute goods to Cuba have shown a sharp decline. They amounted to only Rs. 29 lakhs in 1965-66 and were negligible in 1966-67 and 1967-68. Cuba has stopped purchasing Indian jute goods as she has built up her own capacity for manufacturing sacking with locally grown Kenaf fibre.

**S. C. & S.T. RAILWAY EMPLOYEES ON CENTRAL RAILWAY**

1165. SHRI A. S. KASTURE : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the quota reserved for the purpose of filling up vacancies by the members of Scheduled Castes and Scheduled Tribes has not been filled up in any of the categories on the Central Railway;

(b) if so, the number of Scheduled Castes and Scheduled Tribes in all the categories in all the Divisions separately;

(c) the number of Scheduled Caste and Scheduled Tribe Railway employees of the Central Railway selected for the selection grade; and

(d) if they are not adequately represented in all the categories, whether Government propose to appoint at least one member in each Railway Service Commission and in Selection Boards at the Divisional level?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) :** (a) No.

(b) Does not arise in view of reply to part (a) above.

(c) The number of Scheduled Castes and Scheduled Tribes employees selected for the selection grades in class III service from 1-4-1963 to 31-3-1968 is 181 and 26 respectively.

(d) Appointment of Members of Railway Service Commission is based on overall suitability in consultation with the Union Public Service Commission.

The Selection Boards at Divisional level are constituted of officers of appropriate ranks irrespective of their caste as required by the nature of classes of posts for which they are set up.

The interest of Scheduled Castes and Scheduled Tribes are watched both by the Members of Railway Service Commissions and the Selection Boards.

**MAIL/EXPRESSES/PASSENGER TRAINS BETWEEN BHUSAWAL AND NAGPUR**

1166. SHRI A. S. KASTURE : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Mail/Express Passenger trains running between Bhusawal and Nagpur since 1947;

(b) the increase in the number of passengers since 1947;

(c) the class-wise income derived by these trains;

(d) whether accommodation for passengers in these trains has been increased and if so, the details thereof; and

(e) whether Government consider that these trains are earning profit?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) :** (a) As against two pairs of Mail/Express and two pairs of Passenger trains running of Bhusawal-Wardha/Nagpur section in 1947, four pairs of Mail/Express and three pairs of Passenger trains are available there at present.

(b) (c) and (e). Figures of actual number of passengers carried by these trains on the Nagpur-Bhusawal section, the earning derived therefrom and the expenditure incurred in running these trains, are not separately maintained.

(d) Yes. The accommodation available in each class, in 1968 as compared to that available in 1948 \*is indicated below :—

Year	1st A.C. berths	I berths	II seats/berths	III berths	A.C. chair car seats
1948 . . .	14	120	150	...	1950
1968 . . .	14	174	216	22	3308
(Deluxe weekly) .	20	24	..	..	315

\*Figures for 1947 are not available.