

## RAJYA SABHA

Thursday, the 4th November, 1965/the  
13th Kartika, 1887 (Saka)

The House met at eleven of the  
clock, MR. CHAIRMAN in the Chair.

### ORAL ANSWERS TO QUESTIONS

#### SOUTH CENTRAL ZONE

\*31. SHRI M. P. BHARGAVA: Will  
the Minister of RAILWAYS be pleas-  
ed to state:

(a) what areas of South Zone and  
Central Zone would be transferred to  
the new South Central Zone; and

(b) what would be the estimated  
increase in expenses by creating the  
new Zone?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (DR.  
RAM SUBHAG SINGH): (a) As  
announced in the House in December  
1964 the South Central Zone will  
comprise the Secunderabad Division  
and the Sholapur Division of the  
Central Railway excluding the Poona-  
Dhond-Manmad section and the Hubli  
and Vijayawada Divisions of the  
Southern Railway with certain mar-  
ginal adjustments.

(b) The net additional expenditure  
on the new Zone will be about 1.5  
crores per annum and Rs. 3.5 crores  
non-recurring.

SHRI M. P. BHARGAVA: May I  
know from the hon. Minister whether  
after the creation of this zone all the  
zones will be of uniform area and  
work or there will still be some zones  
left which will cover a wide area and  
entail more work?

DR. RAM SUBHAG SINGH: There  
won't be 100 per cent. uniformity.  
Some may be a bit larger and some  
may be smaller.

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SHRI M. P. BHARGAVA: May I  
know whether it is the intention of  
the Railway Board to take further  
steps to bring these zones into unifor-  
mity or can we assume that this is  
the last zone which will be created  
and no further zones will be created?

DR. RAM SUBHAG SINGH: There  
is no last word in the life of any  
nation and how can it be so in the  
life of the Railways? But we shall  
always apply our mind to see how  
best administratively and from the  
efficiency point of view the zones are  
carved out.

SHRI M. P. BHARGAVA: May I  
know whether the Minister is aware  
that the Government has to incur a  
lot of extra expenditure by the crea-  
tion of every zone because for every  
zone a certain number of officials are  
absolutely necessary for administra-  
tive purposes and that top-heavy  
expenditure is being incurred by the  
creation of new zones?

DR. RAM SUBHAG SINGH: As I  
read out, the recurring expenditure  
will be only Rs. 1.5 crores and non-  
recurring Rs. 3.5 crores. If the hon.  
Member applies his mind to the big  
revenue that is earned by the Rail-  
ways per annum—revenue is about  
Rs. 600 crores and the net expenditure  
is only about Rs. 400 crores—I don't  
think he will be in a position to put  
such questions.

SHRI D. THENGARI: Is it a fact  
that the employees from the Sholapur  
Division and the Guntakal Division  
have made representations to the Gov-  
ernment that the former should  
be retained in the Central Zone and  
the latter should be included in the  
South Central Zone and, if so, what  
is the reaction of the Administration  
to it?

DR. RAM SUBHAG SINGH:  
Actually, Sir, just now I announced

the final decision, though of course it was announced in 1964 also and we feel that no worker is put to any loss but we can naturally go on receiving a large number of representations from different sections but all those representations are not going to be accommodated in regard to not creating this zone, because it won't be possible to satisfy everybody. But I must give an assurance to the workers that they won't be made to suffer on this account.

**SHRI GOPIKRISHNA VIJAIVAR-GIYA:** A want to know why zones cannot be made to suit every State. Madhya Pradesh being a very big State one zone may be created for that also.

**DR. RAM SUBHAG SINGH:** Actually, Sir, this is a suggestion which won't be feasible because the Railways run through so many States. Take for instance the South Eastern Railway. It passes through six States and it is good that one should have a multi-State mind rather than a parochial one, that there should be a zone in every State.

**SHRI MULKA GOVINDA REDDY:** In view of the fact that some of the zones continue to be unwieldy and in view of the fact that strong representations were made to the Centre that a zone should be established in Mysore, may I know whether the Government of India is considering that?

**DR. RAM SUBHAG SINGH:** No, Sir. There won't be any exclusive zone for Mysore. How can it be?

**SHRI ARJUN ARORA:** May I know why this new zone has been named as South Central Zone? The name gives the impression that it is only a southern part of the Central Zone. Why could not a better name be found?

**DR. RAM SUBHAG SINGH:** As I said, the two Divisions from the two Railways, the Southern Railway as well as the Central Railway, have

been made to create this new zone. Anyway, he is welcome to give a good suggestion.

**SHRI AKBAR ALI KHAN:** Is it not a fact that this question of South Central Zone was thoroughly examined for the last ten years and after careful consideration the Railway Ministry has come to the conclusion that in the interest of efficiency and good work the creation of this zone is necessary?

**DR. RAM SUBHAG SINGH:** Yes, Sir.

**SHRI B. K. GAIKWAD:** The Central Government employees had represented the matter to the Government saying that if this is done, several difficulties will have to be faced by the Railway employees on account of language and their school going children and a definite assurance was given by the Railway Minister saying that no such transfers would take place. May I know whether that assurance has been implemented?

**DR. RAM SUBHAG SINGH:** Any assurance given by the Minister will be honoured.

شہری شہر خان : اس کے فائل  
تسیار کے بارے میں تو آپ نے انوائس  
کر دیا ہے لیکن کب سے ایکچوولی  
یہ کام کرے گا کیا آپ یہ بتا سکتے  
ہیں؟

†[श्री शेरखान : इसके फाइल डिसेजन  
के बारे में तो आप ने अनाउंस कर दिया है  
लेकिन कब से ऐक्चुली यह काम करेगा क्या  
आप यह बता सकते हैं ?]

श्री राम सुभग सिंह : असल में हम  
लोगों का विचार यह है कि सन् 1966 में  
दूसरी अक्टूबर को जब गांधी जी की जयन्ती  
होगी तभी अगर सारी स्थिति ठीक रही तो  
इसको चालू करेंगे ।

†[ ] Hindi transliteration.

श्री विमलकुमार मन्नालालजी चौरडिया :

क्या श्रीमान् यह बतलायेंगे कि बड़े हुए खर्च का तो एस्टीमेट आपने बताया, परन्तु इस नये जोन के निर्माण के पश्चात् सक्षमता बढ़ने के परिणामस्वरूप कितनी आमदनी या कितनी आय में वृद्धि होने की सम्भावना है ?

श्री राम सुभग सिंह : आय के बारे में सारी चीजों के अध्ययन करने के बाद ही कोई सूचना दी जा सकती है ।

SHRI N. SRI RAMA REDDY: Sir, I agree with my friend, Mr. Arora, that the name 'South Central Zone' looks a little odd. May I suggest to the Minister that this zone may be called 'Hyderabad Zone'?

MR. CHAIRMAN: This is not the time for suggestions.

SHRI M. M. DHARIA: Sir, the hon. Minister just now said that he would require notice to state how much benefit will accrue if this new zone is created. We do not know whether they have studied this problem because they will be incurring an expenditure to the tune of Rs. 1 crore. In these days when we are striving hard for money, may I know whether this new zone is going to fetch some additional amount or we shall be put to a loss of Rs. 1 crore.

DR. RAM SUBHAG SINGH: Yes, Sir; our efficiency and administrative work will very much be benefited by the creation of this new zone. As you know, so many industries, etc. are coming up in the various parts of the country and it is not easy to cope with that increased production. So it is bound to be advantageous and the experience that we have learnt after the creation of the Northeast Frontier Railway and the South Eastern Railway, indicates that it going to be economically beneficial also.

# FREE RAILWAY PASSES FOR SADHU SAMAJ ORGANIZERS

\*32. { SHRI M. R. SHERVANI:†  
SHRI M. P. BHARGAVA:  
THAKUR BHANU PRATAP SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that permanent first class free railway passes have been issued to Sadhu Samaj organizers;

(b) if so, how many such passes have been issued;

(c) the reasons for which the passes have been issued; and

(d) the total amount of loss of revenue to the Railways for issue of these passes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) and (b) One I class all-India free railway pass available for one year was originally issued to the Bharat Sadhu Samaj in 1959 which has been renewed from year to year since then and is at present valid upto 31st December, 1965.

(c) the work of the Sadhu Samaj was considered deserving of Governmental assistance.

(d) The particulars of journey performed on the passes issued since 1959 are not available, but on the basis of journeys performed on the pass issued for the period from 1-7-1964 to 30-6-1965, the cost of journeys is estimated at Rs. 5,000 approximately.

SHRI M. R. SHERVANI: May I know whether the Government is aware that this pass is being misused inasmuch as for private purposes also the pass is made use of?

†The question was actually asked on the floor of the House by Shri M. R. Shervani.