

was on a very small scale, some staff had to be transferred to Gorakhpur— I like the Claims Office etc.—still the I staff found it difficult and we ultimately agreed to retain most of them in Calcutta. Under these circumstances, I hope the hon. Member and the House will realise that it would not be in the interest of the Railways, nor of the country, to create further zones now.

SHRI H. C. MATHUR: Only one more question, Sir.

This Committee being of the view that under the re-arrangement, Railways generally suffered from over-centralisation, indecision, red-tape and inertia, may I know what action Government propose to get over these defects and evils?

SHRI LAL BAHADUR: We delegate more powers to the General Managers. That is one thing. Secondly, when we divisionalise the Railways, the powers will be delegated to the Divisions and the Divisional Offices.

SHRI H. N. KUNZRU: Does the Railway Minister think that the divisionalisation of the Railways will enable the General Manager to look after efficiently, a line more than 3,000 and 3,500 miles long?

SHRI LAL BAHADUR: Yes, because the Divisional Officer will be there, the man in charge of the Division, who will be co-ordinating the activities of the various branches, such as transportation, mechanical, engineering etc. Therefore, the General Manager gets a man next to him, who can look after the Division properly and thus his work is lightened.

SHRI H. N. KUNZRU: Is the Railway Minister aware that this system prevailed in the old East Indian Railway, and even then it was found that the work on the lines was too heavy to be looked after satisfactorily by the General Manager?

SHRI LAL BAHADUR: I am sorry the hon. Member forgets one important factor, that the Eastern Railway.....

SHRI H. N. KUNZRU: I am not speaking of the Eastern Railway .....

MR. CHAIRMAN: He refers to the old East Indian Railway.

SHRI H. N. KUNZRU: I am speaking of the old East Indian Railway.

SHRI LAL BAHADUR: Yes, and therefore, that Railway functioned better than other Railways.

#### RECOMMENDATIONS OF INDIAN MEDICAL-EDUCATION CONFERENCE

♦113. SHRI M. GOVINDA REDDY: Will the Minister for HEALTH be pleased to state:

(a) what are the recommendations of the Indian Medical Education Conference held in Delhi recently; and

(b) what steps have been taken or are proposed to be taken to implement them?

THE MINISTER FOR PARLIAMENTARY AFFAIRS (SHRI SATYA NARAIN SINHA): (a) A statement showing the recommendations is laid on the Table of the Sabha. [See Appendix XI, Annexure No. 19.]

(b) The recommendations made by the Conference will be considered by the Government of India in due course

SHRI RATANLAL KISHORILAL MALVIYA: Does the.....

MR. CHAIRMAN: Mr. Govinda Reddy has no supplementaries? Probably he has not had time to read the long statement. Yes, Mr. Malviya.

SHRI RATANLAL KISHORILAL MALVIYA: May I know, Sir, if the method of family planning advocated by the Health Ministry was considered by this conference and if so, what were their recommendations?

SHRI SATYA NABAYAN SINHA: The recommendations have not been sent to Government by the Director-General. So as yet, the Government is not in possession of these recommendations. Therefore it is premature -to say what they have said about it.

DR. W. S. BARLINGAY: What was the occasion for calling together this conference?

SHRI SATYA NARAYAN SINHA: I think the purpose of calling this conference was almost the same as generally why conferences like this are called.

MR. CHAIRMAN: Yes. It starts:

"Taking note of the difficulty's arising from the different method\* of selection of candidates for admission adopted by various medical colleges in the country .....etc."

So the preamble states the purpose of conference.

#### GRANTS FOR THE INDIAN RAILWAYS

\*114. SHRI M. GOVINDA REDDY: Will the Minister for RAILWAYS be pleased to state:

(a) the total requirements of cranes for the Indian Railways;

(b) whether the present number of cranes with the Railways falls short of the requirements; if so, by how many; and

(c) what steps have been taken to procure more cranes for the Railways?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : (a) Total requirements of Broad Gauge and Metre Gauge cranes on the 31st March 1955 were 915.

(b) Yes, Sir. The requirements fell short on the 31st March 1955 by 81 cranes.

(c) Orders have already been placed for procuring these cranes and

deliveries have in some cases already started.

SHRI M. GOVINDA REDDY: With which countries have these orders been placed? Have they been placed with any one country?

SHRI O. V. ALAGESAN: The United Kingdom and Italy. I think those are the countries with which we have placed orders.

SHRI M. GOVINDA REDDY: May I know when the deliveries will be completed?

SHRI O. V. ALAGESAN: Orders have been placed with several firms. Some have been delivered already, and perhaps within a short time the others will be delivered. I can hand the statement over to the hon. Member.

SHRI M. GOVINDA REDDY: Is it a fact that some of the zones have felt the immediate need for adding to the strength of their cranes, particularly the Southern Zone? Are Government thinking of finding the means to re-allocate the number of cranes available, to the places where they are most needed, within the number they have now in stock?

SHRI O. V. ALAGESAN: Yes, all these will be distributed over the Railways, and I think the Southern Railway have enough cranes; and if more are needed, they will be allotted.

PROF. G. RANGA: May I know, Sir, whether we are manufacturing any cranes in our country, or are we depending entirely on imports?

SHRI O. V. ALAGESAN: At present there is no capacity, there is no manufacture of cranes here.

PROF. G. RANGA: Have Government no plans at all to establish a factory, or to utilise some factory which is already there, for the manufacture of these cranes?