

thing is under consideration. Then the question is, under what stage of consideration? I don't know how to answer all these questions.

(Interruptions.)

MR. CHAIRMAN: The questioner asked whether this particular recommendation of empowering them with more disciplinary powers etc. is under your consideration. You said it is under your consideration and you also said, I heard, that some extra powers, even before this, were given to them and the way in which that has been exercised is also now under review. You seem to have said something like that—didn't you?

SHRI O. V. ALAGESAN: Yes.

MR. CHAIRMAN: Now, the question is, there is no use of saying that this whole question is under consideration. Whether you are going to accept it in principle or not—that is what he wants to know. You say that until the matter is decided, whether we accept in principle or not, you cannot say. Mr. Shastri is going to come to your assistance.

SHRI LAL BAHADUR: As a general principle, we agree to the recommendations made by the Corruption Enquiry Committee that power should be delegated to the General Managers as far as it is feasible and practicable. About the details, the matter has been referred to the Railways. We are awaiting their replies and we will then be able to take a final decision.

SHRI H. C. MATHUR: I quite understand it now. May I know about this particular specific recommendation, because this recommendation contained in this last paragraph is absolutely specific in regard to class I officers as to whether this particular recommendation has been examined or not?

SHRI LAL BAHADUR: There are legal implications involved in that and the matter has been referred to the Law Ministry. When we have heard

from the Law Ministry, we will consider it.

SHRI H. C. MATHUR: What are the legal implications so far as this last recommendation is concerned?

SHRI LAL BAHADUR: Under the Railway Services Classification Control and Appeal Rules the power of taking action has been specifically delegated to the Railway Board and whether the Railways can be authorised to take action or not is a matter which involves legal clarification and we so have referred to them.

SHRI H. C. MATHUR: In respect of other matters regarding the delegation of powers by the General Managers to his subordinates—to the Departmental Heads and Senior Class officers, whether any action has been taken in that respect?

SHRI LAL BAHADUR: We have arrived at some tentative decisions but as I said just now, we have asked the opinion of the Railways also and as soon as we get them, we will be able to decide.

RECOMMENDATION REGARDING ADMINISTRATIVE REORGANISATION MADE BY THE RAILWAY CORRUPTION ENQUIRY COMMITTEE

♦112. SHRI H. C. MATHUR: Will the Minister for RAILWAYS be pleased to state whether Government have taken any decision on the recommendations regarding administrative reorganisation contained in paragraph 193 of the Report of the Railway Corruption Enquiry Committee and if so, what action has been taken thereupon?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): Yes, Sir. The re-organisation of Railways to meet effectively the transport requirements of the country, is constantly kept in mind and the old Eastern Railway has accordingly already been split into two units—the Eastern and the South Eastern. The introduction of the

divisional system in place of the regional/district system is also under examination.

SHRI H. C. MATHUR: The view of the Efficiency Bureau and also of the Committee which has submitted the report is that the size and workload of the present zones is unmanageable. May I know whether the Government accepts this view and if not, what are their grounds and reasons?

SHRI LAL BAHADUR: I did not quite follow the question.

SHRI H. C. MATHUR: The Efficiency Bureau has submitted a report. As is obvious from this Committee's recommendations, they say that the present zones are unmanageable. In fact they have used much stronger language and this Committee also has given facts and figures to say that the present work-load is such that the zones cannot be managed efficiently. May I know whether the Government accepts the conclusions of the Efficiency Bureau Report and this Committee's report? If they don't accept their recommendations, what are their reasons and grounds?

SHRI LAL BAHADUR: I have already said more than once that the work-load on the Railways is undoubtedly heavy. The Efficiency Bureau said that it was heaviest on the Eastern Railway and the House is aware that we decided to divide the Eastern Railway into two—Eastern and South Eastern Railways. As regards the other railways, our opinion is that the time has not come when they should be divided into more zones, and I feel that it is not the proper time when we should take action in regard to that matter.

SHRI VIJAY SINGH: May I know whether this Report has been circulated to Members of Parliament?

SHRI LAL BAHADUR: In the Library a number of copies are kept and the hon. Members can see it.

SHRI H. C. MATHUR: The hon. Minister has only stated what he feels about it that the time is not yet ripe. My question is very different. I say that there are certain facts before us. What are his reasons? I am only asking him his reasons and grounds for not accepting it. There must be some reasons.

SHRI LAL BAHADUR: If I were to go into the reasons, I shall have to make a long speech.

MR. CHAIRMAN: I don't think we are discussing the general policy but if you can give an answer in a short compass, do.

SHRI LAL BAHADUR: In the first instance, I would like to be constructive in my reply or approach. I agree that the work-load is heavy but it is not heavy on each and every Railway. It is just possible that the workload may be heavy on one or two Railways like the Southern Railway or the North Eastern Railway but we are not only contemplating but we have almost decided to divisionalise the Railways, and set up the divisional pattern on the Railways where the work-load is heavier than others. I need not explain the divisionalisation here. It means co-ordination on a divisional level, better co-ordination and an officer to be kept there who is in over-all charge of the whole division. He functions more or less as a small general manager. Secondly, I do not wish to disturb the staff at the present moment. The Second Five Year Plan is in the offing. We have big programmes and new zone means new headquarters and transferring of a large number of staff from one place to another. There are residential difficulties, there are no quarters available at those new places and if we created a disturbance and uneasiness in the minds of the staff, I don't know how it will be possible to implement our Second Five Year Plan. As hon. Members are aware, the recent division of the Eastern Railway has led to a lot of trouble on that Railway, and although the whole thing

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?