

श्री रा० स० तिवारी : मैं जानना चाहता हूँ कि मध्य-प्रदेश को यह बिजली कब तक दी जाने वाली है ?

श्री अफिज मुहम्मद इब्राहीम : मध्य-प्रदेश की बिजली के मुताल्लिक मैंने इस हाउस में दूसरे सवाल के जवाब में अर्ज कर दिया था कि रिजनल कमेटी जो स्टेट्स की है, मध्य-प्रदेश की और उत्तर प्रदेश की, उस में जब यह मामला पेश हुआ था तो उन्होंने तजवीज किया कि कितनी बिजली उत्तर प्रदेश गिर्हांड डैम में मध्य-प्रदेश को दे, इसका फैसला दोनों चीफ मिनिस्टर्स पर छोड़ दिया जाये । उसी स्टैज पर यह मामला है । अभी इसके बारे में कोई और फैसला नहीं हुआ है ।

Divisional Pattern of Organisation on Railways

*276. **Shri Bhagwat Jha Azad:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a Divisional pattern of organisation is contemplated to be introduced on all the Railways;

(b) if so, whether the experiment has been started; and

(c) with what result?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) The Divisional pattern of organisation already exists on five Zonal Railways viz. the Central Eastern, Northern, Southern and Western Railways and it has recently been decided to introduce this system on the South Eastern Railway also.

(b) and (c). In view of answer to (a) above, the question does not arise.

Shri Bhagwat Jha Azad: In what aspect has the divisional pattern of organisation shown a distinct improvement over the conventional one?

Shri Shahnawaz Khan: In the divisional pattern there is greater decentralisation and we have found that it

leads to better control and greater efficiency.

Shri Bhagwat Jha Azad: May I know whether the introduction of this system would also amount to increased cost and if so to what extent?

Shri Shahnawaz Khan: In the interest of efficiency and in the interest of carrying greater loads we have to introduce this and it is inevitable that certain increased expenditure has to be incurred. But that is unavoidable.

Shri D. C. Sharma: If this pattern is leading to greater efficiency why is it that it has not been introduced in all the railways at one and the same time?

Shri Shahnawaz Khan: We keep the workloads on different railways under review and whenever we find that the time has come to introduce this system and to incur additional expenditure, we do so.

Shri Harish Chandra Mathur: In view of the reply to part (b) of the question, am I to understand that we have come to a conclusion that it will be introduced in all the railways and if so, as was just asked, what has the workload got to do and why not introduce it on the remaining railways?

Shri Shahnawaz Khan: It has been established that this system of divisional pattern is more effective and leads to greater efficiency; there is no doubt about it. But as I said we are keeping the workload constantly under review.

Mr. Speaker: The hon. Member asserts that there is no connection between the workload and asks why it should be linked up with this change. If it is proved that it is more efficient why should it not be introduced in other railways? Perhaps that was his question.

Shri Harish Chandra Mathur: What is what I asked. It is not at an experimental stage and they have come

to a final conclusion about it. What has workload got to do with it?

Shri Shahnawaz Khan: Workload has got everything to do with it. I do not know why the hon. Member thinks that workload has nothing to do with it. The workload has everything to do with it, and this pattern is adopted in the interest of the work-load. To cope with the increased workload, this is adopted.

Mr. Speaker: Shri P. K. Deo.

Shri Harish Chandra Mathur: Are we to understand that the work-load has got everything to do with it?

Mr. Speaker: There is a difference of opinion. The hon. Member thinks that work-load has got nothing to do with it, but the hon. Minister has replied that it has got everything to do with it. During the Question Hour this difference cannot be resolved. I am sorry. I have called another hon. Member.

Shri Harish Chandra Mathur: I accept the position which has been pointed out by the hon. Minister, namely, that work-load has got everything to do with it. My question is, are we to understand that the work-load on the remaining two railways is much less.

Shri Shahnawaz Khan: Yes; comparatively less.

Shri P. K. Deo: Just now the hon. Minister said that they are going to extend the scheme to the South Eastern Railway. May I know if they are going to have the divisional headquarters at Khurda Road?

Mr. Speaker: Headquarters will be decided later.

Shri Shahnawaz Khan: Yes, Sir.

Mr. Speaker: Shri Thirumala Rao.

Shri P. K. Deo: The hon. Minister wishes to say more.

Mr. Speaker: He might wish to say, but I have got objection to enter into these details.

Shri Thirumala Rao: The hon. Minister was pleased to say that the reintroduction of this divisional pattern has effected improvement in the work-load and also caused a re-thinking on the part of the Railway Board that the original zonal system has not worked effectively because of the divisional system. Is there any proposal before the Railway Board or the Ministry to reconsider the whole question of the zonal system and make the railways work more effectively and more efficiently?

Shri Shahnawaz Khan: I am afraid my hon. friend is confusing the question. The divisions form part of the zone. The whole country is divided into eight railway zones and each railway zone has six, seven or eight divisions.

Mr. Speaker: Next question.

Shri Thirumala Rao: Are they not going back on the zonal system?

Mr. Speaker: Order, order. I have called the next question.

Production of Electrical Multiple Unit Stocks

*277. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether there is a scheme for the production of Electrical Multiple Unit stocks during the Third Five Year Plan period;

(b) if so, how many are to be produced this year;

(c) which are the main sections of the Railways to be electrified with the E.M.U. stocks during the Plan period; and

(d) to what extent these will contain indigenous and imported components?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.