

Shrimati Renu Chakravarty: My question was specific. I wanted to know the phased programme of reduction of power to the DVC grid, and how the DVC will meet the additional power, which it will have to go on supplying as the Rihand power is withdrawn?

Shri Alagesan: That is a different question altogether. My hon. friend is asking about the DVC's programme. I do not have it at present with me. If a specific question is tabled, I can give the answer.

Shrimati Savitri Nigam: When the State of U.P., and especially Bundelkhand, is already starving for power, may I know why power from the Rihand Dam was given to these two concerns? I would also like to know the actual date of supply of 1 lakh k.w. power, and why that target has not been completed?

Mr. Speaker: The answer to that question had been given earlier.

Shri Alagesan: There is no question of diverting Rihand power from U.P. to other areas. Even now it is supplying power to Mirzapur, Varanasi and Allahabad districts. The point is that load has not developed in UP itself sufficiently; and until such time, this power diversion is being made.

Mr. Speaker: Next question.

Shri Vidya Charan Shukla: There is one point which has not been clearly answered.

Mr. Speaker: I have passed on to the next question.

Divisions in Railway Organisation

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 { **Dr. P. N. Khan:**
 { **Shri Subodh Hansda:**
 *178. { **Shri S. C. Samanta:**
 { **Shri M. L. Dwivedi:**
 { **Shri P. K. Deo:**

Will the Minister of Railways be pleased to state:

(a) whether Divisions in the Railway Organisation have proved to be

effective in efficiency and efficient running of the Railways; and

(b) if so, whether the same divisional system is proposed to be made applicable on the North Eastern Railway, Northeast Frontier Railway and the South Eastern Railway in future?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) The Divisional organisation is suited to the needs of the larger Railways.

(b) The divisional system is being introduced on the S.E. Railway. There is no intention, at present, of introducing the divisional system on the North Eastern and Northeast Frontier Railways because these railways are small enough to be run efficiently on the District System.

Shri Priya Gupta: Is it a fact that the divisionalisation in the South-Eastern Railway is yet to be completed, and one more division has not been finalised yet, and if not, when is it going to be finalised, and...

Mr. Speaker: There ought not to be so many conjunctions. There should not be so many 'and's'.

Shri Priya Gupta: फिर तो आप ब्लाइयेगा नहीं ।

Shri Shahnawaz Khan: The South Eastern Railway is being divisionalised. It is proposed to have seven divisions on the South-Eastern Railway. Five divisional superintendents are in position. Two divisional superintendents namely for Nagpur and Waltair, will be in position by the end of the year.

Shri Priya Gupta: May I know the increase in the number of the administrative and class I officers, and the decrease or increase in the number of class III and class IV staff, and whether as a consequence, their service conditions have been affected, so far as their seniority and avenues for promotion are concerned, and if so, what methods are going to be adopted, whether in consultation with the

unions or in any other way, to resolve those difficulties and redress those grievances?

Mr. Speaker: I do not think it can be answered within the next 25 minutes.

Shri Priya Gupta: It can be answered in two minutes. I put only two questions. Unfortunately, the language I used is a foreign language.

Shri Shah Nawaz Khan: There is no question of any reduction in Class III or IV staff. As to whether there will be any increase in the number of class I officers on the administrative side, I require separate notice to answer.

Shri Priya Gupta: What about the service conditions? He has not given a complete answer.

Mr. Speaker: Service conditions cannot be given now.

Shri Priya Gupta: They can be given. Divisionalisation is being effected. The Railway Minister does not give the answer. It is a pathetic state of affairs.

Mr. Speaker: Can I dismiss it?

Shri Priya Gupta: You cannot dismiss it. You can ask him to reply...

Mr. Speaker: He will kindly resume his seat.

Shri Priya Gupta: Financial approval has been taken for divisionalisation. Yet he does not disclose the service conditions about which I asked.

Mr. Speaker: Would he resume his seat?

Shri Priya Gupta: Yes, I will. I submit to you. But if in Parliament we cannot get a reply, what is the use?

Mr. Speaker: Order, order.

Shri Priya Gupta: Thank you.

Shri Subodh Hansda: The Minister has stated that there will be several

divisions on the South-Eastern Railway. Are there any financial implications in this divisionalisation?

Shri Shah Nawaz Khan: Certainly, there will be financial implications. In some places, divisional headquarters will have to be constructed. A large number of quarters will have to be built and so on.

Shri S. C. Samanta: The hon. Minister has stated that the divisional system was introduced in the larger zones. When the zones were originally reclassified, was the South-Eastern Railway lesser in size?

Shri Shah Nawaz Khan: The South-Eastern Railway is a very important railway. It was never a minor zone; it was always considered a major zone. But the hon. Member knows that on the South-Eastern Railway, there were some major projects like the steel plants which were in progress. In order to cope with the problems of carrying traffic to the steel plant, major works were in progress. If we went in for divisionalisation, we were afraid that those works might suffer. That was why divisionalisation was postponed.

Shri Sham Lal Saraf: Will the reorganisation that has been effected improve the operational capacity of the railways more particularly running of trains in time? Also, how far will it help to save the railways from meeting with accidents?

Shri Shah Nawaz Khan: The divisional system is more conducive to efficiency and better running of trains.

Shri P. K. Deo: Large construction works have been taken up on the South-Eastern Railway in connection with the D.B.K. lines. After the completion of these D.B.K. lines, there should be more divisions. Are Government considering establishing another division besides the seven already existing divisions on the South-Eastern Railway?

Shri Shah Nawaz Khan: At present, there is no such intention. But as

we go on, if we find it necessary for operational reasons, we may have to think of having another division.

श्री प० सा० बालूपाल : क्या मैं जान सकता हूँ कि बीकानेर, जोधपुर, जयपुर और अहमदाबाद मीटरगेज रेलवेज का एक अलग जोन बनाने का प्रश्न सरकार के विचाराधीन है ?

अध्यक्ष महोदय यह तो अलहदा चीज है ।

श्री शाहनवाज खाँ यहाँ तो साउथ ईस्टर्न की बातचीत चल रही है ।

Shri Bhagwat Jha Azad: Knowing the reported success of the divisional pattern, may I know if only area is the limitation or there are other limitations which have not been considered to be conducive to the introduction of this system on the North-Eastern Railway and NF Railway?

Shri Shahnawaz Khan: The main consideration is the workload. The workload on the North-Eastern and NF Railways is not such as to necessitates the changeover to the divisional system.

Hooghly Pilots

*179. { **Shri Indrajit Gupta:**
Shri Monammad Elias:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the assurances given to the Hooghly pilots in May, 1962 on the basis of which they called off their strike, have been fulfilled;

(b) whether any fresh inquiry has been held into their grievances; and

(c) if so, the result thereof?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Attention is invited to the statement made by me in the Lok Sabha on the 21st May, 1962. No assurance was

given to the Hooghly Pilots as a condition precedent to their resumption of duties on the 19th May, 1962.

(b) and (c). Do not arise.

Shri Indrajit Gupta: I want to know whether it is a fact or not that, although some formal assurance may not have been given, the Government had stated that they would sympathetically consider their grievance regarding their administration being under the Port Commissioners, and that some sort of compromise arrangement would be made to satisfy them on this point. I would like to know whether any such compromise arrangement has been made, and its nature.

Shri Raj Bahadur: I refer to the following part of my statement in this behalf:

"In order to secure proper co-ordination and happier relations amongst the various marine services in the Port of Calcutta and to promote greater efficiency all round, Government propose, in consultation with the Calcutta Port Commissioners, to examine the question of reorganisation of the marine service in the port."

I think that should satisfy the hon. Member.

Shri Indrajit Gupta: I would like to know what has happened to this reorganisation. That is precisely my point. Have any steps been taken in the direction of reorganisation?

Shri Raj Bahadur: The Chairman of the Calcutta Port Commissioners has already undertaken an examination of the question. He is busy studying the various set-ups in the various major ports of the world, and after he has done that and consulted the Port Commissioners, he will submit his proposals or recommendations to the Government, and the Government propose to take a decision in consultation with the Port Commissioners on that report or otherwise.

Shri S. M. Banerjee: May I know whether the controversial paragraph