

the Centre. The question is whether sufficient amounts have been made available to the Andhra State to attend to the schemes already sanctioned.

**Shri Hathi:** As I said, schemes costing Rs. 21 lakhs have been proposed. This amount is being provided.

#### Passenger Traffic to and from Kerala

\*119. **Shri Matthen:** Will the Minister of Railways be pleased to state:

(a) the extra cost by way of fare the passengers from Kerala have to incur by the diversion of Express, Mail and other trains going up and down from Kerala to Madras and other places through Coimbatore Station instead of running straight through Podanur; and

(b) the approximate total amount the Kerala passengers are losing annually on account of this diversion?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan):** (a) The extra fare varies from 3 to 5 annas for III class, 5 to 9 annas for II class and 8 annas to Re. 1 for I class.

(b) Approximately Rs. 1,11,000 per annum.

**Shri Matthen:** May I know if this unnecessary cost to the average passenger cannot be saved if the trains run straight from Podanur without diversion to Coimbatore? There are other trains to Madras, such as the Mattuppalayam Mail going through Coimbatore. What justification is there for running these trains via Coimbatore when most of the passengers do not care to go there?

**Shri Shah Nawaz Khan:** These trains were diverted via Coimbatore only at the request of the public of that area. This was done only in deference to the wishes of the people of that area.

**Shri Matthen:** This is the request by the public now, not to divert. Will the hon. Minister consider that?

**Shri Shah Nawaz Khan:** Certainly, we will consider every reasonable request.

**Shri Nambar:** May I know whether the local passenger trains which run between Erode and Shoranur will not be affected by the changes that may come in after the request now made?

**Mr. Speaker:** Both are hypothetical questions. Next question.

#### Ex-Saurashtra Railway Corruption Cases

\*120. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 70 on the 15th November, 1956 and state:

(a) whether the Railway Board have since received any advice from the Union Public Service Commission regarding the action to be taken against the three officers of ex-Saurashtra Railway involved in the embezzlement of Rs. 13 lakhs; and

(b) if so, further action proposed to be taken by the Railway Board in the matter?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan):** (a) No; but the Commission have recently advised the Board that they are endeavouring to make available their advice as early as possible.

(b) Does not arise.

#### Train Accident

\*121. **Shri Barman:** Will the Minister of Railways be pleased to state:

(a) whether a train accident occurred between Hasimara and Madarihat of North Eastern Railway towards the end of December, 1956; and

(b) if so, the cause of the accident and the extent of loss involved?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan):** (a) At about 02:35 hours on 25-12-1956, while No. 304 Down Link Express train was running between Hasimara and Madarihat stations on the Alipur Duar-Siliguri Section of the North Eastern Railway, the tender

of the engine and six vehicles behind it derailed at mile 77½.

(b) The provisional finding of the Government Inspector is that the derailment was caused by the tampering of the track by some person or persons unknown. The approximate cost of damage to rolling stock and permanent way was Rs. 17,100.

**Shri Barman:** Is there any truth in the rumour that this tampering was done by personnel who were serving in the Railway and who were dismissed?

**Shri Shahnawaz Khan:** We have reported the matter to the local police and the police have not so far submitted their report.

#### Railway Zones

\*123. **Shri Krishnacharya Joshi:** Will the Minister of Railways be pleased to state:

(a) whether Government propose to increase the number of Railway zones for administrative convenience; and

(b) if so, how many?

**The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) No, Sir.

(b) Does not arise.

**Shri Krishnacharya Joshi:** May I know whether the existing zones are functioning successfully?

**Shri Shahnawaz Khan:** Yes; very successfully.

**Shri C. D. Pande:** Does the Government realise that some of the regions are geographically not compact and administratively inconvenient? For example, the N.E.R. extending from Agra to Assam; it is not possible for the General Manager at Gorakhpur to look after Agra or Assam.

**Mr. Speaker:** All these matters were discussed in long debates.

**The Minister of Railways and Transport (Shri Jagjivan Ram):** Yes, Sir. It is not possible to have railways

exclusively for geographically compact areas. Because, that would create more difficulties.

**Shri Nambiar:** May I know whether the Government have seen the 19th report of the Estimates Committee where it has been made very specific that a unit of the Railway should not be more than 3000 or 3500 miles. May I know whether the Government had given careful consideration to this and if so, what has been done?

**Shri Jagjivan Ram:** Even before the recommendations of the Estimates Committee, while the question of re-grouping was considered, all these questions were taken into consideration and the matter was decided.

**Shri Krishnacharya Joshi:** May I know whether there is a proposal to create more divisions in the zones and give more powers to the Managers?

**Shri Shahnawaz Khan:** These are matters which have to be considered in day to day working. Wherever we find that the work load has increased or in order to make efficiency higher, we will take necessary steps.

**Shri Raghavalah:** What exactly is the consideration of the Government that made them take such a decision in the formation of these zones when there was the recommendation of the Estimates Committee which has been pointed out by my hon. friend just now?

**Shri Jagjivan Ram:** I will refer the hon. Member to the proceedings of the House when these questions of zones and regrouping were discussed in great detail.

**Mr. Speaker:** Whatever policy has been approved during the Budget debates ought not to be brought in during the Question Hour for change of policy. This policy was adopted. There was a long debate when Shri Gopalaswami Ayyangar was in charge of the administration.

**Shri Nambiar:** I referred to the 19th report of the Estimates Committee.