MATTERS UNDER RULE 377

[*English*]

(i)   Need to implement the recommendations contained in the Twenty-seventh Report of the Committee on Subordinate Legislation regarding recruitment rules for various posts in the Water Management and Command Area Development Division in the Ministry of Irrigation.

SHRI GANGA RAM (Firozabad) : As result of queries by the Committee on Subordinate Legislation and under direction from the then Minister of State for Irrigation, the recruitment rules for various posts in the Water Management and Command Area Development Division were examined in the Irrigation Ministry in the middle of the year 1984. The existing recruitment rules are not in the agricultural interests of the country because the same do not provide equal opportunity in the matter of selection to agricultural engineers and scientists though they are specialists in this field. The Irrigation Ministry should furnish information regarding the defects pointed out and changes suggested by those who examined the above issue in respect of all aspects of the recruitment rules for each post and the steps taken by them to notify the amendments as per 27th Report of the above Committee.

(ii)   Need to lay a railway line between Sahajanwan and Balrampur via Bansi.

[*Translation*]

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad) : Mr. Speaker, Sir, I submit the following under Rule 377.

It is necessary to have means of transport for the progress of any area and for the setting up of and the development of industries. In this context the role of the Railways is most important. During the last several years though surveys were conducted for laying new railway lines in different parts of the country, yet the work on these lines did not start. In this connection, I would like to say that in 1977-78 the Railways had conducted a survey for laying a new line between Sahajanwan and Balrampur via Bansi in Gorakhpur Division of U.P., but this railway line has not so far been constructed. The most important point is that as a result thereof the old towns of Bakhira, Mehdaval, Bansi, Dumariaganj and Utraula have remained economically backward till today.

It will be appopriate to mention here that important places like Bakhira, which is the largest producer of bronze and copperwares, Mehdaval, which is known for handloom industry and Bansi, the biggest grain market of Eastern U.P. could not be developed merely because of the absence of a railway line and the economic condition of the people, who depend for their livelihood on these industries, is deteriorating day by day.

I would, therefore, request the Hon. Railway Minister to arrange for the construction of a new railway line between Sahajanwan and Balrampur via Bansi immediately so that the transport difficulties and this backwardness of the area are removed and the aspirations of the people are fulfilled.

(iii)   Need to revise the timings of certain trains running on Gaya-Kiul Section of Eastern Railway and to provide a fast train between Gaya and Deoghar

SHRIMATI KRISHNA SAHI (Begusarai) : Change in the timings of the trains on Kiul-Gaya line has created many difficulties. Here, the District Headquarters is in the Monghyr. Commissioner's office is in Bhagalpur and most of the offices of the Sub-Division level area in Lakhisarai. Proper transport facilities are necessary to reach the civil hospitals and the colleges of Bhagalpur, Palna and Monghyr, which have been denied because of change in the timings of the trains. People have been left with no other means to go to these cities except by bus or taxi, which is an irregular and costly service. The old train No. 2 KG which used to leave Gaya at 5.10 and reach Shekhpura by about 7'0 clock in the morning suited the people of the area very well. That train now arrives at 3'0 clock in the morning and it is impossible for the residents of Barbida, Shekhpura, Ariyari, Sikandara, Halsi, Aryava, Sarmer Blocks to catch the train at that time. Therefore, arrangements may kindly be made to restore the earlier timings of the train.

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