

## MATTERS UNDER RULE 377

[*Translation*]

- (i) **Demand to reduce the running period of Chitrakut Express between Lucknow and Jabalpur and to attach an air-conditioned sleeper coach and a bigger first class coach with it**

SHRI BHISHMA DEO DUBE (Banda): Mr. Deputy Speaker, Sir, under rule 377, I would like bring to your notice that keeping in view the inconvenience faced by and the long standing demand of the residents of Banda and Hamirpur districts in Uttar Pradesh, the Ministry of Railway have changed the timing of the Chitrakut Express. The people of the area are very grateful to the Government for this.

I request the Government to make some more improvement in this train which is used by a large number of people and reduce its running period to 12 hours between Lucknow and Jabalpur. Besides an air-conditioned sleeper coach and a bigger first class coach may please be attached with this train so as to make it a useful train in the real sense.

I will not hesitate to say in this connection that the present condition of the train is very bad.

[*English*]

- (ii) **Need for Separate recruitment for class III and class IV posts by the Divisional Headquarters, Visakhapatnam for proper representation of tribals from Orissa and Andhra Pradesh**

SHRI K. PRADHANI (Nowrangpur): Koraput District in Orissa is predominantly inhabited by tribals. Kotavalsa-Boiladila Railway line and Waltair-Raipur Railway line pass through this district. Koraput-Ray-

agoda Railway line is under construction within the district. The Divisional headquarter is located at Visakhapatnam and the Chief Construction Engineer of Koraput-Rayagoda line is stationed at Visakhapatnam. The tribal people in particular and the people of Orissa in general do not therefore get proper opportunities for employment in Class III and Class IV posts. More than half of this division is within Orissa and regional reservation here is 23 per cent for tribals. When recruitment is held for this division, 23 per cent reservation is not observed as the recruiting authorities combine Orissa and Andhra together whereby tribals of Orissa are deprived of their legitimate share in employment. The percentage of tribals is five per cent only in Andhra Pradesh.

Therefore, I request the Railway Minister to direct the authorities to hold a separate recruitment for Andhra Pradesh and Orissa so that the tribals can get employment as per the reserved quota for them.

[*English*][*Translation*]

- (iii) **Need to set up a big Industry In Saran (North Bihar) to remove regional imbalance.**

SHRI KRISHNA PRATAP SINGH (Maharajganj) : Mr. Deputy Speaker, Sir, I call the attention of this august House to the following matter of public importance under rule 377.

Economic backwardness of Bihar is relatively going on increasing. While in 1950-51 it was placed at 8th position with reference to other States in the race of economic development, to-day it is placed at third position from the bottom. All the industries that have been set up by the centre with a view to removing economic backwardness have mostly been set up in South Bihar. North Bihar, where agriculture has been accorded priority, suffers losses to the tune of lakhs of rupees, sometimes due to floods and sometimes due to drought. Otherwise

also when the national average of poverty has fallen to 30 per cent, it is 48 per cent in Bihar and it is still higher in North Bihar. Thousands of agriculture labourers used to go to Punjab, Haryana and Assam in search of livelihood, but in the present context this too has almost stopped. It is not only in the special interest of the region but also in the interest of the whole country that regional imbalance should be removed.

With this special mention I call the attention of the Central Government to it and request that in order to deal with this problem, a big industry should be set up in Saran division of North Bihar where there is no industry at all excepting one or two sick sugar mills.

- (iv) **Need to rationalise the fares according to distance from Bangalore to Gooty and Bangalore to Anantapur.**

SHRI K. RAMACHANDRA REDDY (Hindupur): The broad gauge conversion project between Bangalore, and Gooty was completed at a cost of Rs. 43 crores in the year 1981. In order to reconp the cost of the conversion the railways were to collect "inflated mileage" charge over and above the usual train fare from passengers for a period of five years only. This project was completed in 1981 and the five year period ended by 1986 but even now this inflated railway charge is being collected.

The distance between Gooty and Bangalore is only 264 Kilometres but the inflated mileage is being collected for 349 kms. Railways are collecting Rs 41/- instead of actual fare of Rs. 34 for Express trains, thus railways are collecting Rs 7/- more per ticket from each passenger.

The distance between Bangalore and Anantapur is only 212 kms, but the railways are collecting fare for 277 kms. in the name of inflated mileage. A passenger travelling between Anantapur and Bangalore by Ex-

press train is paying Rs. 36/- instead of Rs. 31 and for passenger train they are collecting Rs. 26. instead of Rs 17/-

I request the Railway Minister to look into the matter and rationalism the fares according to the actual distance.

[Translation]

- (v) **Need to clear Mohane Dam and Punpun Dargha Irrigation Projects of Bihar.**

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Mr. Deputy Speaker, Sir, India is a predominantly agricultural country. 80 per cent of its population depends on agriculture. Land of our country is highly fertile but due to non-availability of permanent irrigation facilities, it is becoming uneconomical. Farmers are distracting from agriculture, the result is that our country is passing through economic crisis. Many irrigation projects have been formulated and submitted by State Governments to the Central Government for its clearance. These projects have been lying with centre for clearance for a long time. The cost of some of the projects have gone up by 4 times of their original costs estimated at the time of submission. Mohane Dam Project and Punpun Dargha project, were submitted to the Central Government from our area in 1975 and 1980 respectively but these have still not been cleared.

I would like to impress upon the Government that the increasing tendency to delay the clearance of projects on its part is required to be curbed otherwise it will create problem not only for farmers but this will result in shortage of foodgrains in the country. It is, therefore, requested that the Government should accord its sanction to both of irrigation projects of my area pending with it and include them in Eighth Five Year Plan for execution. After completion of these projects, completed, Jahanabad constituency will be free from drought and floods for ever.