

[Shri Chintamani Jena]

which was connecting the State Capital Bhubaneswar with the Union capital Delhi New Delhi by the Super-fast train and was running in the route via Kharagpur, Adra, Gaya, Mughalsarai, Allahabad, Kanpur and Tundla and was taking 33 hours to cover 2136 kms. of distance. As the train 175/176 Neelanchal Express was reaching New Delhi Railway Station at 21.30 hrs. causing much difficulties and inconveniences to thousands of commuters, there was constant demand of the users to fix up the timings of these two trains in such a way that the train No. 175 may reach New Delhi before 18.00 hrs. so that the passengers may not face difficulties in reaching their destinations in Delhi/New Delhi. Taking all these facts into account, the timings of these newly introduced train 915/916 were so fixed as to leave New Delhi at a 7.10 hrs. and to reach New Delhi at 18.25 hrs. which was very convenient to the passengers. But, due to the reasons best known to the authorities, the timings and routes were suddenly changed from 1st April, 1986, which has created strong discontentment and resentment among the commuters, as these 915/916 trains are taking 36 hours in place of 33 hours and leaving New Delhi at 6.00 hours in place of 7.10 hours and reaching New Delhi at 21.30 hours instead of 18.25 hours. But in practice, it is taking 38 hours to 40 hours as the train 915 reaching New Delhi every day late by one and a half hours to three hours and this is a daily feature. Similar is the case with 916, which reaches Puri 3 to 4 hours late every day.

In such circumstances, I would request the Hon. Minister for Transport to reconsider the whole issue and the previous timings and routes, for these 915/916 trains may be revived immediately to redress the genuine grievances and difficulties of the users.

[Translation]

(iv) **Need to provide electricity in unauthorised colonies of Delhi and also to the farmers for threshing of grains**

SHRI BHARAT SINGH (Outer Delhi): Mr. Speaker, Sir, lakhs of houses have come up in the unauthorised colonies in Delhi. Out of 612 colonies, some have

been regularised while others in the list have not been regularised so far. Electric connections have not been provided to them whereas the same amount of electricity of the Government is consumed. The children living in these colonies also want to study in the electric light. The residents will make payment of electricity bills to DESU, which will add to its income. Government should get those houses surveyed which have been built before 1981 and declare them as authorised so that they may be provided with electric connection. The rest of the colonies, out of the 612 colonies, have also been surveyed. They should be provided electric connections without delay. Now-a-days, the farmers are bringing their crops in the market. They should also be provided electricity for threshing their crops. This year also such arrangements should be made, as were done last year, so that the farmers may be able to take wheat to their houses before the rains. The rains spoil the foodgrains. The farmers should, therefore, be provided electricity round the clock.

[English]

(v) **Need to connect Ahmednagar town with Vayudoot service**

SHRI YASHWANTRAO GADAKH PATIL (Ahmednagar) : Ahmednagar district is an important area of Maharashtra. Out of 67 Cooperative Sugar Factories in Maharashtra, 17 Sugar Factories are located in Ahmednagar district alone. Besides, a number of other industries are located there and more are coming up. The district headquarter is located at Ahmednagar town. At present Ahmednagar town is not connected with air service in spite of sufficient traffic generated by industrial development. People are put to inconvenience in the absence of Air connection with Bombay. It is suggested that Ahmednagar town should be connected with 'Vayudoot' service as early as possible.

(vi) **Need to give early clearance to Palavaram Project, Andhra Pradesh**

SHRI GOPAL KRISHNA THOTA (Kakinada): The Government has set up a separate