

[Sh. P.C. Chacko]

ernment of Kerala to start a railway coach building factory at Kerala. Since 1964 the proposal of Kerala Government is pending with the Government of India. Now that Railways are thinking of new units in joint sector with foreign collaboration. This unit may be locate in Kerala. I urge upon the Government to take an early decision in this matter.

(iii) **Need to recognise 'Rayee' caste in Punjab as Scheduled Tribe**

16.00 hrs.

[Translation]

SHRI JAGMEET SINGH BRAR (Faridkot): Mr. Chairman, Sir, I would like to draw the attention of the Government towards the Rayee caste of Punjab. The people of this caste are hunters and rope weavers by profession and they live on the banks of rivers in the dense jungles. As per the census of 1921, they were 4 after every 1000 while the schedule castes were 19 after every 1000. I want to draw the attention of the Government towards this Rayee caste. The name "Rayee" to this caste was given by Punjab Government in its notifications issued on 18th November, 1942 and in December 1969 but the original name of this caste is Mahatam. The Government of Punjab and Haryana had recommend to the Central Government to include this caste in the list of Schedule tribes. The committee head by Kaka Kelkar in 1955 had also considered this caste as a schedule tribe. The Punjab and Haryana High Court had directed the Government in 1982 to consider Rayee caste as schedule tribe but no further action has been taken by the Government so far. My submission to the Government is that for the development of this poor caste, it should be declared as a schedule tribe so that by

availing facilities and opportunities they may progress.

[English]

MR. CHAIRMAN: Shri Jagmeet Singh only the approved text will go on record, so, stick to the approved text.

(iv) **Need to declare Bijnore district, Uttar Pradesh as an industrially backward district**

[Translation]

SHRI MANGAL RAM PREMI (Bijnore): Mr. Chairman, Sir, the population of my constituency, Bijnore is nearly 15 lakhs, it includes 7 assembly constituencies. Sir, in my constituency there is no industry and that is why the educated youth of this area are going astray and are taking to the path of theft and dacoity. A few youths took loan from the banks under self employment scheme and started then own business but it being a backward area they failed and could not even repay the bank loan. There are one or two sugar mills but these are running in loss and are even unable to pay full salary to its employees. The resentment among the people of this area is increasing day by day against the Government.

Therefore, my submission is that Bijnore should be declared industrially backward district immediately so that the youth of this area can get employment.

(v) **Need to Create Central Forest Production Force for Preservation of forests in Orissa and other parts of the country**

[English]

SHRI GOVINDA CHANDRA MUNDA (Keonjhar): The unabated felling of trees has caused a great concern for everybody in

Orissa. In the past, the rulers used to pay proper attention for the preservation of forest wealth. As valuable forest species are being destroyed it has adverse impact on our environment. We have been experiencing natural calamities like drought, cyclone, flood an tornado almost every year in the areas. About 23 per cent of total population in Orissa is Scheduled Tribes who are directly affected by the Forest Acts and also by the denudation of the forest.

The tribals are being asked to leave the forests where they have been living from time immemorial and they have been forbidden to earn their livelihood from the forest under the Forest Acts. This has created serious discontentment among the tribals. On the other hand, the valuable forest species are being smuggled out by the traders and anti-social elements in the ex-State areas of Orissa. The forest guards on duty are not able to take any preventive action against them in the fear of being attacked by fire arms by them.

As such, I urge the Government of India to create Central Forest Protection Force and to post them in every State for the preservation of forests in Orissa and elsewhere in the country.

- (vi) **Need to undertake a survey for laying down an alternative rail route to reduce the heavy load of rail traffic at Mughalsarai junction of Eastern Railway**

[*Translation*]

SHRI VISHWANATH SHASTRI (Gazipur): Sir, to reduce the traffic load on Mughalsarai junction on Eastern Railway some alternative should be found out. Mughalsarai is such a rail junction, through which passenger trains for almost every part of the country pass. Not only this, there is a heavy movement of goods trains also on this

route. If some accident or some technical fault takes place, then the trains of the whole of the country get affected. To face this situation an alternative must be found out. This solution can be found out by laying down an alternative rail route.

Therefore, my suggestion is that a new rail line should be laid from Dehri -on -sone or Sasaram to Dildar Nagar junction and this new rail line should be linked with the broad gauge rail line from Dildar Nagar junction to Tari Ghat. Since Chhapra-Varansi metre gauge rail line is being converted into broad gauge, a railway bridge should be constructed on the river ganga and the broad gauge rail line from Dildar Nagar to Tari Ghat should be connected with the Chhapra-Varansi broad gauge rail line. Chhapra-Varansi rail line is being converted into broad gauge, therefore, the Government will not have to spend a pie on railway line from Gazipur to Odihar. There is a metre gauge rail line from Odihar to Jallnpur. If it is also converted into broad gauge, then with minimum-expenditure a new route from Dehri-on-sone or Sasaram to Dildar Nagar and from Gazipur to Jalnpur via Odihar can be laid. In this way, not only the load on Mughalsarai route will be reduced but a new way of development of Western Bihar and Eastern Uttar Pradesh can also be thrown open.

Therefore, our demand from the Central Government is that this suggestion should be thought over seriously and to reduce the load on Mughalsarai the new alternative route should be surveyed and order for its construction should be passed.

- (vii) **Need to inform in advance the Members of parliament regarding visit of Ministers to their constituencies**

[*English*]

SHRI RAM NAIK (Bombay North): Sir,