

अतः निवेदन है कि केन्द्र सरकार और योजना आयोग पुनर्विचारकर रेगिस्तानी क्षेत्रों को पहाड़ी क्षेत्रों के समान सुविधा उपलब्ध करावे और छठी पंचवर्षीय योजना के दो वर्षों के लिए 200 करोड़ रुपये और सातवीं पंचवर्षीय योजना के लिए 700 करोड़ रुपये का प्रावधान करें और उक्त क्षेत्र में केन्द्र सरकार 90 प्रतिशत अनुदान और 10 प्रतिशत ऋण का प्रबंध करें।

(iii) *Need for establishment of ancillary Industries alongwith Railway Carriage Repair Workshop at Tirupathi (Andhra Pradesh).*

SHRI PASALA PENCHALIAH (Tirupathi) : The Central Government sanctioned a Railway carriage repair workshop at the cost of Rs. 12 crore at Tirupathi. I am happy to say that the preliminary work is going in with good progress. Recently, the South Central Railway displayed 242 items of ancillaries and accessories at Tirupati required for functioning of the workshop and appealed to the local entrepreneurs to make use of the opportunity to manufacture these products through small scale industries. But the Railway authorities have not assured that they would purchase these parts from Local Small Scale Industries. In these circumstances, it is doubtful whether local small scale industries could sustain the competition from bigger and established industries in the absence of assured market for their products.

To encourage local entrepreneurs and small scale industries, the Railway authorities should buy the local manufactured products after prescribing their own standards of specifications as is being done by other major public sector undertakings like B.H.E.L., E.C.I.L., H.M.T. etc., taking into consideration the backwardness of the Rayalaseema area in Andhra Pradesh.

Alternatively the South Central Railway should start the ancillary industries as is being done in other Railway factories. This would provide at least employment to about 2000 people of that area.

Therefore, I urge upon the Railway Minister to take necessary steps to consider either to set up ancillary industries by Railways or encourage local small scale industries by giving them ancillary status as otherwise the purpose of establishing of Railway carriage repair workshop to develop backward area would be defeated.

PROF. MADHU DANDAVATE (Rajapur) : Mr. Deputy Speaker, Sir, under your residuary power, would you allow an hon. Member to make an ex-tempore statement under Rule 377 ?

MR. DEPUTY SPEAKER : No reply to your question.

(iv) *Need for punctuality of and security in Trains.*

SHRI ARJUN SETHI (Bhadrak) : The punctuality of train services in the Railways in the recent months has deteriorated to an extent that one does not know when he is to reach the destination once he boards the train. This statement of mine bears the testimony at least on three occasions when I had travelled by Neelachal Expres. But it is the general complaint by the passengers who avail of these pairs of train services from Puri to New Delhi that instead of punctuality being maintained, the train is always punctual, being late, in the reverse direction.

Not only the trains run late every time but amenities and security provided have been reduced as well. On the 31st May, 1983, I was surprised to know that no conductor remained on duty from Mughalsarai to Gomo Railway Stations at night. As a result, I found on that particular day that genuine passengers were evicted in ACC 2 Tier Coach and all kinds of unauthorised persons occupied the reserved berths. In spite of our best efforts, we could not help getting the berths in their favour or could find out the conductor on duty. In the recent months, there have been dacoities in this train thrice and no one helps the victims, although security is being assured here in the House every now and then for the travelling passengers.