

complex at Chandaka and another at Jagatpur have been approved by the Government and construction of these units would commence within months. All these would require development of rail transport in infrastructure substantially.

Calcutta being the principal commercial centre in the Eastern India, people should be able to go from Bhuvaneshwar in early morning and after finishing their work at Calcutta they should come back late in the evening. This could be only possible if a super-fast express train is introduced between Bhuvaneshwar and Howrah. This new train will leave Bhuvaneshwar at 5.00 a.m. and reach Howrah at 11.00 a. m. Again it should leave Howrah at 5.00 p. m. and reach Bhuvaneshwar at 11.00 p. m.

In view of this, I demand that the Government of India should introduce a new super-fast express train between Howrah and Bhuvaneshwar forthwith.

(v) CONVERSION OF NEELACHAL EXPRESS INTO A DAILY EXPRESS TRAIN.

*SHRI RASABEHARI BEHERA (Kalahandi) : Sir, I would like to raise the following matter under Rule 377 :

The 175/176 Neelachal Express runs only thrice a week. This train comes from Puri, the abode of Lord Jagannath and connects Bhuvaneshwar, the city of temple, steel city Jamshedpur, world famous Buddhist Pilgrim center Gaya, two great religious centres of the country Banaras and Allahabad and above all New Delhi, the capital city of India. It has, thus contributed to an immense increase in the transit traffic particularly from Bihar, Uttar Pradesh, Delhi, Haryana and Punjab.

Almost every day, the accommodation in this train remains full and many passengers do not get reservation on either side. Keeping in view the increasing demand for accommodation in this train, the Government of Orissa has made several requests to the Ministry of Railways for converting this train into a daily express train. Unfortunately, the Ministry of Railways has not examined the proposal thoroughly and kept the matter pending on one pretext or the other for long. This is a question of giving comfort to the thousands of passengers and pilgrims from all over India and from abroad. Conversion of Neelachal Express into a daily express train on this route will, moreover, add to our foreign exchange earnings to the tune of thousands of rupees every day.

As such, I demand that the Government of India should convert this train into a daily express train.

(vi) PADAYATRA BY PEOPLE OF DARJEELING ON 1ST MAY, 1982 IN SUPPORT OF THEIR DEMANDS.

SHRI ANANDA PATHAK (Darjeeling) : Sir, with a view to ventilate their genuine grievances and express their urge and aspirations for participating in the task of national reconstruction and strengthening the cause of national integration, the people of Darjeeling are undertaking Padayatra from different nooks and corners of the district, walking through steep up and down of the hill. The Padayatra from different points would converge in a mass rally at the heart of the town of the district headquarters at Darjeeling Sadar on the 1st May, 1982. Thousands of workers, peasants, while collared employees, youths, students, teachers, intellectuals, women and the people of all walks of life are voluntarily and enthusiastically participating in the Padayatra.

[Shri Ananda Pathak]

The main demands of the Padyatries are as follows :—

(1) The Central Government should render more financial assistance for the overall development of hill areas of the district of Darjeeling and undertake special programme for the development of forestry, tourism, road communications and make special investment for setting up of industries and introduce special employment programme in the hill areas of the district of Darjeeling.

(2) The Central Government should spend 75% of revenue collected in form of duties, cess and other taxes from tea industry and other sources and take over closed and sick tea gardens under the Tea Act and render all assistance to West Bengal Government for revamping and rejuvenating the tea plantations in Darjeeling.

(3) The Central Government should restore and run all the small trains on narrow gauge in the hill areas and introduce a fast train from New Jalpaiguri to Sealdah in addition to Darjeeling Mail. A direct train should be introduced from New Jalpaiguri to New Delhi.

(4) Nepali language should be accorded Constitutional recognition and included in the Eighth Schedule of the Constitution and the Central Government should ensure the use of Nepali Language for the official purpose of the Central Government as has been done by the Government of West Bengal.

(5) Regional autonomy should be granted for the people of Darjeeling within the State of West Bengal.

(6) A T. V. Centre should be set up in the hill areas of Darjeeling for educational and cultural developments.

(7) The Central Government should take appropriate measures to fulfil the demands of the people of plain areas in West Bengal.

I urge upon the Government to consider and fulfil these legitimate demands of the people of Darjeeling and request the concerned Ministers to make a statement in the House in this regard as early as possible.

(vii) **NEED FOR PROPER WORKING OF MADRAS ALUMINIUM COMPANY AT METTUR, TAMIL NADU.**

SHRI K. ARJUNAN (Dharmapuri) : In Madras Aluminium Company at Mettur, Tamilnadu, there are about 2,000 workers. Due to frustration among the shareholders, the Government of India took over this company and appointed the Director.

Today instead of paying attention to production, the workers are on strike fighting outside the factory. The following points should be looked into immediately and the Company should be made to function profitably :—

1. Presently, there are 12 Managers who enjoy costly perquisites. Such administrative overheads should be reduced.
2. The transportation charges for both the raw materials and finished products are high. It should be made sure that there are no vested interests at work.
3. Immediate steps should be taken to see that there are no thefts of aluminium bars along with other waste material.
4. Management should take interest in the welfare of the Company by intensifying inspection rounds.