

[English]

Then we have to take care of the natural phenomenon. We have to take care of the nature. So, this has to be a collective effort from all sides of the House, people and the government. Then only we will be able to solve this problem in the time to come.

PROF. MADHU DANDAVATE: That is why central assistance is necessary.

MR. SPEAKER: That is a natural phenomenon.

Railway Lines in Andhra Pradesh

*945. **SHRI V. TULSIRAM:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of districts in Andhra Pradesh where there is no railway line;

(b) the number and names of districts in Andhra Pradesh where new railway lines were laid during the last two five year plans for the development of the State;

(c) the length in kilometres of the railway track so laid in each district; and

(d) the length of both broad and metre gauge lines to be laid by the end of the Seventh Plan?

THE MINISTER OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Nil.

(a) and (c). Rail lines have been laid in the following districts during the 5th and 6th Five Year Plans;

S. No.	Name of Districts	Length of rail line laid (Kms.)
1.	Nalgonda	110
2.	Khammam	49
3.	Anantapur	91

(d) During the VIIth Plan, 26 Kms. of BG line has been commissioned for traffic in 1986-87. Another 45 Kms. of BG line is planned for commissioning in 1987-88. Work is in progress on another 29 kms. of BG line and 100 kms. of MG line, fully or partly in Andhra Pradesh. Commissioning of these lines will depend on availability of resources for new lines in the coming years.

[Translation]

SHRI V. TULSIRAM: Mr. Speaker, Sir, the hon. Minister is very handsome and I think, he will also do his work handsomely. However, he evades work very beautifully. His replies are very beautifully worded but what is required is that the work should also be nicely done.

In the last line of his reply, the hon. Minister has stated that the commissioning of those lines will depend on the availability of funds. Are funds not available only for Andhra Pradesh? I send notices of so many questions, but it is my misfortune that they do not get priority in the ballot and only written replies are given. To each of my questions, your reply is that funds are not available. When I ask whether there is any scheme or whether something is going to be done, the reply is always in the negative. What have you done for Andhra Pradesh? 40 years have passed since we became independent and out of these 40 years, Andhra was under your rule for 35 years. The people of this State are so innocent that they had been supporting you for so long yet you did nothing for them. Now as Telugu Desam party is in power in that State for the last 4 years, you are not doing anything. Mr. Speaker, Sir, we need your help. We want justice and nothing else. After attaining independence, only one line from Bibinagar to Narrikurri has been sanctioned and even that has not been completed for want to funds.

MR. SPEAKER: Please ask your question.

SHRI V. TULSIRAM: Mr. Speaker, Sir, it is a very important question and the hon. Minister has given a reply very cleverly.

MR. SPEAKER: Please put your question.

SHRI V. TULSIRAM: Will the hon. Minister state the number of district headquarters which are touched by a railway line?

SHRI MADHAVRAO SCINDIA : Mr. Speaker, Sir, I want to quote some figures for the information of the hon. Member *(Interruptions)*

The national average of route-kilometre per thousand square Kms. is 18.8 whereas in Andhra Pradesh it is more than 18. The average of route-kilometre per lakh in the country is 9.02 and in Andhra Pradesh it is 9.26. Thus the average of coverage in Andhra Pradesh is almost equal, either slightly more or slightly less than the national average.

Apart from this I have always been asking the hon. Members to view the working of Railways from the angle of operational requirements and not from the angle of any particular State or region. Of course, I do not deny that we must provide some weightage to the backward areas. But our concentration should be on the operational requirements.

Just now you have referred to the Bibinagar—Narrikurri railway line. It has also been opened to traffic upto Miriyalguda, but the rest of 29 kms. of the track is yet to be commissioned. I hope we will make efforts to commission it during 1987-88 or in the near future.

So far as the question of district headquarters is concerned, a separate notice will have to be given. I will, however send this information to the hon. Member.

SHRI V TULSIRAM: If I give a notice about the District Headquarters, the reply will be the same. But with the permission of the hon. Speaker, I will give that notice also.

AN HON. MEMBER: by now, you have developed enough friendship with the hon. Speaker.

SHRI V. TULSIRAM: It is his kindness.

MR. SPEAKER: Our friendship is very close.

SHRI V. TULSIRAM: Mr. Minister, Sir, in connection with the figures which you have just quoted I want to know whether you have quoted the figures in respect of those railway lines which were laid by Britishers? Well, it is right and that is why I said it earlier also that the people of this State are so simple that they elected Shrimati Indira Gandhi when she had been defeated. Have you people forgotten that?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): She had been elected from Karnataka. *(Interruptions)*,

SHRI V TULSIRAM: Coming to the point, please, listen to me...*(Interruptions)*... what was the result? What was the result of electing Shrimati Indira Gandhi? The coach factory which was to be set up at Kazipet was shifted to Punjab. How simple are the people of Andhra Pradesh? When hon. Shri Bansi Lal was the Railway Minister, a survey was conducted of 260 kms. of area in my constituency and according to them it is still going on. However, I want to tell that presently no survey is being conducted and no one is there to do this job...*(Interruptions)*..

MR. SPEAKER: You do not ask a question, and then you expect a reply.

SHRI V. TULSIRAM: I am asking it. What are your intentions about that line? Shri Bansi Lal when asked, had said that whatever was to be done, had already been done by his Officers. I want to know whether that was true? I also want to know whether you have any proposal of laying railway lines in Andhra Pradesh during the Seventh Five Year Plan?

SHRI MADHAVRAO SCINDIA : Mr. Speaker, Sir, I have already told him about Bibinagar and as regards Narrikurri, Miryalguda and Jagyapet, we intend to fully commission these railway lines during the Seventh Five Year Plan. So far as survey is concerned, survey is still going on at about five places covering 1000 kms. of railway line. We will make efforts to complete these surveys in 1987-88 and 1988-89, rather upto June, 1988.

[English]

SHRI M. RAGHUMA REDDY: I have given a notice and I have written a letter to the Minister to connect Bibinagar Jagyapet line as this line connects 20 cement factories. The owners of these cement factories are facing lot of difficulties by road transport. Will the Minister consider the proposal; if so, when is he going to take up this line?

SHRI MADHAVRAO SCINDIA: The suggestion will certainly be noted.

Grants to Working Women's Hostels/Child Care Centres

*946. **SHRI R.M. BHOYE:** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of hostels for working women/child care centres given grant-in-aid by Government, Statewise, since the inception of the schemes; and

(b) the measures Government have taken or propose to take for effective implementation of the schemes?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) and (b). A Statement showing States/Union Territory-wise number of Working Women's Hostels with Day-care Centres sanctioned since the inception of the Scheme is given below.

2. Based on external evaluations and internal reviews, the Government of India has introduced modifications from time to time aiming at more effective implementation of the Scheme. Some of the modifications introduced are as follows:—

- (i) The population criterial was earlier ten lakhs, which meant that only big cities and towns could be benefitted. This was lowered to two lakhs and later on, a decision was taken to sanction hostels at any place, where the State Government certified that there was a minimum of 25 working women needing this facility.
- (ii) Central assistance to voluntary organisations was raised from 60% of the cost of construction to 75% per cent.
- (iii) The income eligibility for the admission to the hostels has been raised from time to time. When the Scheme was introduced, it was Rs. 600/-per month, which was subsequently raised to Rs. 800/-per month, then to Rs. 1000/-per month, later on Rs. 1500/-per month and finally to Rs. 2000/- (consolidated) per month.
- (iv) Reservation to the extent of 15 per cent and 7½ per cent for the Scheduled Castes and Scheduled Tribes working women has been provided for.
- (v) In order to make the Scheme broad based, local Bodies, Cooperative Institutions, Educational Institutions, Women's Development Corporations have also been made eligible for financial assistance under the Scheme.
- (vi) Provision of a Day-care Centre living in the hostel for children of the women was introduced after about eight years of the inception of the Scheme.
- (vii) In order to circumvent the possible delays in getting State Government's recommendations, it has been decided that the Central Government may