

SHRI P.V. NARASIMHA RAO : We all know that inheritance is a subject which is governed by the personal laws. As for the law to which the hon. Members were referring, the law which was passed in Andhra Pradesh, I would like to say that we are very keen to see how it works in the field in Andhra Pradesh where it has been introduced. I would certainly consult very eminent jurists and lawyers like Mr. Ayyappu Reddy, practitioners, and then come to a conclusion if it could be emulated elsewhere. There is no point in just saying, 'since we have passed a law, why do you not do it elsewhere'? I will certainly monitor this. I will certainly look into this. It is a matter connected with the rights of women and we are fully alive to it.

SHRI SHANTARAM NAIK : Why Andhra Pradesh, even in Goa it is there.

SHRI P.V. NARASIMHA RAO : Goa also, wherever it is.

Western Railway Workshop, Dahod

*600. **SHRI SOMJIBHAI DAMOR :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the workload of Periodical, Overhauling (P.O.H) of steam locos has been reduced at Western Railway Workshop, Dahod;

(b) whether there is any proposal to start Periodical Overhauling of diesel locos at this Workshop; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There has been a slight reduction in this workload.

(b) and (c). Western Railway has been directed to submit proposals in this regard for further examination.

[*Translation*]

SHRI SOMJIBHAI DAMOR : Mr. Speaker, Sir, the reply given by the hon.

Minister is not fully correct. The locomotives have since been phased out completely. The periodical overhauling of steam locos has been reduced considerably. The number of steam engines which were repaired every month earlier has gone down considerably and the reduction has been more than 50 per cent. However, the hon. Minister has stated that there has only been a slight reduction in this regard.

I want to know how many steam engines used to be overhauled earlier and how much has been the reduction in the number of employees during the last ten years? Today, the number of employees has gone down by 30 per cent and no one is ready to accept them. Hence, what the hon. Minister has stated is not correct.

The Government of Gujarat had sent a proposal to set up a wagon manufacturing unit and a workshop for the repairs of diesel and electric locomotives in place of the existing workshop at Dahod which was closing down gradually and for which the Gujarat Government was prepared to bear the full expenses. I want to know as to what has happened to that proposal?

SHRI MADHAVRAO SCINDIA : I have stated in my reply that there has been a slight reduction in workload. How can the hon. Member say that I have given a wrong answer, I cannot understand. We are making efforts to make some alternative available so that the workload remains the same. In this connection, the hon. Member has suggested that production of wagons should be started at this place. I want to inform him that as compared to our installed capacity of about 26 thousand wagons, the orders which are placed are between 18 to 20 thousand. We still have spare capacity. But I think that it will not be proper to add more to this spare capacity. The proposal for starting P.O.H. work of diesel and electric locomotives at the Dahod workshop is under consideration. When a decision is taken in that regard, the workload of this workshop will be the same as heretofore.

SHRI SOMJIBHAI DAMOR : Mr. Speaker, Sir, they want to increase the workload but I have seen that only 10 to 15 people are recruited every year and

that too only from the States of Bihar and Uttar Pradesh. My constituency comprises Adivasi areas. No one from my constituency has been recruited in it. When the P.O.H. work of diesel and electric locomotive is started there, will the people from my area get work or not ?

SHRI MADHAVRAO SCINDIA : I have noted down whatever the hon. Member has suggested. As it is, the Government's policy is to provide employment to the weaker sections, especially to the Harijans and Adivasis. But to put it in writing in the employment policy that people belonging to a particular area should be given employment is very difficult.

SHRI DILEEP SINGH BHURIA : Mr. Speaker, Sir, in the Western Railway, many workshops for repair work of steam and diesel locomotives are there including one in Ratlam. Due to complete electrification of the railway lines, these workshops are closing down. It is leading to considerable unemployment in the area. I want that such workshops should not be closed down so that the people are not rendered unemployed. In view of this, will the hon. Minister see that work in these workshops continues ?

SHRI MADHAVRAO SCINDIA : This question has no connection with the workshop at Dahod. So far as the P.O.H. is concerned, P.O.H. work of diesel and electric locomotives is not carried out at Ratlam.

[*English*]

PROF. P.J. KURIEN : Sir, I would only like to know whether it has come to the notice of the hon. Minister that the steam loco and the coaches supplied to the Southern Railway, especially for passenger trains, are very old and dilapidated. I have myself travelled and had the experience. So, I would like to know whether the hon. Minister has got such complaints and if so, what action is being taken.

MR. SPEAKER : This has no connection to this question.

PROF. P. J. KURIEN : I have said 'loco', Sir...(*Interruptions*). It is a question on overhauling.

SHRI MADHAVRAO SCINDIA : Sir, all I would like to tell the hon. Member is that last month the Southern Railway achieved about 98 per cent punctuality. It indicates that the failures of locos is not that much otherwise the punctuality would not have been so good.

[*Translation*]

Construction work on Yamuna Bridge
Near I S.B.T., Delhi

*601. **SHRI BALWANT SINGH RAMOOWALIA† :**
SHRI TEJA SINGH DARDI :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the progress of construction work on Yamuna bridge near I S.B.T., Delhi;

(b) whether it was targetted to be completed by May, 1987;

(c) if so, whether it is likely to be completed by the scheduled date; and

(d) if not, the reasons for the delay ?

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (d). Under the Constitution, Government of India are primarily concerned with roads declared as National Highways only. As the bridge over river Yamuna in Delhi falls on "Other Roads" the Public Works Department (Delhi Administration) are handling the Project. According to them 65% of the work has been completed so far. It will not be possible to complete the Project by May, 1987 on account of various reasons like encroachment on the site, involvement of numerous authorities like Municipal Corporation of Delhi, Delhi Electricity Supply Undertaking, Posts and Telegraphs Department and Water Supply and Sewage Disposal Undertaking for shifting of sewer lines, electric cables, telephone cables etc. and also change in designs to accommodate underground services.

SHRI BALWANT SINGH RAMOOWALIA : Like other Members I have also