

to the States in regard to all these old anicuts ?

SHRI B. SHANKARANAND : I need a fresh notice.

SHRI E. AYYAPU REDDY : This is a very simple question and the Minister for Water Resources can say whether any data is available with the Union Government with regard to all the ancient anicuts and what is the vigilance and monitoring they are doing with regard to seeing that there are no breaches in all these ancient anicuts. (*Interruptions*). The hon. Minister is aware that there was a breach in the Godavari anicut.

SHRI B. SHANKARANAND : Sir, this question does not emanate from the main question.

(*Interruptions*)

MR. SPEAKER : About this, the data has already been given.

SHRI S. JAIPAL REDDY : Why is the Minister so unresponsive ? It is not a question of Telugu Ganga !

SHRI CHINTAMANI JENA : Sir, may I know from the hon. Minister whether his Ministry has any programme to utilise the excess water of Rengali dam which is flowing into the river Baitarani and which is going waste ? If so, may I know the details ?

SHRI B. SHANKARANAND : Sir, I have already replied this question stating that the water of the left canal bank of Rengali is going to Akhuapada.

Railway Time Table in South Indian languages

*106. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railway Time Table is being printed in Kannada and other South Indian languages ;

(b) if so, in which of the South Indian languages, it is being printed ; and

(c) if not, whether Government propose

to print it in Kannada and other South Indian languages for the facility of the people in these States ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) The relevant Zonal Railway Time Tables are already being printed in four South Indian languages viz. Tamil, Kannada, Telugu and Malayalam.

SHRI V.S. KRISHNA IYER : Mr. Speaker, Sir, I know that the zonal railway time tables are there. But ours is a very big country and we have a network of 70,000 kilometres of railway line and every person from every State would like to go to other States, would like to travel all over India. Therefore, I would like to know from the Government whether they are going to bring out an All India time table, an abridged version, in every regional language.

(*Interruptions*)

SHRI MADHAVRAO SCINDIA : Sir, the All India time tables are printed in Hindi and English and zonal time tables are printed in different languages, but each of the regional time tables also contains an abstract of the timings for the important trains which run in other parts of the country.

SHRI V.S. KRISHNA IYER : Sir, I have seen it. But that is more confusing. I feel, Mr. Speaker, Sir, it is very necessary that we should have All India Time-table in every regional language. What that abridged time-table shows is that the train stops at Miraj and then it goes to Bombay. In between important stations are left out.

My second supplementary is, how many copies of these 4 regional languages are printed and how the books are distributed and where they are sold. I find that even in very important railway stations, railway time-tables are not available. May I know the arrangements made by the Railways for the sale of time-tables whether in English or regional languages.

PROF. MADHU DANDAVATE : You say, they are Southern languages in Devanagiri script.

SHRI MADHAVRAO SCINDIA : I would again say that railway time-tables are printed on the basis of demand that is envisaged for such time-table, according to each language in which they are printed. Each regional time-table, as I said, contains an abstract of the important trains run in other parts of the country except the Kannada time-table. And instructions have been issued that this abstract should also be included in the Kannada time-table. I have already issued instructions.

As far as the total number is concerned, the total number of copies printed in Telugu is 3,500 ; in Tamil, it is 9,000 ; in Kannada, it is 2,500 ; and in Malayalam, it is 4,000.

DR. DATTA SAMANT : Sir, in Karnataka State, in the Maharashtra-Karnataka border, as the Minister is aware, there are areas like Belgaum, Kanapur and Nippani where 100% Marathi speaking people live near the stations. In the railway stations in those areas, the boards displayed in Marathi are removed and Kannada boards are put. Even the time-tables are issued in Kannada where 100% Marathi speaking people numbering 15 lakhs are living near the stations.

Therefore, I would like to know from the hon. Minister whether he would issue instructions to put boards in Marathi at the railway stations and railway time-tables are also issued and supplied in Marathi for the people living in those areas.

SHRI MADHAVRAO SCINDIA : The hon. Member's suggestion has been noted.

SHRI P. KOLANDAIVELU : Sir, the railway time-table is being printed only in the zonal divisions. And 9,000 copies have been printed, I think, in Tamil language. Tamil is the rich and renowned language and it is the mother of all Southern languages. I want to tell you, you are giving importance to Hindi which is a grammarless, which is not having any literature as such ...*(Interruptions.)*

MR. SPEAKER : Order, order. Mr. Kolandaivelu, why do you say...

(Interruptions)

SHRI P. KOLANDAIVELU : Equal importance must be given to regional languages also.

MR. SPEAKER : I like all my Members to have all the respect for each language. There should be no denigration of any language. They are all good and they are very fine languages. We have got best languages.

SHRI P. KOLANDAIVELU : My question is, why do you not give equal importance to all languages which have been recognised in the Constitution.

PROF. MADHU DANAVATE : He is referring to his Hindi in which he does not use grammar.

MR. SPEAKER : Then, it can be exempted. It is an exemption for him. You are grammar-free.

SHRI P. KOLANDAIVELU : Why do you not give equal importance to all regional languages ? The Railway time-table should be printed all over India in all the regional languages. Why do we not do it ?

MR. SPEAKER : Mind you. There is a difference. We will give importance. But there are regional languages and there is a national language. And there is a difference.

SHRI P. KOLANDAIVELU : There is no national language. We do not accept Hindi as a national language. *(Interruptions)*.

MR. SPEAKER : All right. Do not shout. Whatever the Constitution says is accepted. That is all.

(Interruptions)

MR. SPEAKER : Mr. Kolandaivelu, whatever the Constitution says is accepted. That is all. Whatever the Constitution says, you are also bound by the Constitution, and whatever the Constitution says, it is accepted, Sit down.

SHRI H.A. DORA : What is the national language, according to Mr. Speaker ?

MR. SPEAKER : English and Hindi are the official languages.

AN HON MEMBER : All the languages including Hindi are national languages.

MR. SPEAKER : That is why I said that whatever the Constitution says is correct.

SHRI N.V.N. SOMU : To say Hindi is a national language is a misconception.

MR. SPEAKER : Whatever the Constitution says, that is accepted. That is all.

SHRI S. JAIPAL REDDY : We want Nepali also to be a national language. All the languages are national languages.

SHRI MADHAVRAO SCINDIA : As I said earlier, these time-tables are printed on the basis of the demand and as far as the regional languages are concerned, as it happens, hon. Member will be happy to know—again this is based on demand—that whereas in other regional languages, demand is between 300 and 4,000, as far as Tamil is concerned, we are printing 9,000 time-tables which is double than that of any other regional language ; again, this is purely on the basis of demand. *[Interruptions]*.

SHRI P. KOLANDAIVELU : But you are printing only 9,000 time-tables in Tamil.

MR. SPEAKER : We will hand them over all to you. Right ? You charge it to him. He will sell them.

SHRI MADHAVRAO SCINDIA : I do feel that it would be a very sad reflection on the status of a language if it is going to depend on the number of railway time-tables that are being printed.

PROF. MADHU DANDAVATE : Whatever it may be, the time-table should be observed.

MR. SPEAKER : The trains should be punctual.

Construction of Overbridge near Railway Station, Alwar

*108. SHRI RAM SINGH YADAV :

Will the Minister of TRANSPORT be pleased to state :

(a) whether the Department of Railways has agreed to construct a railway over-bridge near Railway station, Alwar and has conveyed its approval to the Government of Rajasthan ;

(b) whether the Director of the National Capital Region Project, Alwar has requested that work of construction of over-bridge should be expedited and the Urban Improvement Trust, Alwar would contribute its share in financing the project ; and

(c) the time by which actual construction work of over-bridge would be taken up and the reasons for delay in this work ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The Western Railway and the State Government are jointly examining the proposal for construction of a road over bridge in replacement of existing level crossing near Alwar Station.

(b) Yes, Sir.

(c) After finalization of the proposal, the work will be considered for inclusion in the Works Programme subject to priority accorded by the State Government and availability of funds.

[Translation]

SHRI RAM SINGH YADAV : Mr. Speaker, Sir, Alwar city is covered by the development scheme of the National Capital Region. The level crossing on which the over-bridge is sought to be constructed is on the Jaipur-Delhi highway. Alwar city is located to the west of the railway crossing whereas the industrial area is located to its east and as such the road traffic from both sides remains obstructed for three to four hours a day due to running of trains. Sometimes the traffic remains blocked for as long as fifteen minutes to half an hour. The factual position is contrary to what the hon.