

(b) Accrual of vacancies and filling of the same are continuous processes.

The Hon'ble Supreme Court in the case of Indira Sawhney Vs. Union of India held that the number of vacancies to be filled up on the basis of reservation in a year including carried-forward reservations should in no case exceed the limit of 50%. As per the existing recruitment rules, the total reservation for Scheduled Castes / Scheduled Tribes and Other Backward Classes in itself is 49.5%. As such, after 1996, no further Special Recruitment Drive could be undertaken to wipe out the carried-forward shortfall vacancies of SCs / STs / OBCs.

To overcome this difficulty, the Government have passed Constitution (Eighty First Amendment) Act 2000, following which necessary instructions have also been received from the Department of Personnel and Training (DOP&T) vide their Office Memorandum dated 20.7.2000. This Act lays down that the ceiling of 50% on filling up of reserved vacancies would apply only on the reserved vacancies which arise in the current year and the backlog / carried-forward vacancies would be treated as a separate block and would not be subject to any ceiling. Accordingly, vide Railway Board's letter dated 4.8.2000, all the Zonal Railways / Production Units etc. have been advised to undertake the review of backlog / carried-forward vacancies of SCs / STs and to take steps to clear the same. As announced in the Budget 2000-2001, special drive for filling in the backlog of SC / ST vacancies are being taken up.

Gauge Conversion of Rupsa-Bangripusi

2929. SHRI BIRABHADRA SINGH:

SHRI B. J. PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) the amount of funds allocated for conversion of Rupsa-Bangripusi narrow gauge line into broad gauge during the last three years;

(b) whether the Ministry has set any specific target for completion of the conversion; and

(c) whether there is any proposal to connect the said rail line with Tata Junction?

[18 August, 2000]

RAJYA SABHA

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH):

(a) Year		Budget Outlay
1997-98	—	Rs. 3 Crore.
1998-99	—	Rs. 2 Crore.
1999-200	—	Rs.14 Crore.
(b) No, Sir.		
(c) No, Sir.		

Closing Down East Coast Railway Zone

† 2930. SHRI MANMOHAN SAMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry of Railways is considering to close down the East Coast Railway Zone; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. However, the entire issue of reorganisation of Zones is under review.

Completion of Hassan-Bangalore Rail Link

2931. SHRI H.K. JAVARE GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that work on the Hassan-Bangalore New Rail Line in Karnataka is going on very slow; and

(b) if so, what are the reasons for so much delay in completing the project within the stipulated time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. The work on new line between Hassan and Bangalore via Shravanabelgola (166 Kms) is progressing as per the allocation of funds approved in the annual budgets.

The project will be progressed as per availability of resources. No target date has yet been fixed for completion of the project.

† Original notice of the question was received in Hindi.