

Jubilee year. The Foundation-stone of the first industry on the East Coast was laid by the first President of independent India on June 21, 1941 and the first ship *Jala Usha* built in this shipyard was launched by the first Prime Minister of India. It was then assured that the Government would help the industry in every way and shipping would not suffer and would go at all costs and at every cost.

Hindustan Steel Ltd has so far built 100 vessels comprising a variety of cargo, Passenger, Naval Patrol, supply vessels, Dredgers and Harbour crafts for merchant ship owners, Navy, ONGC and Ports. In the recent past, a prestigious Drill ship "Sagar Bhushan" worth about Rs. 100 crore was built and delivered to ONGC. It has vast experience and expertise in the art of ship-building and ship repairs. It has earned profits and declared dividends during 1976-82. With the completion of State-2, Modernisation Plan costing about Rs. 80 crores by 1982 and an off-shore platform yard was set up at Iova garden in 1985 for construction of offshore platforms and delivered nine platforms 2 jackets to ONGC installed at Bombay High and Godavari Basin. This shipyard is the only premier and modern ship-building yard with such facilities.

In spite of all this, it is presently facing very serious financial crisis, due to lack of sufficient orders and unremunerative pricing formula. With its uncertain future, the work force has been demoralised.

In the above circumstances, the Government of India should rescue Hindustan Shipyard Ltd and save it from future disaster by restructuring the pricing formula, by giving sufficient orders and save the families of 10,000 employees.

- (iv) **Need to take steps for early conversion of Latur - Miraj narrow gauge Railway Line into Broad Gauge**

[English]

SHRI ARVIND TULSHIRAM KAMBLE

(Osmanabad): Marathwada region of Maharashtra is the most backward region of the State. The development is blocked due to non-existence of broad gauge lines which are pre-requisite for development of any area. There are a few railway lines there but they are metre or narrow gauge. If these are converted into broad gauge, the development of the area will get speeded up.

I am happy that the Government has now taken up the updating of survey for conversion of Latur-Miraj narrow gauge line to broad gauge line and its extension up to Latur Road which is at a distance of 30 KM only. The same has been proposed in the Budget of 1992-93. If this conversion and extension work could be speeded up, then there can be a direct line from Hyderabad to Bombay, and new vistas for trade and passenger traffic will be opened up between Marathwada region and cities like Hyderabad and Bombay.

I request the hon. Minister for Railways that keeping in view the sentiments of the people of Marathwada region and the need for the development of the region, the construction of the said railway line by accorded priority.

- (v) **Need to re-start suspended trains to Haridwar, U.P.**

[Translation]

SHRI CHETAN P.S. CHAUHAN (Amroha): Mr. Speaker, Sir, Ardhkumbh Mela is starting from 13th April, 1992 at Haridwar in Uttar Pradesh. About 8-10 lakh people from various parts of the country are expected to participate in the festival. Most of the pilgrims participating in this festival are from Uttar Pradesh, Bihar, Madhya Pradesh and Rajasthan and this festival continues nearly for one month towards the middle of May.

Most of the people reach Haridwar by

[Sh. Chet in P.S. Chauhan]

train. About 60 trains along with 4265 Up and 4266 Dn trains for this place have been cancelled since 1st January, 1992. Along with these trains, same is the conditions of Mjha - Amritsar Express. With the cancellation of these trains only a single train i.e., Doon Express No. 3009 Up and 3010 Dn is left which cannot take such a heavy load of passengers. I, therefore, urge the Central Government to restore the services of trains running between Haridwar and other places of the country. In addition to that special Mela Express trains should also be started for the convenience of the passengers."

(vi) Need for early sanction of Cooking Gas Agencies in different towns of Sambhal Parliamentary Constituency

DR. S. P. YADAV (Sambhal): Mr. Speaker, Sir, there is acute shortage of cooking gas in my Parliamentary Constituency, Sambhal. It is only 200 kms. away from Delhi. In my Lok Sabha Constituency i. e., Sambhal cite, there is only one gas agency for a population of nearly 2.50 lakhs.

I, therefore, urge the Central Government to sanction one gas agency each for the following cities as early as possible:—

1. Sanitrain (Sambhal) the population of which is 60 thousand.
2. Bisoli (Badaun) with a population of nearly 30 thousand.
3. Babrala Gunnor (Badaun) population of both the places is nearly 25 thousand.
4. Behjoi and Sirti (Moradabad) - Population of both the places is about 40 thousand.

5. Ujhari-Dhakka and Said Nagli (Moradabad) population of all the three places is about 25 thousand.

It would be of great help for the women of this area.

(vii) Need to extend Railway line between Tundla and Etah, to Farrukhabad, Bareilly, Aligarh.

SHRI SURESHANAND SWAMI (Jalesar): Mr. Speaker, Sir, a passenger train consisting of only three coaches runs between Thundla and Etah and the speed of the train is quite slow as there are no gravels on the rail track after it diversifies from Varhan. The passengers on board the train also feel scared because the anti-social elements also move about in the train quite freely. Only a few passengers purchase tickets on this route. The Minister of Railways and assured in the House that the facilities in the trains would be improved and new rail lines would be constructed and additional trains would also be intercede.

It is, therefore, requested that Tundla-Etah line may be connected with either Farrukhabad or Bareilly. In case it is not possible to link it with these stations, it must be at least be linked with Aligarh. If this line is not extended further, it will never be operational utilised.

[English]

MR. SPEAKER: The House stands adjourned to meet again at 2.30 p. m.

13.32 hrs.

The Lok Sabha then adjourned for Lunch till thirty minutes past fourteen of the Clock.