

with different trains for these stations.

This is a compelling necessity and I urge upon the Central Government to take necessary action in this matter at the earliest.

(ii) Need to lay broad gauge railway line connecting Manmad (Maharashtra)-Indore via Sindhwa

[Translation]

SHRI RAMESHWAR PATIDAR (Khargone): Mr. Speaker, Sir, Madhya Pradesh is the most backward State both from roads and railway points of view as compared to the other states of the country. In Madhya Pradesh, Khargone is such a district which does not have any railway line even after so many years of Independence.

I demand to lay broad gauge railway line connecting Manmad (Maharashtra) Indore via Sindhwa. This railway line will be about 300 kilometres long. This will connect Manmad Junction from where there goes a line to Bombay, with Indore. This will reduce the length of Delhi-Bombay rail line by hundreds of kilometres. Broad gauge line connecting Manmad to Indore has been sanctioned and it is under construction. The Rail-line connecting Itwa to Guna has been sanctioned and work is in progress. Itwa-Indore railway line and Guna-Manmad Railway line are already existing. The meter gauge railway line between Manmad and Parli Baijnath via Aurangabad has been sanctioned and its construction is in progress. If this line between Itwa and Parli Baijnath and Hyderabad (South) via Bikarabad will be available to the country. At present the two lines Central and Western are proposed to be constructed to link South with Delhi. After the completion of the Konkan Railway there will be greater pressure on Western rail-line. Therefore, its alternative is necessary. Manmad Bhusawal, Aurangabad are defence centres, Mahau and Gwalior are also defence centres. The proposed line will link these defence centres. The construction work of Manmad-Indore Godhra rail-line is also in progress. This will pass via Rand. It means

it will have to be constructed from Manmad to Rand from Manmad to Indore. It will further reduce the distance by 18 kilometres.

Madhya Pradesh Government has declared Khargone district, an Industrial complex where the work of setting up of many cotton mills and other industries is in progress. There are more than twenty industries in Sindhwa. This line will link two sugar mills in Dhulia district and Dhani and Pithampur industrial complex of Dhar district and hundreds of industries of Indore. It will also get sufficient load for transportation.

(iii) Need for early construction of a By-pass at Bareilly U.P. on National Highway No. 24

[Translation]

SHRI SANTOSH KUMAR GANGWAR (Bareilly): Mr. Speaker, Sir, Bareilly is a big city on National Highway No. 24. There is a great rush of traffic on it. It has been a long-standing demand to construct a by-pass over the said Highway and widen it. For the last so many years, the construction of the by-pass has been talked about. It has come to my notice that its initial survey has been conducted and the draft of the by-pass is under the consideration of the Central Government. In the absence of that by-pass there is a lot of inconvenience for the traffic. Often accidents take place on it and it also takes too much time.

Therefore, I request the Central Government that keeping in view its essentially, the construction of a by-pass near Bareilly of the National Highway no. 24 should be sanctioned immediately.

(iv) Need for expeditious completion of Integrated Guided Missiles Programme

[English]

SHRI BIJOY KRISHNA HANDIQUÉ (Jorhat): Sir, I raise the question of delay in pursuing several ambitious projects of Integrated Guided Missile Programme (IGMP).