

Eastern Railway and approval was given to the 25 kilometre Jalgaon-Chavalkhera Gharapgaon line. This work is being done very slowly. It seems to me that the amount allocated is also very little. The Surat-Bhusawal railway line passes through the backward advasi areas of Gujarat and Maharashtra and the Railway authorities themselves consider a double line very essential. It would prove very convenient to South-bound travellers. This work should be completed as early as possible. I also urge the Government to provide diesel engines to passenger trains plying on this line, providing diesel engines to these trains will ensure the punctuality of the trains.

Nandarbar in Maharashtra is my parliamentary constituency. The railways should attach a two tier bogie to the 114-UP Surat-Bombay train via Nandarbar. Similarly, a bogie should be attached to the 162 UP Indore-Bombay Express. Further, a bogie exclusively for Nandarbar should be attached to the 17 Down saurashtra Janata Express, which leaves Bombay at 16.30- Similarly, a bogie for Nandarbar should be attached to the 113-down Surat-Bhusawal train which leaves Surat at 22.50. People in Nandarbar have to visit The state capital Bombay regularly, on official work. The addition of these bogies would prove immensely beneficial to those who go to and fro Bombay. Therefore, it is my humble submission to the Union Government to get this work done, at the earliest.

SHRIMATI GIRIJA DEVI (Maharaj Ganj): Mr. Speaker, Sir, through you, I would like to request the Government to build two roads in the Southern regions of North Bihar. One road will connect Kashinagar in U.P. via Muzzaffarpur, Hajipur, Chhapra, Siwan and Guthni. The other one will link the Nepal border via Chhapra, Baniyapur, Malmaliya, Mohammadpur Mor and Motihari District. These two roads are not only essential for the betterment of that region, but are also of national and international importance. It is also an important tourists spot. When we go to Vaishali from Hajipur, we have to use the road

bridge, in the absence of a railway bridge. Sonapur is reputed for its world famous cattle fair and it is also said that the Battle of "Gaj-Aur-Grah" took place there, but there is not good road there. If a good road is built at that place, it would provide immense relief to the region, from the recurring floods. At the moment, that area is flooded. If the road had been high, this long tract of land would not have come under the fury of the floods and precious lives and property could have been saved. The other road, that goes to Chhapra via Nepal is of great national and strategic importance. In case of any conflict with China, supplies can be made available to the troops, only through that road. Therefore, I request the Union Government to give highest priority to this, taking into consideration the aforesaid facts and commence the construction work on these roads, immediately.

SHRI RAMESH CHAND TOMAR (Hapur): Hon'ble Mr. Speaker, Sir, through you, I would like to draw the attention of the Government towards national highway no. 24. This highway passes through my constituency. The condition of this road from Hapur to Garh is very bad. It takes about one and a half to two hours to cover the one and a half kilometre distance from Hapur; and traffic jams on the roads are a regular feature. Therefore a by pass should be constructed from Hapur city. The 35 kilometre road extending from Hapur to Garh is in a very bad shape. The road is full of potholes. It is impossible for trucks to ply on that road. Traffic remains blocked for long hours, almost daily and fatal accidents are a regular feature. I, therefore urge the Union Government to renew the national highway number-24.

[English]

SHRI SUDHIR SWANT (Rajapur): I want to raise a serious matter. You are not allowing me to raise it for the last four days.

MR. SPEAKER: You please sit down, first.

Shri K.D. Sultanpuri.