

13.50 hrs.

# NATIONAL HIGHWAYS (AMENDMENT) BILL\*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): On behalf of Shri Jagadish Tytler, I beg to move for leave to introduce a Bill further to amend the National Highways Act, 1956.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the National Highways Act, 1956".

*The motion was adopted*

SHRI RANGARAJAN KUMARAMANGALAM: I introduce\*\* the Bill

MR. SPEAKER: The House stands adjourned for Lunch to re-assemble at 15.00 hrs.

13.50 hrs.

*The Lok Sabha then adjourned for Lunch till Fifteen of the Clock.*

*The Lok Sabha re-assembled after lunch at four minutes past Fifteen of the Clock*

[MR. DEPUTY-SPEAKER in the Chair]

[English]

SHRI AMAR ROY PRADHAN (Cooch Bihar): Why is there so much of light?

MR. DEPUTY-SPEAKER: It is too much. It should be switched off.

Now the House shall take up matters under rule 377.

15.05 hrs. Gauge conversion

## MATTERS UNDER RULE 377

- (1) Need to Convert Bangalore-Tumkur metre gauge line into broad gauge (MUP 37)

[English]

SHRI C.P. MUDALA GIRIYAPPA (Chitradurga): Bangalore-Tumkur railway line is one of the most important lines in Karnataka State. The holy shrine 'Siddaganga' Mutt is in Tumkur. HMT factory and many other industries are situated there. Tumkur is also an important centre of education and culture. There are many educational institutions including an engineering college and three B.Ed. colleges, many Government employees who live in Tumkur depend upon train journey to attend their offices in Bangalore city. Most of the business people also depend upon this railway route.

More than ten pairs of express and passenger trains are running daily on this Bangalore-Tumkur single line and doubling of this vital line is pending for the last several years. In fact, the train journey between Bangalore and Tumkur is tortuous due to heavy rush in compartments and frequent crossing of trains. The railways are not able to introduce any new train on this line either from Bangalore to mangalore or from Ban-

\*Published in the Gazette of India, extraordinary, Part II, Section 2, dated 27.2.1992.

\*\*Introduced with the recommendation of the president.