

17.37 hrs.

**BUSINESS ADVISORY
COMMITTEE
Second Report**

[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): I beg to present the Second Report of the Business Advisory Committee

17.37½ hrs.

**RAILWAY BUDGET, 1991-92--
GENERAL DISCUSSION- Contd.
AND
Demands for Grants (Railways, 1991-
92 -Contd.**

[Translation]

SHRI KAMALA MISHRA MADHUKAR (Motihari) Mr. Speaker, Sir, both myself and the hon. Minister of Railways have grown old over the years but I have been asking the same question and he has been giving the same reply I was an M.P. 16 years ago and again I have been elected and again I am putting the same question. The question is that our area is a very backward area You are aware that Champaran was the place of activities of Gandhiji But no attention has been paid to its development On several occasions I made a demand for the conversion of Muzzaffarpur-Narkatiyaganj line into a broad gauge line This has repeatedly been demanded by the people of the area and agitations have also been launched for this. Even then no attention has been paid to it. Therefore, I would like that at least the hon. Minister should get this work done so that alongwith Mahatma Gandhi, he will also be remembered in the area. At least, the Muzzaffarpur--Narkatiyaganj line should be converted into a broad-gauge line.

Similarly, foundation stone of Chhitoni Bridge was laid by the former Prime Ministers and former Ministers of Railways on several occasions but from the allocation made in the present Railway Budget, it seems that the bridge cannot be completed even in 20 years. I am of the view that with the construction of this bridge, people of Uttar Pradesh and Bihar will be largely benefited Therefore, attention should be paid to it and higher allocation for this should be made in the Railway Budget so that construction work on this bridge could be speeded up.

One more thing that I would like to submit is that more allocation should be made for the construction of the railway bridge on the Gandak river near Hajipur in the North Eastern Railway. A broad gauge line is being constructed at Hajipur which will terminate at Betia via Hajipur, Lalganj, Kesaria, Araraj, Paharpur etc. Thousands of people are living on the banks of Gandak They have to cover at least 40-50 kms to reach the station and they usually miss the train as no other mode of transport is available there. It is a very backward area. As such you should keep in mind that place and at least give an assurance for making a survey of this area. After the survey a decision, which may be considered economical, should be implemented.

I would like to draw your attention towards the pitiable condition of the passenger trains running between Muzzaffarpur to Narkatiyaganj. Now, I am a Member of Parliament and by virtue of my position you have given me a first class ticket. Before becoming a Member of Parliament, I had to go round places as a party worker for 4-5 years. The condition of trains are pitiable. All the dilapidated bogies are perhaps meant only for Champaran. The Department of Railways have annexed all these compartments to the trains running between Narkatiyaganj and Muzaffarpur. The passengers face