

for the establishment of a permanent Bench of the High Court of Bombay at Pune.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to provide for the establishment of a permanent Bench of the High Court at Bombay at Pune."

The motion was adopted

SHRI V.N. GADGIL: I introduce the Bill.

17.24 1/2 hrs.

CONSTITUTION (AMENDMENT) BILL*

(Insertion of new article 16A)

[English]

SHRI AMAR ROYPRADHAN (Cooch Behar): I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

The motion was adopted

SHRI AMAR ROYPRADHAN: I introduce the Bill.

17.25 hrs.

RESOLUTION RE: CONVERSION OF NARROW GAUGE RAILWAY LINES INTO BROAD GAUGE—*CONTD.*

[English]

MR. CHAIRMAN: Now we go to Private Members' Resolutions. Item No. 25, further

discussion of the Resolution moved by Shri Sudam Deshmukh.

On the last Private Members' Resolution day, I had said that every Member had been given an opportunity to intervene. I said that I will give time only for the hon. Minister to reply and for the mover of motion to respond to the Minister's reply, I hope Mr. Deshmukh will realise I am trying to work for him.

[Translation]

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Mr. Chairman Sir, the Resolution moved in the House on the 22nd concerned a 225 kms. long narrow gauge line in Vidarbha. All points raised by the mover are valid. This railway line is owned by a private company but it is being run by the Government and not by any private management. When the Government took over the responsibility of running this railway, the understanding was that the Government could take-over this railway line subject to certain conditions.

17.26 hrs.

[SHRIMATI GEETA MUKHERJEE *in the Chair*]

There was also an agreement that once in every 10 years, the Government could initiate a move to take-over this railway line and also decide the cost at which this project would be undertaken. The agreement was entered into in 1916 and since then after every 10 years the Government considered the proposal for the take-over of this railway line. The last time such a proposal came up before the Government was in 1986. During discussions between the private company, the Railway Board and the Maharashtra Government, it was decided that the Government would not take-over the railway line but would reconsider this proposal in 1996 on the basis of this agreement. So the first problem before us is that if we abide by the terms and conditions of this agreement be-