

regard should be formulated keeping in view a permanent solution of the problem.

(iv) Need to construct a railway line between Anupgarh and Bikaner

SHRI SHOPAT SINGH MAKKASAR (Bikaner): Mr. Deputy Speaker, Sir, I want to raise the following matter under rule 377:

Both Ganganagar and Bikaner are border districts of Rajasthan. The first phase of the Indira Gandhi Canal has been completed. It is irrigating nearly 15 to 20 lakh acres of land. Consequently, the farmers of that area are producing lakhs of tonnes of foodgrains. Rajasthan Government has started the construction of roads with the assistance of the World Bank for the development of that area and is also establishing a network of 'Mandis', to facilitate the farmers to sell their products on reasonable rates. But there is no possibility of development of these bazars in the absence of railways and this is naturally going to adversely affect the farmers of that area. The farmer sells his produce of cotton, wheat, mustard and ground-nut, which are the main crops of that area, on lesser prices there as compared to other markets and he has to incur lot of expenditure on transporting his produce to the other parts of the country by road.

Being a border district, it would also be a significant help to the Border Security Force if a railway line from Anupgarh to Bikaner via Gharsana, Khajuwala and Pugal is constructed. The laying of this railway line is not only essential but also important from the point of view of border security and development of that area. The hon. Prime Minister too had through a special letter to different Ministries, Ministers and Chief Ministers stressed the need for giving priority to the development of border areas. Thus a broad gauge line from Anupgarh to Bikaner via Gharsana, Rawala, Head 365, Khajuwala, Pugal and Kolayat should be constructed. The Railway Minister and the Defence Ministry, both should realise the seriousness of my suggestion and after completing the

survey work by 1990 should give priority to this project in the Railway Budget of 1991.

[English]

(v) Need to expedite construction work on Chitradurga-Rayadurg and Bailery-Rayadurg Railway lines and improve the train facilities between Mangalore and Secunderabad

SHRI SRIKANTADATTA NARASIMHA RAJA WADIYAR (Mysore): Mr. Deputy-Speaker, Sir, at present, passengers from Hyderabad desiring to go to Mangalore have to travel through Tamilnadu and Kerala and the journey takes about 36 hours. According to the present time-table, one can reach Mangalore from Secunderabad in 37 hours 45 minutes on the metre gauge via Gutakal, Hubli and Arsikere by Venkatadri Vijayanagar/Miraj-Mangalore Mahalaxmi Express. In the return direction, it takes about 34 hours by having a direct train reducing halting and waiting time at Guntakal and Hubli.

The total distance from Secunderabad to Mangalore on the broad gauge via Vijayawada, Gudur, Renigunta and Jollarpetta is 1630 kms. and on the metre gauge, it is about 1160 kms. If the construction work on the Chitradurga-Rayadurg line is expedited and the Bellary-Rayadurg line is strengthened, the distance between Secunderabad and Mangalore will be further reduced.

In the meantime a combined express train consisting of bogies to Mangalore and Vasco-dagama from Secunderabad with bifurcation at Hubli can be introduced as a bi-weekly train in the beginning and later it can be converted into a daily train. The running time to reach Mangalore should be 30 hours and for Vasco-dagama it should be 22 hours. The proposed train will reduce congestion on the busy trunk route via Vijayawada and Renigunta. Government have a proposal to ply Kachhiguda Jaipur Express on diesel traction soon and if the timings of the sug-