

Prime Minister Shrimati Indira Gandhi, but it has not been constructed so far. The construction of this bridge would not only provide a direct link between U. P. and Bihar, but it would also link Nepal with India.

Late Railway Minister, Shri Kedar Pandey had assured the people of Bihar that Dighaghat (Patna) railway bridge would be constructed; but this bridge has not been constructed so far. This bridge is very necessary to link North Bihar with South Bihar. There is no direct railway link between North Bihar and South Bihar. As a result, the passengers have to face a lot of inconvenience. Daily sale proceeds of tickets at Seevan Railway Station is Rs. 2 lakhs to Rs. 2.50 lakhs and thousands of passengers start their journey from this Station to U. P., Delhi, Haryana and Punjab. But the only train which passes through this Station is Jayanti Janta Express. As a result, the passengers have to face a lot of difficulties. In addition, hundreds of passengers are left behind.

I would submit to the Hon. Railway Minister that Bihar is a backward state and especially North Bihar and, therefore, request him to undertake the following items of works without further delay :—

1. Construction of Chhitauni Railway Bridge;
2. Construction of Dighaghat (Patna) Railway Bridge; and
3. Introduction of one more train like Jayanti Janta via Seevan Station (Bihar) to Delhi.

(vi) Central Assistance to Madhya Pradesh for construction of a pucca bridge over Chambal river in District Morena

SHRI KAMMODILAL JATAV (Morena) : Mr. Deputy Speaker, Sir, Under Rule 377, I would like to raise the following matter of urgent public importance :—

“Chambal river flows in Ambah Tehsil of District Morena in Madhya Pradesh adjoining Uttar Pradesh and Rajasthan, but there is not even a single pucca bridge over the river there. This causes not only inconvenience and

difficulties to the people intending to travel between Madhya Pradesh, Uttar Pradesh and Rajasthan, but when roads are blocked, the life of the people is also in danger in these dacoit infested areas and especially there is hindrance in the movement of the police. In addition, this backward area is not linked with the National Highways of Agra, Ferozabad and Etawah etc. and as a result the transportation of produce of this area is totally unsatisfactory. This is an obstacle in the economic development of the area. It is therefore, essential to construct a pucca bridge over Chambal between Usetghat and Khurd Raipur and Nagla Silawali. During the last 38 years, M.Ps. from this constituency have also raised a demand for the construction of this bridge, but no action has been taken so far. I would, therefore, request the Central Government to provide the necessary financial assistance to Madhya Pradesh and get this bridge completed in the national interest at the earliest.

[English]

(vii) Steps needed to place sufficient orders for wagon in West Bengal

SHRI PRIYA RANJAN DAS MUNSI (Howrah) : Sir, in West Bengal, the main wagon industry is being looked after by three public sector units and one unit in the private sector, viz., Burn Standard & Co., Jessop Co., Braithwait & Co. and Texmaco Ltd., respectively. More than 25,000 people are directly involved in this industry and taking into account its ancillaries, etc., the total involvement will be about 50,000 people.

The wagon industry in India is not at all a losing one in the sense that the Railways have a big demand and also in the international market we have a number of big offers for export. Without sufficient wagons, the increasing goods traffic cannot be catered to and the price rise cannot be resisted.

Unfortunately this year there is a huge cut on production orders for wagons by the Railways to these units as a result of which there is a serious crisis.