

peddle Boating, Elephant riding, picnicking etc. A large number of people visit this spot during week days and holidays. But on the way to the spot at a distance of more than half-a-kilometre there is a metre gauge railway track to cross. People can't bring their vehicles up to the spot for which visitors are facing much difficulty in accompanying the old, children and handicapped and in carrying other necessary materials with them.

I urge upon the Central Government to take immediate necessary steps to erect a temporary railway crossing to enable the visitors to bring their vehicles up to the spot.

(vii) Need to Modernise Sone Canal Irrigation System in Bihar

[Translator]

SHRI RAM PRASAD SINGH (Bikramgarh) Mr Speaker, Sir, under the Rule 377 I would like to inform the House that the Sone Canal Irrigation system built at Dehn Indrapur, in Bihar State has become 117 years old. This was constructed by the Britishers in 1875. This is one of the big irrigation schemes of the country, which irrigates 24 lakh acres of land in Rohas, Bhabhua, Buxar, Bhojpur, Aurangabad, Gaya, Jahanabad and Patna districts of Bihar. In absence of repair work, this scheme has almost come to an end. Most of its big and small canals have been damaged and canal beds are filled with silt. With the result, they are unable to release as much water as is their capacity. At the same time, two big irrigation projects have been constructed in the upper part of the Sone catchment area, resulting in this scheme not getting adequate water. In absence of rain and in the wake of drought and heavy rain causing floods, crops of the farmers in this area are damaged every year, but farmers have to pay revenue. For a solution to these problems, farmers of this region have been collectively demanding the modernisation of Sone Canal. They had been staging dharna and taking out demonstrations

from time to time.

So, I would urge upon the Central Government to modernise the Sone Canal irrigation system in the interest of public and the country. Bihar, Madhya Pradesh and Uttar Pradesh should be given water in accordance with the Bansagar-Rihand agreement, and the Kadavan reservoir project, which is connected with this scheme, should be constructed immediately.

(viii) Need for construction of an underground subway at Charkhi Dadri Railway Crossing in Haryana

SHRI JANGBIR SINGH (Bhiwani) Mr Speaker, Sir, under Rule 377 I would like to inform the House and through you I would like to draw the attention of the Central Government to the problems of the residents of Charkhi Dadri town under my constituency Bhiwani in Haryana. Charkhi Dadri is situated on Rewari-Bhatinda railway line which is being converted into broad gauge from metre gauge. Adjoining the railway line, there is a unit of Cement Corporation of India in which thousands of labourers are working, in this area there is a food grain market and Gandhi Nagar Colony is also there, but the railway crossing joining this area remains closed all the time because of shunting. Due to closure of the railway crossing, the residents of this area, school-going students, customers and traders coming to the food grain market face a great hardship daily. Sometimes serious patients have to wait for long for the opening of the railway crossing, which creates a fear of accidents and several accidents have already occurred there.

So, I urge upon the Central Government to construct a subway for pedestrians, cycle rickshaws and scooters who may move freely so long as the work of converting this railway line into broad gauge goes on.

[English]

MR SPEAKER Now, the House stands adjourned to meet again at 2.10 p.m.