

Orissa. In the past, the rulers used to pay proper attention for the preservation of forest wealth. As valuable forest species are being destroyed it has adverse impact on our environment. We have been experiencing natural calamities like drought, cyclone, flood and tornado almost every year in the areas. About 23 per cent of total population in Orissa is Scheduled Tribes who are directly affected by the Forest Acts and also by the denudation of the forest.

The tribals are being asked to leave the forests where they have been living from time immemorial and they have been forbidden to earn their livelihood from the forest under the Forest Acts. This has created serious discontentment among the tribals. On the other hand, the valuable forest species are being smuggled out by the traders and anti-social elements in the ex-State areas of Orissa. The forest guards on duty are not able to take any preventive action against them in the fear of being attacked by fire arms by them.

As such, I urge the Government of India to create Central Forest Protection Force and to post them in every State for the preservation of forests in Orissa and elsewhere in the country.

- (vi) **Need to undertake a survey for laying down an alternative rail route to reduce the heavy load of rail traffic at Mughalsarai junction of Eastern Railway**

[*Translation*]

SHRI VISHWANATH SHASTRI (Gazipur): Sir, to reduce the traffic load on Mughalsarai junction on Eastern Railway some alternative should be found out. Mughalsarai is such a rail junction, through which passenger trains for almost every part of the country pass. Not only this, there is a heavy movement of goods trains also on this

route. If some accident or some technical fault takes place, then the trains of the whole of the country get affected. To face this situation an alternative must be found out. This solution can be found out by laying down an alternative rail route.

Therefore, my suggestion is that a new rail line should be laid from Dehri-on-sona or Sasaram to Dildar Nagar junction and this new rail line should be linked with the broad gauge rail line from Dildar Nagar junction to Tari Ghat. Since Chhapra-Varansi metre gauge rail line is being converted into broad gauge, a railway bridge should be constructed on the river Ganga and the broad gauge rail line from Dildar Nagar to Tari Ghat should be connected with the Chhapra-Varansi broad gauge rail line. Chhapra-Varansi rail line is being converted into broad gauge, therefore, the Government will not have to spend a pie on railway line from Gazipur to Odihar. There is a metre gauge rail line from Odihar to Jallapur. If it is also converted into broad gauge, then with minimum expenditure a new route from Dehri-on-sona or Sasaram to Dildar Nagar and from Gazipur to Jallapur via Odihar can be laid. In this way, not only the load on Mughalsarai route will be reduced but a new way of development of Western Bihar and Eastern Uttar Pradesh can also be thrown open.

Therefore, our demand from the Central Government is that this suggestion should be thought over seriously and to reduce the load on Mughalsarai the new alternative route should be surveyed and order for its construction should be passed.

- (vii) **Need to inform in advance the Members of parliament regarding visit of Ministers to their constituencies**

[*English*]

SHRI RAM NAIK (Bombay North): Sir,