

Wing of the Gun-Carriage Factory which has been functioning very well in Jabalpur over thirty years is being shifted to Pune. The House is aware of the significant role this and other Ordnance Factories are playing in the life of the people and the economic development of the area and the news of the proposed shifting of the Research and Development Wing of the Gun-Carriage Factory has come as a bolt from the blue, and does not seem to be prompted by any rationale, rhyme or reason or any impelling and compelling circumstances.

Jabalpur with the Bench of High Court, several universities, seat of Electricity Board, besides its central location was denied its due place as a capital of the State. Too much pressure is being exerted to change the well founded decision based on Experts' Committee report, to locate the 10th Zonal headquarter of Central Railway at Jabalpur, and now comes the news of shifting of the Research and Development Wing of the Gun-Carriage Factory which has come to form an integral part of the economy. This is another setback to the development of the area.

I would, therefore, most fervently urge upon the Government not to take the step to shift the Research and Development Wing of the Gun-Carriage Factory from Jabalpur.

**(iv) Need to Grant Statehood to Vidarbha**

SHRI UTTAMRAO DEORAO PATIL (Yavatmal) : Sir, in spite of having great natural resources like water, good rainfall, good soil, manpower, forest and substantial potential of minerals, the expected development of the Vidarbha region could not be achieved after 35 years of co-existence with Maharashtra. The people of the area earnestly feel that newly established Vidarbha Development Boards will not be able to do much as far as development of the area is concerned and Vidarbha will remain underdeveloped for one or other reasons, as in the past.

This is the proper time for fulfilling the aspirations of the people for a separate State. Therefore, after 35 years of brotherhood and co-existence with Maharashtra, I request this august House, the Central Government and the Government of Maharashtra to agree to grant Statehood to the people of Vidarbha, by making necessary amendments in the Bombay Reorganisation Act, 1960 and in the First schedule of article 3 of the Constitution or by enacting State of Maharashtra Reorganisation Act, 1995.

**(v) Need to set up LPG Outlets at Dhanora in Moradabad District, U.P.**

[Translation]

SHRI CHETAN P.S. CHAUHAN (Amroha) : Mr. Speaker, sir, Dhanora is a big Tehsil of district Moradabad. With a population of forty thousand people.

Besides, the population of adjoining villages is around fifty thousand but there is no facility of L.P.G. Big industries are being established in the surrounding areas of this tehsil. Due to this the population of Dhanora town and those of surrounding areas is swelling up. Due to lack of gas distribution facility here, people are facing a lot of difficulties and they are forced to use coal, firewood and kerosene oil. This is increasing pollution in the city. There are small towns at a stone's throw where people have facility of gas agency but inspite of being a Tehsil headquarter, Dhanora lacks L.P.G. agency.

Therefore, I request hon. Petroleum Minister to sanction one L.P.G. agency for Dhanora, District Moradabad.

**(vi) Need for early construction of Railway Overbridge at Damoh in Madhya Pradesh.**

[Translation]

DR. RAMKRISHNA KUSMARIA (Damoh) : Mr. Speaker, Sir, Damoh overbridge on Beena-Katni Rail line, in Damoh, Panna parliamentary Constituency of Madhya Pradesh, was sanctioned in 1990-91. I also raised this issue before Minister of Railways many times and requested him to take up the work on Damoh Railway Overbridge but no attention has been paid to it. Due to running of trains the gates of rail-crossing are closed and people get stranded for hours and hours on rail crossing and the traffic comes to a standstill. At this point of time, persons waiting at the gate, are ruffled by miscreants.

Therefore, I would like to request hon. Rail Minister to place order, as soon as possible, to construct sanctioned overbridge on Beena-Katni Rail Line in Damoh District.

**(vii) Need to Provide better Railway Facilities in Nadia District, West Bengal.**

SHRI AJOY MUKHOPADHYAY (Krishnagar) : The legitimate demands of the people of Nadia district in West Bengal with regard to railway facilities including doubling of lines, electrification, gauge conversion, raising of platforms, replacement of outmoded coaches are yet to be fulfilled. Even a large area along the Indo-Bangladesh border has still remained outside the railway network. As a result, a sense of deprivation and neglect is fast spreading among the people.

I would therefore urge upon the Government to favourably consider long standing demands for doubling of lines from Ranaghat to Lalgola, electrification of lines in Ranaghat-Gade Section, conversion of narrow gauge line from Santipore to Nabadwip to broad gauge, replacement of old and outmoded coaches with raising of platforms in Ranaghat-Gade Section and construction of new line from Krishnagar to Karimpur.