

[Shri Ankushrao Raosaheb Tope]

since long. I urge upon the hon. Minister of Surface Transport that at least two roads which are most important ones i.e. (i) Solapur-Osmanabad-Beed-Aurangabad-Dhule-Vadodara: and (ii) Aurangabad-Nanded-Hyderabad may kindly be taken up on top priority and declared as National Highways. Besides the missing link of Wadigodrai to Malkapur may also be kindly included in the same and declared as National Highways.

- (ii) **Need to Construct a Road Over-bridge at Khireni Phatak and a Foot Overbridge at Mudwara Railway Crossing at Katni in Madhya Pradesh**

SHRI SHRAVAN KUMAR PATEL (Jabalpur): Sir, Katni is an important trading town and business centre of Madhya Pradesh earning enormous revenues, both for the State and the Central government. Yet it suffers from massive traffic jams, due to the railway crossings here. The railway lines criss-cross through the town and the level crossings are closed for the better part of the day, with long queues of loaded trucks, buses, cars and other traffic awaiting their turn to cross the railway lines for long hours.

Katni is a big railway junction. Orissa-Bilaspur-Katni and Allahabad-Jabalpur line runs through this junction. For resolving the over-crowding and the traffic hazardous in this growing and developing town, there has been a long-standing demand for a road over-bridge at Khireni-Phatak, which presents a serious and hazardous traffic bottleneck and a foot over-bridge at Mudwara over the railway yard.

I urge upon the hon. Minister of Railways who has been responsive in

resolving the problems of this backward tribal region, to take urgent and expeditious steps for construction of road over-bridge at Khireni Phatak and a foot over-bridge at Mudwara railway crossing.

- (iii) **Need to lay double rail line between Ghaziabad and Moradabad section**

[Translation]

SHRI CHETAN P. S. CHAUHAN (Amroha): Sir, since there is single railway line between Moradabad and Ghaziabad the trains running on this route have to wait for long on stations for crossing. That is why there are only a few trains running on this route. The business class and service class people and students of this area have to travel by buses and the buses are so crowded that many of them have to travel on the roofs thus always endangering their lives. The average speed of goods trains on Ghaziabad to Moradabad route is the minimum in the country. The reason for this is also that since there is single railway line, goods trains have to stop for long hours at the stations.

The doubling of railway line from Bareilly to Rampur will perhaps be completed in the current year. The railway line from Rampur to Kathgodam is also likely to be completed by the end of March, 1994. This will lead to an increase in the number of trains on this route, it will also add to the traffic load on Moradabad—Delhi section.

Therefore, I would urge upon the Minister of Railways to approve the proposal of doubling of the railway line from Ghaziabad to Moradabad and get the work completed in two or three phases.