

[श्री मल्लिकार्जुन]

बरेली में जो बिना टिकट यात्रा करने का सबाल है, वहां मैजिस्ट्रेट भी थे, वहां 253 लोग बिना टिकट के यात्रा करते हुये पकड़े गये। वहां पर चैकिंग स्टाफ के दो लोगों को चोट भी लगी है। उस वकत हमें आर० पी० एफ० और जी० आर० पी० की सहायता लेनी पड़ी। इस क्लैश में 13 पैसेन्जर को जरूर कुछ चोट लगी है। जिस प्रकार सारे सदन में 1981 में बिना टिकट यात्रा करने वाले लोगों को चैक करने के लिये सहयोग दिया था, मुझे पूर्ण विश्वास है कि वे आज भी हमें देंगे। श्री शास्त्री जी को बताना चाहता हूँ कि 1981 में एक साल के अन्दर रेलवेज को 50 करोड़ रुपया मिला, बिना टिकट यात्रा करने वाले लोगों से। यह कोई मामूली चीज नहीं है।

श्री राजनाथ सोनकर शास्त्री : खर्चा कितना हुआ।

श्री मल्लिकार्जुन : खर्चा ज्यादा है।

श्री राजनाथ सोनकर शास्त्री : आमदनी के खर्चा ज्यादा है, कम है ?

श्री मल्लिकार्जुन : संपूर्ण तरीके से आमदनी से खर्चा कम है। आपका गलत ख्याल है।

श्री राजनाथ सोनकर शास्त्री: आप यह क्यों कह रहे हैं कि ख्याल गलत है। उपाध्यक्ष महोदय, मेरा प्लाइंट आफ आर्डर है।

MR. DEPUTY-SPEAKER: The point of order has nothing to do with the Call attention.

(Interruptions)

MR. DEPUTY-SPEAKER: Please. You reply. You also do not go beyond the call attention.

श्री मल्लिकार्जुन : बिना टिकट जो यात्रा करते हैं, इन लोगों को रोकना बहुत आवश्यक है। इस समय हम कई टैबलर एजेंट्स को रोक चुके हैं और रोक रहे हैं। इस तरीके से प्रयत्न हो रहा है, फिर भी असंतोष है, उसको दूर करने के लिये हमारे माननीय मंत्री जी बता चुके हैं। हमारे रेल मंत्री जी ने स्टेट चीफ मिनिस्टर्स को लिखा है और यात्रियों की सुरक्षा और दूसरी समस्याओं के बारे में कोऑर्डिनेट करके यात्रियों को सुविधायें दे कर उनके गन्तव्य स्थानों तक पहुंचाने का काम संपूर्ण तरीके से हम कर रहे हैं।

14.31 hrs.

The Lok Sabha adjourned for Lunch till Thirty Minutes past Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at thirty-six minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair.]

MATTERS UNDER RULE 377

MR. DEPUTY-SPEAKER: Now we take up matters under Rule 377.

* (i) NEED FOR WIDENING OF NATIONAL HIGHWAY NO. 5 BETWEEN CUTTACK AND BHUBANESHWAR IN ORISSA.

SHRI LAKSHMAN MALLICK: (Jagatsinghpur): Cuttack, the biggest commercial city of Orissa and Bhubaneshwar, the State capital are connected by National Highway No. 5. The traffic on this portion of the National Highway has increased tremendously in recent years. With the increase in the vehicular traffic, the number of motor accidents are

also increasing on this road causing great concern to the people of that area.

The reasons of accidents are not far to seek. This portion of the National Highway is not wide enough for the plying of large number of vehicles. Therefore, this portion should be widened without any further delay. The Government of Orissa has requested the Ministry of Transport to take immediate steps to convert this road into four lanes. But no progress has been made in widening this portion of the National Highway. An estimate of Rs. 17.73 crores for this work has been submitted by the Government of Orissa. This is the main route for the movements of vehicles between Calcutta and Madras. Therefore, funds should be allocated according to the estimates of the State Government for widening this portion of the National Highway No. 5. The widening should be completed before the end of the Sixth Plan period.

(ii) NEED FOR PROVIDING MEDICAL FACILITIES TO COUPLES UNDERGOING CIVILISATION.

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh): Population explosion is the biggest problem of our country today. All development resulting from our planned efforts gets neutralised because of the ever-increasing population. The country cannot develop economically unless we limit our population.

The Government has been giving incentive to the couples undergoing sterilisation in form of cash.

I suggest that the Government should give incentive in form of free medical facilities to these couples and their two children in place of cash.

England has a nationalised Health Scheme. We should formulate a partly nationalised Health Scheme for the couples undergoing sterilisation. If

life-long free medical aid is not possible due to financial problems of our country we should provide free medical facilities to these couples and their two children for at least 10—15 years.

This, in my opinion, will give the most effective incentive to rural and urban masses of India to involve themselves in the Family Planning Programmes.

(iii) NEED FOR A RAILWAY LINE FROM RANIGUNJ TO BANKURA via MEIJA

SHRI KRISHNA CHANDRA HALDER (Durgapur): Sir, Bankura is the backward district and sufficient quantity of coal has been found in Meija Thana. So it requires transportation to other places. For this it is necessary to construct a Railway line from Raniganj to Bankura via Meija to carry coal from Raniganj, Meija to Haldia through Bankura Station. Medium and small scale industries will come up in both the sides of the railway line and improve the condition of the drought prone backward district of Bankura and provide employment to thousands of unemployed youth of this area. So construction of a railway line from Raniganj to Bankura should be taken up as early as possible. In this connection, I would like to mention here that when the present Railway Minister, when he was in charge of Energy Ministry, expressed his desire for the construction of the said railway line. West Bengal Assembly unanimously passed a resolution in this regard. So the construction of this railway line should be taken up as early as possible.

MR. DEPUTY-SPEAKER: Certain names have been removed when it was edited. Those names which you have mentioned will not go on record. I hope you will agree with me because you are a disciplined Parliamentarian.

Shri Basher.