

[Shri K. Lakkappa]

gas stoves there seems to be no reason why a control on the consumer price of LP gas stoves is not made operative as was being maintained in the past.

There is a difference of Rs. 130/- on an average per gas stove between the lowest and the highest prices. The consumer has to buy more expensive stove since 14 lakh connections are going to be released this year out of which 8.5 lakhs may go for the purchase of expensive gas stoves. This means, Rs. 11 crores will be paid by the public in excess because of the greedy manipulations of hot plate manufacturers.

This huge profit margin has been deliberately kept by some manufacturers to themselves in order to indulge in unhealthy market practices by giving tempting offers to LP gas dealers in the shape of air-conditioners, refrigerators, motorcycles and package tours abroad which is solely at the cost of consumer and general public.

Even though the Government is meticulously careful while increasing petroleum price in general and kerosene oil and LP gas prices in particular, because these two products affect the poor middle class, the Government oil companies do not seem to bother about this item which is affecting directly expansion and marketing of LP gas stoves. This is mainly used by housewives for cooking with LP gas. If the Government is really keen in replacing kerosene consumption by encouraging LPG as a substitute, it will be the most appropriate thing to regulate/standardise the price of LPG equipment like LP gas stoves, etc. Therefore, I urge upon the Government to take stock of the overall situation and investigate the entire situation and take suitable prompt appropriate action to save the consumer being strangled by such price increase.

(iv) CONVERSION OF DELHI, AHMEDABAD METRE-GAUGE RAILWAY LINE INTO BROAD-GAUGE LINE

SHRI RAM SINGH YADAV (Alwar):
Sir, Delhi-Ahmedabad Metre-gauge railway line is one of the oldest metre-gauge

railway lines in the country. This railway line connects two State capital cities of Jaipur and Ahmedabad to national capital Delhi. This railway line passes over the boundaries of Haryana, Rajasthan and Gujarat States. That area of the aforesaid States has remained since long a backward area. But now it is developing in the field of industries. Area of district Alwar, Rajasthan State has been identified as industrially backward district and it has gradually developed into an important industrial complex. The Ashoka Ley and Truck Engines Manufacturing Plant, Alwar would be giving production within two years. Modi's Soda-Ash Complex at Alwar, Rajasthan would be a praiseworthy project. Vishwa-Karma industrial Area, Jaipur is one of the largest industrial areas of India. Rajasthan State is very rich in minerals and it supplies raw materials to the industries of cement, mica, fertilisers, gwar-gum, glass-wares, etc. to all parts of the country.

Keeping in view the principle of maintaining second line of defence, it is very necessary that there should be a broad-gauge railway line from Delhi to Bombay via Rewari, Alwar, Jaipur and Ahmedabad.

Delhi-Ahmedabad metre-gauge railway line's conversion into broad-gauge railway line is *bona fide* demand of the people of that area which should not be ignored now. Percentage of broad-gauge railway line is much lesser in the Rajasthan State region in comparison to other States.

A provision of a sum of Rs. 10 lakhs in the Union Budget of 1977-78 was made for the project of conversion of Delhi-Ahmedabad metre-gauge railway line into broad-gauge railway line. The length of this railway line is 925 kilometres and the estimated cost of this project would be Rs. 300 crores only. The project report is said to be lying with the Planning Commission.

I, therefore, urge upon the Government of India to take up the project in hand immediately and give priority to it at the national level.