

12.55 hrs.

MATTERS UNDER RULE 377

(i) *Need for a Super-fast train between Lucknow and Allahabad*

श्री बी० डी० सिंह (फूलपुर) : उपाध्यक्ष महोदय, मैं निम्नलिखित अबिलम्बनीय लोकमहत्व के प्रश्न की और रेल मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ।]

लखनऊ और इलाहाबाद के मध्य कोई अति द्रुतगामी रेलगाड़ी नहीं चलती जिससे यात्रियों को बड़ी ही असुविधा का सामना करना पड़ रहा है। इन दोनों महानगरों के मध्य केवल एक रेल गाड़ी एक्स-प्रेस चलती है। यह रेलगाड़ी इलाहाबाद से प्रातः 4.45 बजे छूटती है और लखनऊ 9.45 बजे पूर्वाह्न पहुंचती है। इस प्रकार 100 किलोमीटर से भी कम की दूरी पांच घंटे में तय करती है। गत पहली नम्बर से इसके विराम स्टेशनों की संख्या भी बढ़ा दी गई है जिससे इसके द्वारा यात्रा करने पर अधिक समय लगता है। इलाहाबाद से कानपुर की दूरी लगभग उतनी ही है जितनी इलाहाबाद से लखनऊ की। परन्तु इलाहाबाद से कानपुर केवल ढाई घंटे में पहुंचा जा सकता है, जबकि इलाहाबाद से लखनऊ पहुंचने में पांच घंटे लग जाते हैं।

लखनऊ प्रदेश की राजधानी है परन्तु प्रान्तीय सरकार के महत्वपूर्ण कार्यालय इलाहाबाद में स्थित हैं। हाईकोर्ट, लोक सेवा आयोग, शिक्षा निदेशालय, माध्यमिक शिक्षा परिषद, गवर्नमेंट प्रेस आदि अनेक महत्वपूर्ण राजकीय संस्थाएँ इलाहाबाद में स्थित हैं। प्रतिदिन सैकड़ों की संख्या में सरकारी अधिकारी एवं कर्मचारी इलाहाबाद से लखनऊ जाते हैं और वापिस आते हैं। इलाहाबाद की ऐतिहासिक एवं धार्मिक महत्ता पर यहां कुछ कहना आवश्यक है। हजारों यात्री प्रतिदिन यहां आते हैं। अति द्रुतगामी रेलगाड़ी के अभाव में इन

तनाम यात्रियों को बड़ी ही कठिनाई का अनुभव हो रहा है। ऐसा अनुभव किया जाता है कि इलाहाबाद एवं लखनऊ के मध्य यदि एक अति द्रुतगामी रेलगाड़ी चला दी जाए जो इलाहाबाद से प्रातः लगभग 6.30 बजे छूटे और लखनऊ लगभग 9.30 बजे पूर्वाह्न पहुंच जाये और मार्ग में केवल एक स्थान रायबरेली जिला मुख्यालय पर रुके और इसी प्रकार वह लखनऊ से सायं 5.30 बजे चल कर केवल रायबरेली रुकती हुई 8.30 बजे इलाहाबाद पहुंच जाये।

मैं सानुरोध आग्रह करूंगा कि माननीय रेल मंत्री जो इस संबंध में व्यक्तिगत रुचि लें और इलाहाबाद तथा लखनऊ के मध्य अति द्रुतगामी रेलगाड़ी चलाने की व्यवस्था करें जिससे दोनों महानगरों के यात्रियों को होने वाली असुविधाओं अनेक एवं कष्टों का निराकरण हो सके।

(ii) *Essential facilities for the employees of Natural Institute of Sheep Development in Rajasthan.*

SHRI P. RAJAGOPAL NAIDU (Chittoor): Some of the Members of Parliament went to Avikanagar in Rajasthan to find out the activities of the National Institute of Sheep Development.

We are glad to see the results of experiments done in these rain-fed sandy areas to raise perennial grasses. The Institute attempted to have three-tier system of raising fodder, that is raising grass, fodder shrubs and fodder trees. It is really adoptable in similar areas in the country.

This Institute has succeeded in developing sheep and goat breeds. But, there is a great gap between research and propagation. It should be filled up.

Due to the uncertainty of electricity the Institute is experiencing some

[Shri Rajagopal Naidu]

difficulty in carrying experiments. It is said that a generator is supplied but it should be strengthened as the supply as we have seen, was not satisfactory.

There are about 50 vacancies of Senior Scientists. It is learnt that due to lack of facilities the Scientists are not joining there. This must be looked into.

One thing is definite. There are no education facilities for the children of the employees of the Institute and there is no regular bus from that Institute to Jaipur which is a must.

I urge the hon. Minister of Agriculture to try to redress the grievances of the employees so that they may put their heart and soul into the research work.

(iii) *Need for a separate Archaeological Circle in Orissa.*

SHRI CHINTAMAN PANIGRAHI (Bhubaneswar): Sir, Orissa Government is pursuing with the Education Ministry of the Central Government for the last several years for creation of a separate Archaeological Circle for Orissa State. There are now 66 centrally protected monuments in Orissa including Lord Lingaraj Complex and Lord Jagannath Complex which consists of about 100 temples and structures with valuable sculptures. Because of sub-circle offices important works like documentation, survey, exploration and excavation rarely get the attention they deserve. Besides; the world famous Sun temple at Konark and historical Buddhist sculpture at Lalitgiri, Udaigiri; Ratnagiri and at other places justify the claim of State for having an independent Archaeological Circle which needs immediate consideration of the Government of India. When the Eastern Circle is now being proposed to be bifurcated, I urge upon the Central Government to create an independent circle or Orissa State.

13 hrs.

(iv) *Needs for conversion of Dabhol Port into a major port.*

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): The unsatisfactory living conditions in Bombay city have reached a bursting point and to alleviate the situation the Government has taken up the twin Bombay scheme and unless means for a permanent stoppage of the concentration of industries and population is found out and worked out, the fearful consequences are bound to reappear in large proportions in a few years. To effect, therefore, a lasting solution, a place will have to be found out which will offer better, abundant and still cheaper facilities than the present Bombay or twin Bombay ever could.

Taking into consideration all the requirements of a modern industrial town, development of Dabhol Port on the West Coast of Maharashtra in the Ratnagiri district offers to be the most suitable and yet an attractive and economical place for this diversion and once a nucleus is found, the industrialists and traders will flow to this place.

Sir, there are various predominant factors which would prima facie show the necessity for the development of Dabhol port by converting it into major port by including it under centrally sponsored scheme. This port is only 90 miles South of Bombay and was previously foremost for sea borne international trade. Extract of Dagh Register shows that the Dutch had found a depth of 18 fathoms i.e., 108 feet. According to latest marine survey the depth is 55 feet and is more than that of an other port in India. The length of this deep portion is about three miles and breadth about 1/2 a mile. This port is suitable for building and anchoring the largest ships the world would have. Vice-Admiral (Retd.) Soman after survey of this Port has observed: 'Dabhol creek lends itself most ad-