

[Sh. Vishweshwar Bhagat]

railway line without its modernisation. Rather, instead of merely modernising it, the metre-gauge line should be converted into broad-gauge so that the aforesaid districts may develop. Forest property, copper and minerals like manganese, dolomite etc. are found in abundance here. Due to the absence of broad-gauge railway line these minerals are not being utilised properly.

Therefore, my submission is that Chandrapur-Jabalpur metre-gauge line should be converted into broad-gauge, it would connect North India with southern parts of India and reduce the load on Nagpur-Itarsi railway line.

- (iii) **Need to set up a new food/fruit canning unit at Rajampet in Andhra Pradesh or enhance the capacity of the existing unit there**

[English]

SHRI A. PRATAP SAI (Rajampet): Sir, every year Rs. 400 to Rs. 450 crores worth of fruits are being grown in Rajampet in Andhra Pradesh and are sent out of the State of various other places like Madras, Bombay, Bangalore, Ahmedabad, etc. for processing and sale resulting in meagre return to the farmers. Only a small food canning unit of the Government of Andhra Pradesh is functioning at Kodur with very small capacity. Since there is vast scope of development and employment potential, I urge upon the Government to encourage either private sector to set up a canning unit here or enhance the capacity of the existing unit and ensure that the farmers in this area are benefited.

- (iv) **Need to provide a halt of Koval Express at Morappur in Dharmapuri district, Tamil Nadu**

SHRI K.V THANGKABALU (Dhar-

mapuri): Sir, Dharmapuri district being the most backward district of Tamil Nadu has no proper rail facility. There are four major railway stations in Dharmapuri, out of which Morappur, Buddiraddypatti and Kadathur are among the most important stations. Fast express trains do not stop at Morappur. The Koval Express from Madras to Coimbatore on its way possibly touches all district headquarters, namely, Vellore, Salem, etc. but the train which runs through Dharmapuri during the day does not stop at Morappur. Consequent upon the electrification of the Jolarpettai-Salem section, the engineers say that the movement of trains on this section has increased by 110 per cent and there is no time constraint whatsoever on the trains. Five minutes can be very easily spread for Koval Express to stop at Morappur. I, therefore, urge upon the Government of India and the Union Minister of Railways to take immediate steps to provide a halt for Koval Express at Morappur in Dharmapuri district of Tamil Nadu.

- (v) **Need to open a new Railway division at Ahmedabad, Gujarat**

SHRI HARIN PATHAK (Ahmedabad): Sir, the Government of Gujarat have put up a proposal to Minister of Railways for the opening of new Railway Division at Ahmedabad. The Minister has agreed in principle. However, new divisions have been created at Bhopal and Ambala but the request of Ahmedabad has not been entertained so far. The proposal may be re-considered in view of the following facts:-

1. That the present arrangement of posting some high officers of Railways at Ahmedabad is not enough to meet the present day requirements.
2. The passenger as well as goods traffic is very heavy.
3. At present, Ahmedabad area falls within jurisdic-