

[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-

tion of three Railway Divisions, i.e., Ahmedabad, Rajkot and Bhavnagar. These divisions are located far away from most industrial and developed city of Ahmedabad.

4. Nearly 150 passenger trains originate and terminate at Ahmedabad Railway Station.
5. It also controls major freight terminable at Kankaria, Asarva and Mars and trans-shipment yard at Valva Sabhamati, etc.
6. It is also not possible for officers at Vadodara attend day to day operations.

The creation of Division at Ahmedabad will not only benefit the people of Ahmedabad area but will also reduce the burden on Vadodara Railway Division.

I would, therefore, urge upon the Government to re-consider the proposal for setting up a new Railway Division at Ahmedabad.

- (vi) **Need to provide more facilities at Jhansi and Lalitpur railway stations of Central Railway**

[*Translation*]

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Deputy Speaker, Sir, under Rule 377, in the public interest, I would like to bring to the notice of the House the need to provide facilities of issuing railway tickets for the places where the trains halt.

Tickets for Gwalior and Lalitpur should be made available for G.T. Express, Jhelam Express, Tamil Nadu Express and Andhra Pradesh Express at Jhansi Railway Station.

Similarly, tickets for Jhansi, Gwalior, Agra and Bhopal should be made available in Ujjain-Dehradun Express and Jhelam Express and for Urai and Lucknow in Pushpak Express at Lalitpur Station. Besides, provision should be made to make a halt of Chhatisgarh Express at Therra Railway Station and Punjab Mail and Bombay B.T. at Talbehat railway station.

Therefore, I urged upon the Central Government to provide required facilities at the abovesaid railway stations so that the problems of the railway passengers can be solved. All these railway stations connect the various districts of Uttar Pradesh and Madhya Pradesh.

- (vii) **Need for early completion of incomplete irrigation projects in Chhota Nagpur-Santhal Pargana, Bihar**

[*Translation*]

SHRI BHUBANESHWAR PRASAD MEHTA (Hazaribagh): Mr. Deputy Speaker, Sir, irrigation facilities for just 3 per cent of the total land have been made available so far in Chhota Nagpur-Santhal Pargana in Bihar. All the dams constructed in the area either by the Central Government or the State Government or Damodar Valley Corporation serve the purpose of either generating electricity or supplying water to factories. Even the affected villages are not being provided electricity and water for irrigation. All the schemes forwarded to Central Water Commission are kept pending for years and ultimately these are rejected by one way or the other.

Adivasis in large number live in this area. Lakhs of people go to other states in search of employment. Devkali Water Reservoir Project, Tilaia Upper Canal Project, Donaya Kala Project, Siwane Water Reservoir Project have been pending for years.

Therefore, I would like to submit to the Central Government to approve all the pend-