

since their establishment during British period. The Railways in the name of modernization have installed many new machines in these factories about two years ago by spending crores of rupees. These factories cater a lot of needs of metre gauge Railway but after the decision of conversion of the Delhi-Ahmedabad Rail line into broad gauge and in the name of new Industrial and economic policy the work load in these factories has gradually been reducing. A ban has been put on fresh recruitments and employees are being retired voluntarily. There is news to this effect that even machineries of these factories are being transferred to some other place. As a result thereof, thousands of labourers and lakhs of citizens of Ajmer who depend on them are worried and agitated. The Governments' decision to close these factories will have a damaging effect on the people of Ajmer.

I, therefore strongly urge the Government of India that it should not close these Loco and Carriage factories, which are the backbone of the Economy of Ajmer. The capacity of these factories should be fully utilized. The labourers should not be retrenched, the ban on the fresh recruitment should be lifted. The vacant posts should be filled immediately and these factories should be modified as per the requirements of broadgauge lines.

(viii) **Need to consider proposals for carrying water from Godavari to Krishna and linking Mahanadi and Godavari.**

[English]

SHRI SANAT KUMAR MANDAL (Joynagar): Sir, it is heartening to learn that the Union Government is considering proposals that form part of the national perspective for water development formulated by it envisaging carrying of surplus water from Brahmaputra to Farakka and further down to Mahanadi through a series of link canals which *inter alia* cover the entire network for linking peninsular rivers starting with the transferring of Brahmaputra waters from the Himalayas to Ganga and further down to Southern river systems, augmenting on the way, the flow of Hoogly for the maintenance of the Calcutta port. The proposed multipurpose projects would also help generate substantial amount of power and provide navigation facilities across

the country. The Brahmaputra-Ganga link would make available about 14 million hectare of additional water for irrigating about 22 million hectares in the basins of the two rivers. Besides, it would provide about 40,000 cusecs of water to the Calcutta port which it very badly needs.

The entire network for linking peninsular rivers under the national perspective would enable additional use of about 8.4 million hectare of water and benefit the States of Orissa, Andhra Pradesh, Maharashtra, Karnataka, Tamilnadu and Madhya Pradesh.

Sir, I would humbly submit that Government should get a blueprint of the Plan early and consider some viable proposals for carrying water from Godavari to Krishna and linking of Mahanadi and Godavari, which have already been studied by the National Water Development Agency.

(ix) **Need to set up cooking gas outlets in tehsil headquarters Junagarh Parliamentary Constituency, Gujarat.**

[Translation]

SHRIMATI BHAVNA CHIKHLIA (Junagarh): Mr. Chairman, Sir, Mendarada, Malia, Bhetan, Visavdar, Talal and Vanthali tehsils fall in my Parliamentary Constituency. The population of these areas are 13142, 11042, 9081, 16884, 14376, 16339 respectively. But the locals have to suffer a lot due to lack of any gas agency there. They even do not get Kerosene oil in sufficient quantity for which the women have to stand in the queues for hours together but even then they do not get it in sufficient quantity.

I, therefore request the Central Government that the supply of Kerosene oil should be increased in the aforesaid tehsils falling in my Parliamentary Constituency Junagarh and at least 4 new gas agencies should be allotted in my area.
