

SHRI BANWARI LAL PUROHIT: The Minister was telling the officers.

SHRI A.K. PANJA: The hon. Member must realise that Reserve Bank is an independent Body created under the statute. We persuade them and they do consider whenever we say about a policy matter. That is why, these directions have been carried out not by opening a Cell because they explained that there will be overlapping of various women of various categories. However, this has been done through State-level Committee which is giving good results.

[Translation]

KUMARI MAMATA BANERJEE: Mr. Speaker, sir, as the hon. Minister said, mere setting up of a separate cell for women entrepreneurs will not solve the problem. That is what I believe. I would like to congratulate the Hon. Prime Minister for making a provision for a 30% reservation for women. May I know from the hon. Minister whether there is any proposal to entrust the total managerial responsibility of any branch of a nationalised bank to women, where the entire staff including the Manager comprises women?

SHRI HARISH RAWAT : Sir, in that case the Minister should also be a woman (Interruptions)

[English]

SHRI A.K. PANJA: The suggestion is noted.

[Translation]

MR. SPEAKER: Later they should also ask for a separate Parliament.

SHRI P.M SAYEED: If that be so, a woman would have to be made the Speaker.

[English]

SHRI A.K. PANJA: Sir, the suggestion is noted. But the Prime Minister, being a man, is giving all these beneficial directions on behalf of women. (Interruptions)

KUMARI MAMATA BANERJEE: Will the hon. Minister consider this suggestion? (Interruptions)

Railway Projects in Bihar

*343. **DR. G.S. RAJHANS:** Will the Minister of RAILWAYS be pleased to state:

(a) whether rail transportation facilities are inadequate to meet the demands of transportation of minerals and ores in Bihar;

(b) the details of railway line projects approved in Bihar in such areas along with the progress made so far;

(c) whether there is a proposal for according approval to the construction of more new lines in these areas for enabling quick transportation of minerals and ores;

(d) whether there are proposals for extension of broad-gauge railway lines in Bihar during 1989-90; and

(e) if so, the details thereof and if not, the reasons therefor?

[Translation]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) A statement listing the approved projects presently on hand in the State of Bihar for improving transportation of minerals and ores is given below.

(c) No, Sir.

(d) and (e) : Conversion of Chhapra-Aunrihar MG section into BG (171 km), partly

in Bihar, has been proposed in the Budget for 1989-90 at an estimated cost of Rs. 85-13 crores.

STATEMENT

Details of approved projects in Bihar for improving transportation of minerals and ores

S.No.	Name of Project	Estimated cost (Rs. crores)	Progress upto 12/88 (% age)
1	2	3	4
1.	Doubling between Sigsigi and Bagha Bishnupur (79 km)	50.28	5
2.	Patch Doubling on Garwa Road to Sigsigi (6 km) and Sonnagar to Bagha Bishnupur (8 km)	7.49	80
3.	Doubling between Bokaro Steel City Station and Bokaro Steel City 'A' Cabin (4.5 km)	2.20	96
4.	Patch doubling between Bokaro and Pundag and twin single line between Radhagaon and Bokaro Marshalling Yard 'A' Cabin (13 km)	6.24	99
5.	Doubling of Kandra-Gomharria Section (10 km)	8.53	75
6.	Gaya-Mughalsari section—Augmentation of sectional capacity	8.41	25
7.	Barwadih-Development of Depot Yard in north Karanpura area	31.44	—

DR. G.S. RAJHANS: Mr. speaker, Sir, though the hon. Minister hails from a constituency which is adjacent to Bihar, yet he does not seem to have an affinity with the State of Bihar.

MR. SPEAKER: You should call him a neighbour.

DR. G.S. RAJHANS: Whenever I travel by train, I have noted that our hon. Minister is more concerned about Biharis and he does not have that much concern for Bihar State. He said that the proposal to convert the Chhapra-Aunrihar metre-gauge line into broad gauge has been included in the Budget. Perhaps it is so because a small section of this line passes through Bihar. Keeping these points in view, may I request the hon. Minister to convert the Samastipur-Darbhanga metre gauge line into broad gauge?

SHRI MAHABIR PRASAD: Sir, the hon. Member has asked for information relating to conversion of Samastipur-Darbhanga railway line into broad gauge. a survey was conducted for this purpose in 1974-75, but on further consideration it was found that the cost was Rs. 26 crores. I want to inform the hon. Member that as the proposal to convert it into broad gauge was was not found feasible, the matter was not taken up for further consideration.

DR. G.S. RAJHANS: The hon Minister put it very well. Can the hon. Minister say with survey that all lines converted from metre gauge to broad gauge were found to be economically viable? The hon. Minister informed me in writing that according to the survey report, the proposal was found to be non-viable and, therefore, its conversion into broad gauge was not considered.

May I know from the hon. Minister if the Lines converted during the past 10 years have been profitable? I shall say with chal-

lenge that it has not been so and that Samastipur Darbhanga has been subjected to injustice. Not only this, a Railway Minister even went to the extent of stopping the construction of the Samastipur-Darbhanga railway line in order to get the railway line shifted to his own constituency. I want to know whether this is true or not?

SHRI MAHABIR PRASAD: Sir, I cannot say who that esteemed Railway Minister was. For laying a double line or for gauge conversion, the density of traffic is taken into account.

DR. G. S. RAJHANS: Sir, that area has the highest density of traffic in the whole of Asia. I would bring privilege motion on it. The hon. Minister is requested to please ascertain facts before giving a reply. A Railway Minister gets the line shifted to his own constituency and now we hear that there is lack of traffic density there. This is a case of injustice with Bihar. We Biharis will not tolerate it...*(Interruptions)* We Biharis will not tolerate it *(Interruptions)*.

MR. SPEAKER: Why are you all speaking together? How can we carry on with the business in this manner?.....*(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Mr. Speaker, we look at it from an economic angle..*(Interruptions)* therefore, on completion of survey on each railway line, our decisions are based mainly on returns. Sometimes other factors are involved. I would request the hon. Members to look at the railways from an operational angle and not from the point of view of states.

[English]

It is an operational Ministry and it has to serve the interests of the entire country as a whole.

[*Translation*]

But let me say that gauge conversions have been done in Bihar when they were not being done in other parts of the country. During the Sixth Plan, gauge conversion of 587 kilometers of railway line between Barabanki and Samastipur has been completed. 182 kilometres of gauge conversion between Barauni and Katihar was also completed. It is not proper to expect one's state to benefit every year (*Interruptions*)

Time and again I have requested for railway operation to be looked at from an all-India angle. Even if one looks at it from a State's view point, the national average per thousand square kilometre of railway line comes to 18.8, whereas for Bihar, the corresponding figure is 30.1. So from that view point also, Bihar has a large railway network. If the people of Bihar complain of being neglected, let me inform them that there are some parts of the country where people have not even seen a railway line (*Interruptions*)

DR.G.S. RAJHANS : Sir, Bihar has been subjected to injustice. a Railway Minister ordered the shifting of a railway line to his own constituency. (*Interruptions*)

MR. SPEAKER: You can go on making noise like this if that is what you wish, but nothing will be gained out of it.

(*Interruptions*)

MR. SPEAKER: Shri C.P. Thakur to speak.....

(*Interruptions*)*

[*English*]

MR. SPEAKER: Nothing goes on rec-

ord. Whatever hon. Members say do not go on record.

(*Interruptions*)

MR. SPEAKER Take your seats. Mr. C.P. Thakur wants to put a question, he is allowed. Otherwise, nobody is allowed. So simple it is.

[*Translations*]

SHRI C.P. THAKUR: Mr. Speaker, Sir, although the whole of Bihar is backward, yet there is one project...(*Interruptions*)

AN HON. MEMBER: Sir, please show some consideration towards us also.

MR. SPEAKER : I have the entire House's interest at heart, in the same way as the hon. Members have the entire country's welfare at heart.

SHRI C.P. THAKUR: A Railway bridge should be constructed on the river Ganga for the development of both North Bihar and South Bihar. The survey has already been conducted and the hon. Railway Minister had assured us that work would start soon. The bridge on the Ganga shall link North and South Bihar from an economic point of view and hopefully it will be beneficial from the operational point of view also. May I know from the hon. Minister the time by which a bridge will be constructed on the river Ganga?

SHRI MADHAVRAO SCINDIA: Mr. Speaker, Sir, if any such proposal is received we shall consider it.