

Prime Minister Shrimati Indira Gandhi, but it has not been constructed so far. The construction of this bridge would not only provide a direct link between U. P. and Bihar, but it would also link Nepal with India.

Late Railway Minister, Shri Kedar Pandey had assured the people of Bihar that Dighaghat (Patna) railway bridge would be constructed; but this bridge has not been constructed so far. This bridge is very necessary to link North Bihar with South Bihar. There is no direct railway link between North Bihar and South Bihar. As a result, the passengers have to face a lot of inconvenience. Daily sale proceeds of tickets at Seevan Railway Station is Rs. 2 lakhs to Rs. 2.50 lakhs and thousands of passengers start their journey from this Station to U. P., Delhi, Haryana and Punjab. But the only train which passes through this Station is Jayanti Janta Express. As a result, the passengers have to face a lot of difficulties. In addition, hundreds of passengers are left behind.

I would submit to the Hon. Railway Minister that Bihar is a backward state and especially North Bihar and, therefore, request him to undertake the following items of works without further delay :—

1. Construction of Chhitauni Railway Bridge;
2. Construction of Dighaghat (Patna) Railway Bridge; and
3. Introduction of one more train like Jayanti Janta via Seevan Station (Bihar) to Delhi.

**(vi) Central Assistance to Madhya Pradesh for construction of a pucca bridge over Chambal river in District Morena**

**SHRI KAMMODILAL JATAV (Morena)** : Mr. Deputy Speaker, Sir, Under Rule 377, I would like to raise the following matter of urgent public importance :—

“Chambal river flows in Ambah Tehsil of District Morena in Madhya Pradesh adjoining Uttar Pradesh and Rajasthan, but there is not even a single pucca bridge over the river there. This causes not only inconvenience and

difficulties to the people intending to travel between Madhya Pradesh, Uttar Pradesh and Rajasthan, but when roads are blocked, the life of the people is also in danger in these docoit infested areas and especially there is hindrance in the movement of the police. In addition, this backward area is not linked with the National Highways of Agra, Ferozabad and Etawah etc. and as a result the transportation of produce of this area is totally unsatisfactory. This is an obstacle in the economic development of the area. It is therefore, essential to construct a pucca bridge over Chambal between Usetghat and Khurd Raipur and Nagla Silawali. During the last 38 years, M.Ps. from this constituency have also raised a demand for the construction of this bridge, but no action has been taken so far. I would, therefore, request the Central Government to provide the necessary financial assistance to Madhya Pradesh and get this bridge completed in the national interest at the earliest.

[English]

**(vii) Steps needed to place sufficient orders for wagon in West Bengal**

**SHRI PRIYA RANJAN DAS MUNSI (Howrah)** : Sir, in West Bengal, the main wagon industry is being looked after by three public sector units and one unit in the private sector, viz., Burn Standard & Co., Jessop Co., Braithwait & Co. and Texmaco Ltd., respectively. More than 25,000 people are directly involved in this industry and taking into account its ancillaries, etc., the total involvement will be about 50,000 people.

The wagon industry in India is not at all a losing one in the sense that the Railways have a big demand and also in the international market we have a number of big offers for export. Without sufficient wagons, the increasing goods traffic cannot be catered to and the price rise cannot be resisted.

Unfortunately this year there is a huge cut on production orders for wagons by the Railways to these units as a result of which there is a serious crisis.

While it is a fact that there is a serious resource constraint in every department of the Government, how could one justify the curtailment in wagon production which will never be a waste or a bad investment ?

Burn Standard & Co. is one of the major units in my constituency, Howrah, and if the Railways do not place sufficient orders with it now, it will have very adverse effects on other co-units in Bengal.

I, therefore, call upon the Minister of Railways as well as the Minister of Finance to place sufficient wagon orders to save the industry.

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INDIAN RAILWAYS (AMENDMENT)  
BILL—*Contd.*

[*Engilsh*]

MR. DEPUTY-SPEAKER : The House will now take up further consideration of the following motion moved by Shri Bansi Lal on the 13th August, 1985, namely :

“That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration.”

SHRI C.P. THAKUR : I request the hon. Member to be very brief. Only five minutes are allotted to each Member.

SHRI C.P. THAKUR (Patna) : Mr. Deputy-Speaker, Sir, I rise to support this Amendment to the Indian Railways Act, 1890.

15.01 hrs.

[SHRI N. VENKATA RATNAM *in the Chair*]

This is a very simple amendment. Only, it is going to enhance the quantum of punishment for obstruction of the railway.

The Railway plays two very vital functions, one as a means of transport and the other as a means of development. This amendment has been brought with the second view in mind, just to accelerate the pace of development in the country.

Some of the Hon'ble Members raised the issue of punctuality of trains. I must say that this new Ministry has done its best in improving the punctuality and also the quality of service of the Indian Railways.

Coming to some of the problems of our State, if we consider the railway as a means of development, in that respect Bihar has been grossly neglected by the Railway Ministry. Certain problems are pending with the Railway Ministry for a long time and they are extremely needed for the development of our State. As has been just now pointed out by one of the Members of my State, the Railway bridge over the river Ganges in Patna not only connects the north and south Bihar, but it will connect North Bihar with the rest of the country. It is still isolated. I think a lot of engineering work has been done for this bridge. I request the Railway Minister to take up this bridge in this plan period itself.

The second point is that Bihar is not connected with South by any goods train. There are two trains—Mahanagri and Ganga-Cauvery going upto Benaras—and if they all extended upto Patna that will serve the purpose of the people of Patna who want to go to the South.

The Rajdhani Express does not pass through the capital of Bihar. I request the Railway Minister that at least two days in a week, the Rajdhani Express should pass through Patna.

There are certain smaller problems like construction of railway crossing near small places like Bankaghat Station, for which I requested earlier also. This will actually help about 40000 people. Another problem pending with the Government for a long time is the new broadgauge line between Bhawanathpur and Jadunathpur with a railway bridge over river Sone. This area has got a lot of lime stone and one cement industry has been sanctioned by the Bihar Government and if this arilway line is given, it will accelerate the pace of development in that area. The second one is the broadgauge line between Muzaffarpur and Narkatiaganj and the extension of that line upto Raxaul. This will also lead to the development of that area, the North Bihar. The Bihar Government is setting up a paper factory there. If a broadgauge line is constructed