

**521 Matters under Rule 377 ASADHA 24, 1914 (SAKA) Matters under Rule 377 522**  
obsolete 66,000 K.V. line as a result of which when any electric equipment or transformers are damaged, due to fault in this line, it is difficult to replace them. In my opinion, replacement of 33,000 K.V. lines in place of 66,000 K.V. lines is not possible without central assistance.

I, therefore, demand from the hon. Minister of Power to arrange for replacement of these transmission lines by 33,000 K.V. lines in Sitapur district immediately, so that like other parts of the State, Sitapur district too may have adequate power supply.

**(iv) Need to Grant Licences for Setting up Sugar Mills at Mirganj and Nawabganj in Bareilly, Uttar Pradesh**

**SHRI SANTOSH KUMAR GANGWAR** (Bareilly): Mr. Deputy Speaker, Sir, I want to draw the attention of the House to an important matters under rule 377.

Keeping in view the demand of places like Mirganj and Nawabganj in Bareilly, Uttar Pradesh for setting up Sugar Mills the State Government had recommended grant of licences to entrepreneurs in the Private sector. The said parties want to set up the sugar mills immediately. Keeping in view the availability of Sugarcane in abundance there, I request the Central Government to grant licences for setting up Sugar Mills at those places.

**(v) Need to Provide More Railway Amenities to Malabar Region, Kerala.**

[English]

**SHRI E. AHAMED (Manjeri):** The Southern Railway has not been paying sufficient attention to the railway line between Palghat and Mangalore which covers the entire Malabar region of the Kerala State. This

line came into existence a century ago when the South Indian Railway Company was formed and the people of this area had been supporting the railway from its earlier stages. But no progress in the matter of providing more railway facilities has been made on this line. Doubling of Shoranur- Mangalore line still remains a dream. There is no modern facility like tokenless signals in Malabar area of Southern Railway which invariably delays the movement of trains. The train compartments in this region are in a miserable condition and the railway stations have no overhead coverings of required length. In the revenue collection, Palghat Division assumes the first or second position but in the matter of development the Southern Railway treats this division at the fourth position. This has created resentment in the people of Malabar region and all prominent newspapers have written leading articles condemning the step-motherly treatment of Southern Railway to Palghat division. I would, therefore, urge upon the Railway Minister to take appropriate action and provide more railway amenities to Malabar region.

**(vi) Need to Introduce Boeing Service to Lilabari in Assam**

**SHRI PROBIN DEKA (Mangaldoi):** At present Vayudoot service is available between Guwahati and Lilabari, Lakhimpur. But the service is very irregular. Sometimes it operates and at times it does not, thereby causing great inconvenience to the traveling public especially the Members of Parliament are in a disadvantageous position. When the flight is cancelled at the eleventh hour without any prior intimation, they have to miss the connecting flight from Guwahati. In order to cater to the need of the people of that area, introduction of Boeing service is essential. The facilities at the air field in Lilabari may be improved, so that Boeing service can be operated. This is a longstanding demand of the people of that area.