

# LOK SABHA DEBATES

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LOK SABHA

Thursday, December 12, 1985/  
Agrahayana 21, 1907 (Saka)

The Lok Sabha met at Eleven of the  
Clock.

[MR. SPEAKER in the Chair]

[Translation]

SHRI BALKAVI BAIRAGI : Today,  
you are in a happy mood. (*Interruptions*)

MR. SPEAKER : Was I happy yesterday ?

SHRI BALKAVI BAIRAGI : How  
could we feel happy when you were not  
in a happy mood during the last two or  
three days.

MR. SPEAKER : Today, I am in a  
very happy mood. Bairagiji, happiness  
depends upon both sides.

SHRI BALKAVI BAIRAGI : But the  
persons for whom this is meant are not  
present in the House even today.

MR. SPEAKER : They have heard it.  
Everything is all right now.

[English]

SHRI M. RAGHUMA REDDY : Sir,  
every day the strength of the House is  
decreasing.

MR. SPEAKER : I do not know. What  
is the problem ?

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AN. HON. MEMBER : Sir, is it be-  
cause of election fever or cold fever ?

MR. SPEAKER : You have to diag-  
nose it.

## ORAL ANSWERS TO QUESTIONS

[English]

### Rail Lines Constructed During Sixth Plan

\*348. SHRI CHARANJIT SINGH  
WALIA : Will the Minister of TRANS-  
PORT be pleased to state :

(a) how many kilometres of Railway  
lines have been constructed in India during  
the Sixth Five Year Plan ; and

(b) how many kilometres of Railway  
lines have been constructed in Punjab dur-  
ing the same period?

THE MINISTER OF STATE IN THE  
DEPARTMENT OF RAILWAYS (SHRI  
MADHAVRAO SCINDIA) : (a) 903 kms.

(b) 5.6 kms.

SHRI CHARANJIT SINGH WALIA :  
Sir, the hon. Minister has stated that only  
903 kms. of railway line have been con-  
structed in India during the Sixth Five Year  
Plan and only 5.6 kms. have been con-  
structed in Punjab. The mileage of rail  
route has increased to 8065 kms. from  
1950-51 to 1984-85 and there is an in-  
crease of about 4.3% in rail traffic and  
3.7% in passenger traffic. There is a  
steady increase in freight traffic and  
passenger traffic and especially in Punjab  
there is a manifold increase in route length  
as also passenger and freight traffic. Then,  
I do not understand why Punjab is being

discriminated against in the construction of new railway line, more so when the demand for construction of new railway lines has been voiced in the past. The demand for new railway lines between Patiala-Jakkhal-Delhi via Samana and Pathra, between Chandigarh and Patiala and between Chandigarh and Ludhiana, has been raised. I know from the hon. Minister what steps the Government is taking to remove this discrimination and whether there is any proposal to construct new lines in Punjab in the Seventh Five Year Plan and if not, what are the reasons therefor?

**SHRI MADHAVRAO SCINDIA :** Sir, the railway network in Punjab is considered fairly adequate and keeping in mind the constraint of resource, priority has been given to other items in railway allocations. In support of this statement I would like to give to the hon. Member certain statistics to prove that Punjab has certainly not been neglected and in the interest of the people of Punjab has been kept upper-most in the minds of the Government. In route kilometres, coverage per thousand square kilometres of area, Punjab ranks first among all the States in India.

Whereas the national average is 18.7, the Punjab average is 42.4. As far as route kilometerage per lakh of population is concerned, the national average is 8.9, the Punjab average is 12.74.

Punjab is a very vital State for us, specially for foodgrain movement. The question of neglecting Punjab does not arise. We recognise that it is a dynamic State with dynamic people. That is why, our Prime Minister took a decision to establish a Railway Coach Factory at Kapurthala in Punjab.

As far the other question, the Ludhiana-Chandigarh line survey has been carried out, but it has not been found financially remunerative. Normally, we expect ten per cent return, but the return calculated on this line is 3.22 per cent. Keeping the overall picture in mind, as I said, these new lines are not being given priority, because we feel that whatever system is there, let us bring it to an acceptable

state and only then, we should go in for expanding the system.

**SHRI CHARANJIT SINGH WALIA :** Before independence, the mileage in Punjab was quite sufficient, but after independence, Punjab has been neglected. You have stated the overall picture, but what are the reasons for neglecting Punjab?

**SHRI MADHAVRAO SCINDIA :** The contention of the hon. Member is not correct. Punjab has certainly not been neglected. Besides its very good rail network, it has got very good roads also.

**SHRI BALWANT SINGH RAMOO-WALIA :** His question is with regard to the period after independence.

**THE MINISTER OF TRANSPORT (SHRI BANSI LAL) :** That is not correct.

**SHRI JAGANNATH RAO :** Koraput-Rayagada railway line and Sambalpur-Talcher line were sanctioned in the 6th Plan on a priority basis. The progress has been very slow. It needs to be expedited.

**MR. SPEKER :** The question relates to Punjab only. It is not relevant. I can only ask the Minister to answer, if the question pertains to Punjab.

Next question.

**Adverse Effect of Diazepam used as Analgesic**

\*349. **SHRI SHANTI DHARIWAL :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have come across about the adverse effects of medicines containing Diazepam and used as analgesic ;

(b) if so, details thereof ; and

(c) names of countries where compositions containing Diazepam are being marketed?