

there things; the colour of five hundred rupee note and the one hundred rupee note is very similar; the size is also the same. The five hundred rupee note is 167 x 73 mm. While on hundred rupee note is 158 x 73 mm. Both the notes have the same picture of Mahatama Gandhi. These notes look alike and are not different from each other. Due to oversight, many persons have either been cheated or have lost their hard earned money. Sir, an uneducated person can distinguish only by colour and size as he cannot read. This has created a lot of problem in the market. I request that circulation of these notes of rupees one hundred denomination should immediately be stopped.

Since we are talking about the currency notes, I would like to mention two more points. The first point is, every year, during Diwali time, the Reserve Bank of India ensures that additional new note are introduced into circulation. However, this year, this has not been done adequately and as a result, the banks could not supply the same to their customers. I hope, in future, this will not happen again. The second point is, we need to change the paper on which these currency notes are printed. I suggest introduction of such material which cannot be stapled. I think, everyone will agree that stapling needs to be done away with so that notes have a longer circulation life like the pattern of US Dollar. Sir, I request you to direct the Government to have an interaction with the Reserve Bank of India and save the people. Thank you.

आप जरा सरकार को कहिए कि वह कुछ करें।

उपसभाध्यक्ष (प्रो. विजय कुमार मल्होत्रा): मैं समझता हूँ कि यह बात काफी महत्व की है। काफी दिक्कतें एक जैसे नोट होने से हो रही हैं। सरकार के पास जब यह जाएगी, सरकार इसका जवाब देगी।

Railway Division at Ahmedabad

SHRI BRAHMAKUMAR BHATT (GUJARAT): Mr. Vice-Chairman, Sir, today I read in newspapers that the handicapped demonstrators presented a hearing-aid to the Government. I do not know whether that 'hearing-aid' will be of any use to the Government or not, because, generally, the Government does not hear anything. That is why they must have given a hearing-aid.

The important point is, between promise and performance there is a large distance to travel. To make a number of promises is one thing but to implement them is quite another. Therefore, there is a distance between promise and performance. Sir, I am referring to a function which took place several months before when the then Railway Minister, Mr. Kalmadi, was in Ahmedabad. He inaugurated a Railway Division in Ahmedabad. Since then there is no movement. The announcement about a Railway Division in Ahmedabad is only on paper. Nothing is going on in regard to construction of any locoshed or workshops or anything. Now, as a matter of fact, Ahmedabad is one of the largest industrialised and commercialised cities in our country. Ahmedabad has a population of more than 40 lakhs, as of now. It is as good in population as Bombay was in 1961. I was surprised when the Railway Ministry announced certain Railway Zones and those zones are in cities like Bangalore, Bhubaneshwar, Jaipur, Jabalpur, Allahabad and in Hazipur. Now, I submit, except Bangalore, there can be no comparison of any of these cities with Ahmedabad. It is a very fast growing city in terms of population, industry and commerce. Sir, Ahmedabad is a proper place for a zonal headquarters, but it has been granted only a divisional headquarters and even that has so far not been implemented. It is simply on paper. So, my question is very simple. When is the Government of India going to implement the promise which is given to the people of Ahmedabad and Gujarat? The more important is this.

The headquarters of the Western Railway is in Bombay since the British *raj*. Originally, it was Bombay-Baroda Central India Railway known as BCCI Railway. During the time of the British *raj*, Bombay was the headquarters of the Western Railway. How much is the railway line in Maharashtra so far as the Western Railway is concerned? It may be around 400 kms. or 500 kms. I would like to submit that more than 2,500 kms. of the Western Railway line is in Gujarat. The maximum of the Western Railway line is in Gujarat and the strange thing is that the headquarters of this Railway is in Bombay. Some friend in Lok Sabha has said, 'If the

headquarters is taken away to Ahmedabad, then there would be a bloodshed.' What happened in 1960? I was one of the witnesses of those days when there was bifurcation of the State of Bombay into Maharashtra and Gujarat. A number of trains loaded with employees came from Bombay to Ahmedabad. When the bifurcation took place, a number of employees had to come from Bombay to Ahmedabad. In this case, again, when it is to be done, it could be done gradually. But this firm demand of the people of Gujarat, the reasonable demand of the people of Gujarat, should be accepted.

In the meanwhile, the Government should take steps to see that the setting up of the Divisional Office, Divisional Headquarters, at Ahmedabad does not remain on paper only, but it becomes a reality. As a matter of fact, Sir, in view of the growth, in view of the population, of Ahmedabad, and in view of the industrial and commercial importance of Ahmedabad, the Zonal Headquarters must be located there. Ultimately, the Main Headquarters of the Western Railway should be shifted from Bombay to Ahmedabad.

I hope the hearing aid given to the Government by the handicapped would be of some use.

Thank you.

Delay in construction of bridge over Ganga in Varanasi and by-pass connecting Mohan Sarai and Mughal Sarai on G.T. Road

श्री मोहम्मद मसूद खान (उत्तर प्रदेश): उपसभाध्यक्ष महोदय, पूर्व प्रधानमंत्री मरहूम बहादुर शास्त्री जी ने अपने जन्म स्थान की जनता की मांग पर बनारस में गंगा नदी पर पुल और जी०टी० रोड पर बाई-पास बनाने का आश्वासन दिया था। उनके आश्वासन पर गंगा नदी पर पुल व मोहन सराय से मुगल सराय तक जी०टी० रोड के बाई-पास का काम शुरू किया गया। इसका सारा खर्च विश्व बैंक दे रहा था। लेकिन काम में सुस्ती की वजह से विश्व बैंक ने 31.12.921 को अपना पैसा बंद कर दिया क्योंकि यह परियोजना 31.12.91 तक पूरी करनी थी। अब इस परियोजना को सीमा सड़क संगठन बना रहा है। सरकार ने राज्य सभा में पूछे गये प्रश्न संख्या 3787, दिनांक 24.3.1993 के जवाब में यह बताया कि यह परियोजना जून, 1995 में पूरी हो जाएगी। मगर आज तक आधा काम भी पूरा नहीं हुआ है। बनारस में देश-विदेश से काफी लोग आते हैं। मुगलसराय से बनारस में काफी तंग सड़क होने की वजह से जाम लग जाता है। कभी-कभी दो घंटा फी मील की रफ्तार से भी गाड़ियाँ आगे नहीं बढ़ सकती। जो बाहर से पर्यटक लोग आते हैं उनको काफी परेशानी होती है। लागत बढ़ रही है। सब से अफसोस की बात यह है

कि विभाग ने समय से काम पूरा नहीं किया लिहाज़ा विश्व बैंक ने अपना पैसा वापिस ले लिया और वह अब बनाने के लिए तैयार नहीं है।

अब दूसरे विभाग सीमा सड़क संगठन ने बनाने की ज़िम्मेदारी ली है। लेकिन सन् 1995 में जो काम पूरा हो जाना चाहिये था वह अभी आधा भी नहीं हुआ लिहाज़ा मैं आपके ज़रिये से मांग करता हूँ कि इस अहम परियोजना को गंगा नदी पर पुल और मोहन सराय से मुगल सराय तक बाई-पास जल्द से पूरा किया जाए ताकि जनता को जो कठिनाई आ रही है, वह दूर हो सके।

الأشرفی محمد مسعود خان : اترپردیش:

اپ سمبیا (دھیکش مہودے)۔ پور و پردهان
مفتری مرحوم لال بہادر شاستری جی
نے اپنے جنم استھان کی جنتا کی مانگ پر
بنارس میں گنگا نوری پر پل اور جی۔ ٹی
روڈ پر بائی پاس بنانے کا آسھواسن دیا
تھا۔ لکن آسھواسن پر گنگا نوری پر پل و
موسن سرانے سے مثل سرانے سے مثل
سرانے تک جی۔ ٹی۔ روڈ کے بائی پاس
کا کام شروع کیا گیا۔ اسکا سارا خرچ و
بیتک دے رہا تھا۔ لیکن کام میں سستی
کی وجہ سے دسھو بیتک نے ۹۲-۱۲-۳۱
کو اپنا بیسہ دینا بند کر دیا۔ کیونکہ پوری
۹۱-۱۲-۳۱ تک پوری کرنی تھی۔ اب اس
پر یوجنا کو سمبیا سرک سنگٹھن بنا رہا
ہے۔ سرکار نے راجیہ سمبیا میں پوچھے
لگے پرشن سنگٹھیا ۳۷۸۷ دنات ۳۱-۱۲-۹۹
۳-۲۰ کے جواب میں یہ بتایا کہ پوری یوجنا
جون ۱۹۹۵ میں پوری ہو جائیگی۔ مگر آج

[] Transliteration in Arabic script.