

Is it not a fact that due to these quacks the infant mortality rate is increasing day by day?

श्रीमती मोहसिना क़िदवाई : आपका क्वेश्चन किस बारे में है ?

श्री समापति : क्वेश्चन यह है कि थोड़ी सी ट्रेनिंग कर के जले जाते हैं और जाकर बच्चे मारते रहते हैं।

श्रीमती मोहसिना क़िदवाई : ऐसी बात नहीं है गाईड्स की। कोशिश यह की जा रही है कि जो ट्रेडिशनल दाइयाँ होती हैं हर गांव में जो ग्रामतौर से बच्चे की पैदाइश के वक्त वहां मौजूद रहती हैं हमारे हेल्थ डिपार्टमेंट की कोशिश है और यह स्कीम है कि उन्हीं दाइयों को थोड़ी ट्रेनिंग देकर इस काबिल बना दिया जाए कि वह कम से कम बच्चों को मार सकें। दूसरा यह है कि हेल्थ गाईड्स हर गांव में जाकर के लोगों को बेसिक हाईजीन और कुछ एजुकेशन दे सकें इसलिए हर गांव में एक एक हेल्थ गाईड की व्यवस्था है जिसको थोड़ी बहुत ट्रेनिंग देकर काम करते हैं।

SHRIMATI KANAK MUKHERJEE: We understand that the Government is planning measures against tetanus, poliomyelitis etc. I would like to know how far the Government has proceeded towards this objective. Secondly, I would like to know whether the Government has any plans to provide nutritious food to all the nursery and primary school children. Some States have already initiated this programme. For example, West Bengal Government has already started giving it to 38 lakhs children of the nursery and primary schools. Has the Government any plan in this sphere?

श्रीमती मोहसिना क़िदवाई : यह जो बेसिक क्वेश्चन है, it is related to infant mortality लेकिन ये आप स्कूल गोइंग चिल्ड्रेन

बात कर रही थीं और वेस्ट बंगाल कहां तक इंटरैस्ट ले रहा है यह तो डेटा तक उसने नहीं भेजा है, इससे मालूम पड़ता है कि वह कितनी दिलचस्पी ले रहा है। सरकार की कोशिश यह है कि हर बच्चे को वह सुविधा पहुंचा सकें। लेकिन अपने सीमित साधनों में महबूब जराय में अभी तो फिलहाल नहीं लेकिन आगे जरूर पहुंचावेंगे।

MR. CHAIRMAN: Next question No. 245.

Additional train from Calcutta to new Cooch-Bihar

*245. PROF. SOURENDRA

BHATTACHARJEE:†

SHRI MAKHAN PAUL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the persistent demands for an additional train from Calcutta to new Cooch-Bihar to meet the requirements of the travelling public of Darjeeling, Jalpaiguri and Cooch-Bihar districts;

(b) whether the potentiality of New Cooch-Bihar railway station for the purpose has been considered by Government;

(c) if so, with what results; and

(d) if not, by when Government propose to do so in view of the acute hardships of the travelling public of that area?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) Yes, Sir. (b) to (d) Introduction of an additional train between Sealdah/Howrah and North Bengal has been delayed because of the line capacity problems, acute shortage of coaches and want of requisite ter-

†The question was actually asked on the floor of the House by Prof. Sourendra Bhattacharjee.

terminal facilities. However, the possibility of running an additional train from Sealdah to North Bengal is being re-examined. In the context of extension of Broad Gauge line to Gauhati and release of terminal facilities at New Bongaigaon, it would not be prudent to develop terminal facilities at New Cooch-Behar.

PROF. SOURENDRA BHATTACHARJEE:

This is a very long-felt demand and I had occasions earlier to raise this issue. As a matter of fact, the West Bengal Legislative Assembly unanimously passed a resolution quite sometime back urging the Railway Ministry to introduce this line. One argument advanced by the Ministry is about absence of terminal facility which is not at all convincing. There is another argument about coaches but they are available in sufficient numbers. Sir, between Sealdah and New Jalpaiguri for 4 months or 5 months in a year, the line is working. So, if terminal facilities are available for the additional train during 4 or 5 months, how is it that this terminal facility is said to be not available for rest of the period. Terminal facilities exist for half of the year and for another half, they say, it is not available. It is a very strange proposition. Will the Minister kindly explain this position?

SHRI A. B. A. GHANI KHAN CHAUDHURI:

As the hon. Member is anxious

MR. CHAIRMAN:...to have a train.

SHRI A. B. A. GHANI KHAN CHAUDHURI:

...I am equally anxious; but there are limitations to start it. We are introducing very shortly a super-fast train bi-weekly from Sealdah to New Jalpaiguri....

SHRI JAGDISH PRASAD MATHUR:

It is from Malda. Am I correct?

SHRI A. B. A. GHANI KHAN CHAUDHURI:

From Sealdah to New Jalpaiguri. This is on experimental basis and if we succeed, then frequency of this bi-weekly train will be increased in due course; probably it will be a daily train. That remains to be seen.

MR. CHAIRMAN: You have said it!

SHRI A. B. A. GHANI KHAN CHAUDHURI:

But I would inform the hon. Member that 84 or 86 per cent of the line is crowded with freight movement and with many trains. But I agree with the hon. Member that there is no super fast train and in modern days, the demand for super fast trains is always there. If we succeed in our experiment in New Jalpaiguri, next time, we will certainly think of Cooch-Behar.

PROF. SOURENDRA BHATTACHARJEE:

I have no doubt that the hon. Railway Minister who hails from that particular area is fully conversant with the problems faced by the travelling public in that wide area. Fortunately for us, for a portion of North Bengal, there is an additional train, but not up to the ultimate limit, every day. His declaration that a bi-weekly super fast train is going to be introduced, though he has not named the exact date, is quite welcome. But what is necessary is one daily train. Earlier, this area used to have two regular fast trains, namely, Darjeeling Mail and North Bengal Express. Now, they are being delayed. The Kamrup Express which goes up to Assam will serve the purpose of North Bengal. I would like to know from the hon. Minister whether at least up to New Jalpaiguri, not to speak of New Cooch Behar, he will examine the possibility of introducing an additional daily train.

SHRI A. B. A. GHANI KHAN CHAUDHURI:

Mr. Chairman, Sir, I have already said that a number of trains exist, but there is no super fast train.

MR. CHAIRMAN: That you are providing.

SHRI A. B. A. GHANI KHAN CHAUDHURI:

I am providing for the present a bi-weekly train on an experimental basis. I want to cover the distance, like Rajdhani, in eight hours, from Sealdah to Jalpaiguri. This is something very unusual because, normally, these areas are very neglected areas and fast trains do not normally move on these lines. The

hon. Member will be happy to know that we are introducing this bi-weekly train and most probably, the date will be either the 31st of this month or 1st of April. I am declaring the date also.

MR. CHAIRMAN: I think, you have made them feel very happy. Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Karur-Dindigul Railway line

*246. SHRI V. GOPALSAMY:

SHRI V. VENKA:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the amount spent so far on the construction work of the Karur-Dindigul Railway line in Tamil Nadu; and

(b) what is the length of this Railway line completed so far?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) Rs. 404 lakhs have been spent on the project till the end of January, 1983.

(b) Nil.

Viramgam-Okha-Porbandar Conversion Project

*247. SHRI VITHALBHAI MOTIRAM PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Viramgam-Okha-Porbandar conversion project which was taken up by Government during the year 1972 has not been completed as yet; and

(b) if so, by when the conversion project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) Yes, Sir. The project was sanctioned in 1972-73 and it is in progress.

(b) The whole project is expected to be completed by end of 1984.

Appointments in Super Bazar, Delhi

*248. SHRI KALRAJ MISHRA:

SHRI JAGDISH PRASAD MATHUR:

Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) what is the number of employees in the Super Bazar, Delhi and how many of them are temporary/confirmed;

(b) how many of them were appointed without any advertisement or without reference to employment exchanges;

(c) what are the details of recruitment rules for appointment of persons in Super Bazar, Delhi; and

(d) what are the service conditions and rules of promotion etc. of its employees?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD): (a) Number of employees as on 28-2-1983 was as follows:—

(i) Regular	788
(ii) Ad-hoc	119
(iii) Daily Wages	274

TOTAL . . . 1181

(b) 800, which included 607 persons, appointed in 1966-68 to start the Super Bazar.

(c) and (d) These are under finalisation by the managing committee of the Super Bazar.