

tribution of 111 acres is given below:

Locality	Approximate area in acres
Chankyapuri	5
Tughlakabad	50
Beyond Second Yamuna Bridge .	7
Near Printing Press, Shakurbasti .	39
Near Ring Road	19
TOTAL	111

Land at the above locations has been lying vacant for the last 3 to 12 years.

(b) Vacant railway land is generally not leased but licensed. However, railway land at the above locations has not been licensed as the same is required for Railway's own use e.g. for Nursery, Staff Quarters, future developments, etc., or is barren being mostly rocky or is not in demand.

(c) The period of licence is normally for one year. However, where it can be foreseen that the land in question will not be required for Railway's own use in the near future, the land can be licensed for a longer period. Annual licensee fee in such cases is normally fixed at the standard rate of 6 per cent of the market value of the land which is subject to periodical revision. However, in exceptional cases, the Railway may ask for or accept license fee different from the standard rate for good and sufficient reasons.

Stoppage at Mehmedabad Railway Station for the Sarvodaya Express

137. SHRI J. S. TILAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Sarvodaya Express is the only train passing through the Mehmedabad

Railway Station which has no stoppage at Mehmedabad Station;

(b) if so, whether Government propose to make Mehmedabad Railway Station also a stoppage for the Sarvodaya Express;

(c) if so, by when; and

(d) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d) No. Besides 181/132 Sarvodaya Express, 5/6 Somnath Mail, 133/134 Howrah-Ahmedabad Express and 145-146 Navajivan Express also do not stop at Mahemadabad Station. The present level of long and short distance traffic offered at this station is being adequately catered for by the sixteen pairs of trains stopping here. 181/182 Sarvodaya Express runs to a very fast schedule with limited stoppages enroute and if stoppage of this train is provided at Mahemadabad it will be difficult to resist similar demands from other stations of greater or equal importance.

Opening of C.G.H.S. Unani dispensary in Daryaganj

138. SHRI J. S. TILAK: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that there is only one C.G.H.S. Unani dispensary in Delhi;

(b) whether it is also a fact that Government had sanctioned another Unani dispensary in Daryaganj/Minto Road area during the last two years;

(c) whether any such dispensary has since been opened in the said area;

(d) if so, what is the location of the dispensary; and

(e) if the answer to part (c) above be in the negative, what are the reasons therefor and by when Government propose to open the dispensary?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) to (e) It has already been decided to open a Unani dispensary in Daryaganj. However, the dispensary could not be opened so far due to the non-availability of suitable Unani Physicians and Unani Pharmacists. All efforts are being made to recruit the Physicians and the Pharmacists and the dispensary will start functioning as soon as suitable Unani Physicians and Unani Pharmacists are available.

Memorandum from Saurashtra

139. SHRI IBRAHIM KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that he had received a memorandum dated 1st March, 1979 regarding pending problems pertaining to Railways in Saurashtra;

(b) if so, what are the details thereof; and

(c) what steps have been taken or proposed to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, a representation dated 6-3-79 along with a memorandum containing various demands pertaining to Saurashtra region was received.

(b) and (c) A statement is attached.

Statement

Item No.	Point raised	Railways comments/Action taken
1.	Removal of speed restriction on Mahuva/Dhasa Railway line.	Under the present conditions of track and traction there is no scope of increasing the speed of trains except by reducing the number of stoppages which is not desirable as it would be greatly resented to by the existing users.
2.	Providing one more 2-tier coach from Mahuva to Ahmedabad and one 2-tier and II class coach from Savarkundla to Ahmedabad by train No. 309 Up.	Two coaches are already running between Ahmedabad and Mahuva by 309/310 passenger and 23/24 Somnath Mail which are adequately catering to the need of the present traffic. There is no traffic justification to run an additional coach between Ahmedabad and Mahuva. Besides, 23/24 Somnath Mail are already running with full load and it is not operationally feasible to haul additional coaches between Ahmedabad and Mahuva Savarkundla by 309/310 passenger and 23/24 Somnath Mail.
5 & 10.	Re-introduction of through coach in train No. 305 Up 306 Dn for Ahmedabad.	
3.	To increase speed of 23 Up/24 Dn Veraval-Ahmedabad by providing diesel engine.	Due to shortage of MG Diesel locos which are essentially meant for movement of freight traffic, it is not feasible to dieselise this train.
4 & 11.	Stoppage of 45 Up/46 Dn at Dhasa Jn. & Jetpur.	This has been provided from 1-4-79.
6.	Extending train Nos. 307 Up/308 Dn upto Dhola Jn.	There is no traffic justification for extension of 307/308 to and from Dhola as the existing services between Dhola & Dhasa are not being fully patronised.