

very famous oncologist and Hematologist of the George Town University Hospital and presently the Chief Minister of Kerala Shri Karunakaran is under his treatment. I have no complaint against the hon. Minister but I would surely refer to a sentence spoken by him. When the hon. Minister was asked by Shri Ajj Hanif whether this treatment was available in India he said.

[English]

All these things are available in variable quality in India.

[Translation]

I would simply like to submit to the hon. Minister that when such treatment is available in India. There should be a reconsideration of the standard of measurement through which it is ascertained whether a particular treatment is available here or not. This should be done with the motive to save people from under taking the journey of foreign countries.

[English]

SHRI P.C. CHACKO: Sir, Shri Fernandes is raising an unnecessary issue. The Chief Minister was taken to America on the recommendation of the Srichitra Medical Centre which is a national institute. What he has raised is unnecessary. What has it got to do with the main Question? His case was recommended by a National Institute and he should know that. (Interruptions) It is very unfortunate. Please do not politicise this. (Interruptions)

SHRI A. CHARLES: Unnecessarily leading personalities are being dragged into this issue. The life of the Chief Minister is very important and he should know that. (Interruptions) It is very unfortunate. Please do not politicise this. (Interruptions)

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, what Mr. George is saying is right (Interruptions)

SHRI M.L. YADAV: I would like to tell Mr. George that I am not trying to mislead anybody. This is not my intention. I am ready to have a clear talk. I simply said that what is there in Central Services should be applied. It is the promise of State, this amount of 20 crore rupees has been given by the Reserve Bank only, such patients are sent to us for clearance who are recommended under the C.G.H.S. beneficiary scheme. No Chief Minister comes under it, not even the one mentioned by you (Interruptions) or to be mentioned by you.... (Interruptions)

SHRI GEORGE FERNANDES: I have not raised objection at the going of the Chief Minister there.... (Interruptions)

[English]

SHRI A. CHARLES: He has mentioned the name of Shri K. Karunakaran. (Interruptions) The people of Kerala are agitated. (Interruptions) Sir, it should not be like that. (Interruptions)

[Translation]

SHRI M.L. FOTEDAR: I would simply like to say to the hon. Member that it does not come under the purview of the Union Health Ministry. It is the Committee of state which recommends whether a particular patient has to be sent abroad or not. We do not get such cases (Interruptions) The case of Governors does not come to us, likewise the cases of the judges of High Courts are not dealt by us.

Uneconomic Railway Lines

*390 SHRI RAM LAKHAN SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to privatise the uneconomical railway lines;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). Though there are a large number of branch lines which are causing a recurring loss to the Railways, it is not proposed to privatise these lines.

[Translation]

SHRI RAM LAKHAN YADAV: Mr. Speaker, Sir, I would like to draw the attention of the hon. Minister to the fact that the areas where the railway services were stopped is going to be stopped there have now undergone great geographical, historical, social and economical changes and many factories and industries have been established. Arah-Sasaram is one of the such light railway in Bihar which connects Arah - the place of the first freedom fighter Babu Kunwar Singh and the Capital of Shershah Suri with Sasaram the place which was represented by Babu jag Jiwan Ram whose last wish was to store that railway line. Will the hon. Minister take up the work to revive that line after conducting a fresh survey taking into account the prevailing condition?

SHRI MALLIKARJUN: Mr. Speaker, Sir, as desired by the hon. Member the Government will try to look into the matter to revive the Arah-Sasaram light railway.

SHRI RAM LAKHAN SINGH YADAV: Mr. Speaker, Sir, through you I would like to know from the hon. Minister as to how many railway lines are not economically viable in other parts of the country?

SHRI MALLIKARJUN: Mr. Speaker, Sir, there are 120 such branch lines running in losses.

[English]

SHRI RAMESH CHENNITHALA: Sir, there are several railway lines which are uneconomical. But there are certain railway lines which can be made economical.

I would like to know from the hon.

Minister what are the steps taken by the railways to make these railway lines economical.

SHRI MALLIKARJUN: Sir, it is difficult to make these uneconomical branch lines economical basically because these lines have got very less density of traffic. 136 such lines have been identified by the Railway Reforms Committee in 1983. Even the Railway Reforms Committee has recommended that 40 lines should be closed down immediately because there is availability of road transport better than these uneconomical branch lines.

At the same time, they have also recommended that 17 lines can be closed provided the *kutchra* roads are made all-weather metalled roads.

The Railway reforms Committee has said that another 70 lines cannot be closed down for various strategic and other reasons.

SHRI BASUDEB ACHARIA: Sir, this is not a fact that uneconomical lines cannot be made viable. There are certain lines. The National Transport Policy Committee also in its report has identified certain narrow-gauge and metre-gauge lines as uneconomical lines. There also, the National Transport Policy Committee has recommended that some of the lines can be made viable.

There is one narrow-gauge line BBR, Bankura Damodar River Line, in my constituency. This is a very important line. It passes through rural Bengal. It connects Bankura with Burdwan district. I am not suggesting now of its confession. The length of the narrow-gauge track is 81 kilometers. If the train service is made regular by introducing diesel service, then that section can be made viable.

So, may I know from the Minister whether the Government will introduced diesel-engine in place of over-aged steam engine in this section - particularly Bankura-Damodar River Railway line, which is a very important line of our State - to make it viable?

SHRI MALLIKARJUN: The replacement of a steam locomotive by a diesel locomotive or an electric locomotive is not a solution. However, we have asked our RDSO to work in a manner so that instead of using the full rail of trains, certain modifications with a new technology could be introduced so that that may become slightly acceptable.

SHRI PAWAN KUMAR BANSAL: Sir, Simla

is a great tourist centre which attracts people from all over the country. But Kalka-Simla line continues to remain uneconomical for the reason that not enough facilities exist at the Kalka railway station and there are not sufficient connecting trains from Delhi to Kalka via Chandigarh. I would like to know from the hon. Minister as to what steps he would take to ensure that enough facilities are provided for passengers who come from different parts of the country via Delhi, Chandigarh and Kalka to Simla.

SHRI MALLIKARJUN: Sir, even though Kalka-Simla is uneconomical branch line, if anything is to be improved in the already existing facilities in stations, that can be looked into.

[Translation]

SHRI SURYA NARAYAN YADAV: Mr. Speaker, Sir I hold that railway lines are uneconomical due to the policy of the Government. I would like to inform with examples that the trains crossing through villages stop in the way before reaching the station. Similarly, trains have boggies but their gates are missing.....

MR. SPEAKER: The question is one of the privatisation of railway lines.

SHRI SURYA NARAYAN YADAV: Mr. Speaker, Sir, I am asking the same. There are no seats in the bogies. Public think that the Government is not interested in improving the railway service. Has the Government conducted a survey of those railway lines that are uneconomical. If so, whether the Government found the reason thereof?

SHRI MALLIKARJUN: Mr. Speaker, Sir, we have received complaints that in some cases the railway bogies are not in good condition. But efforts are being made to improve everything.

[English]

CHG Dispensaries

+391. **SHRI K. RAMAMURTHEE TINDIVANAM:**
SHRI SURYA NARAYAN YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government's attention has been drawn towards the discontentment amongst the CGHS beneficiaries over the functioning of CGHS dispensaries including the behavior of doctors and staff towards the patients;

(b) whether the Government have conducted any opinion survey about the functioning of such dispensaries in this regard;

(c) if so, the outcome thereof; and

(d) if not, the steps taken or proposed to be taken to improve the services in CGHS dispensaries?

THE MINISTER OF STATE IN THE MINISTRY OF FAMILY WELFARE (SHRIMATI THARADEVI SIDDHARTHA): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) to (d). No general dis-satisfaction regarding the functioning of CGHS services has come to the notice of Government. There are different mechanisms available which provide for regular inter-action with the beneficiaries whose problems are ascertained on-the-spot during inspections conducted by the Zonal Officers. In addition, at some places Department of personnel have constituted Area Welfare Committees