

लाइन से जुड़ा हुआ है। रामगंजमंडी होकर दूसरी बड़ी लाइन सम्पर्क के लिए कोई सर्वेक्षण नहीं किया गया है। सर्वेक्षण यदि किया गया तो उसकी लागत लगभग 8 लाख रुपये आयेगी।

Facilities of CGHS Dispensary at Shalimar Bagh, Delhi

1954. SHRI CHANDRA BHALMANI TIWARI: Will the Minister of HEALTH be pleased to state:

(a) whether a fairly large number of Government employees and their families residing in Shalimar Bagh area in Delhi-33 are without facility of any CGHS dispensary there;

(b) the approximate number of persons as are without the facility of a CGHS dispensary in that locality;

(c) the arrangements made for providing medical facilities to such persons; and

(d) whether Government propose to open a new CGHS dispensary for the benefit of such persons there and if not, the reasons therefor?

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

(b) Shalimar Bagh is a newly developed colony in Delhi. Data about the number of Central Government employees residing in Shalimar Bagh area is not available.

(c) The Central Government employees in the area are availing of medical facilities under C.S. (M.A.) Rules.

(d) For the present there is no proposal due to financial constraints.

Wagons for essential commodities

1955. SHRI JOY BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have laid down any policy for allotment of wa-

gons to carry the essential commodities as well as construction materials for the State;

(b) if so, whether it is a fact that the Tripura State Government could not bring the food grains and construction materials like cement, steel, rod, etc. allotted for the State; and

(c) how many wagons were requisitioned by the Tripura Government and how many were placed during 1978 and 1979 to lift the commodities and materials?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) (a) Yes.

(b) The input of essential commodities into Tripura State, which is served by Dharmanagar and Churai-bari rail heads, in 1979 was at a higher level than in the previous year. However, owing to the very high priority having to be assigned to foodgrains, there was some shortfall in respect of commodities other than foodgrains. Movement of traffic was also affected adversely over major part of the year as a result of agitations by local persons and by some railway staff.

(c) The input of essential commodities in 1978 and 1979 into Tripura by rail was as under:—

	1978	1979
Foodgrains . 66425 Tonnes	90640	Tonnes
Salt . . 15504	10176	„
Sugar . . 9472	5808	„
Cement . . 25938	17712	„
Pulses . . 5424	3344	„
Edible Oil . 3744	1773	„
	126507	129453