

during the past four years to improve performance in this behalf. Some of these are :—

- (i) Installation of a monitoring system in each Ministry/Department to watch performance and to take action to revoke licences where satisfactory progress has not been achieved ;
- (ii) Constitution of a Cabinet Committee on Infrastructure Industries to look into the problems of industries in the key sector ;
- (iii) Setting up of a Control Room in the Ministry of Industry to monitor and remove external constraints in respect of identified key sector industries ;
- (iv) Introduction of schemes to regularise installed capacities on licences and registration certificates under prescribed conditions ;
- (v) Re-endorsement of capacities on the basis of highest production achieved during the past five years.

#### Re-organisation of Traffic Structure

4494. SHRI MANMOHAN TUDU : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry has taken a number of steps for the massive re-organisation of its traffic structure ; and

(b) if so, what are the steps taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) and (b). Yes, Sir. A number of steps have been taken for improved freight operations, some of which are :

- (i) segregation of wagons fitted with roller-bearings and centre buffer couplers from the conventional type of wagons and organising of separate rakes for movement of bulk commodities like foodgrains, fertilizers, cement, coal etc. in heavy rakes.

- (ii) Formation of Jumbo rakes which are higher payload unit trains of covered wagons, to carry bulk commodities at higher speeds over long distances ;
- (iii) optimisation of loads carried by goods trains on different sections ;
- (iv) introduction of end-to-end running of through goods trains with the same electric or diesel engine reducing substantially the pressure on intermediate marshalling yards ;
- (v) closed circuit rake movement to meet demands of major customers ;
- (vi) introduction of heavier trains upto 4500 tonnes with newly developed BOX 'N' type of wagons ;
- (vii) running of more and more goods trains on diesel/electric traction phasing out steam traction, etc.

#### Expansion of Homoeopathic Treatment in Rural areas during Seventh Plan

4495. SHRI MANMOHAN TUDU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government propose to stress on the expansion of homoeopathy treatment for the rural areas in the Seventh Plan ;

(b) if so, the schemes proposed for Seventh Plan in this regard ; and

(c) the measures taken to provide adequate homoeopathic treatment in the rural areas ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI) : (a) Yes.

(b) The Working Group on ISM and Homoeopathy constituted by the Planning Commission for formulating Schemes for Seventh Plan have, *inter-alia* recommended—

- (i) setting up of large number of Rural Health Centres each having the ser-

vices of a qualified ISM or Homoeopathic practitioner and serving about 10,000 rural population ;

(ii) providing in-patient ward of atleast 25 beds of ISM and Homocopathy each at the district level by having either a separate ward for the same in the existing district hospital or a completely new hospital for ISM and Homoeopathy, as the case may be, wherever they do not exist ;

(iii) strengthening the supervisory staff for the Rural Health Centres/District Hospitals.

(c) As on 1.4.1983, there were 119 Homoeopathy Hospitals in the country with 3778 beds strength, besides 2,202 Homoeopathic dispensaries. Some States, namely, West Bengal, Orissa etc have appointed Homoeopathy doctors also in Primary Health Centres.

#### Extension of Apta-Roha Section to Dasgaon

4496. SHRI BALASAHEB VIKHE PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Government of Maharashtra have been urging upon the Ministry to accord sanction to extend the Apta-Roha Section upto Dasgaon ;

(b) whether this extension has been found feasible by the Ministry but due to fund paucity could not be included in the Sixth Plan ;

(c) keeping in view the fact that land acquisition process takes a long time whether the Government would agree and allow the State Government to go ahead with the land acquisition work and include the extension work in the Seventh Plan to be taken up in 1985 ; and

(d) if so, their reaction in this regard ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) :  
(a) and (b). Yes, Sir.

(c) and (d). Land acquisition is essentially a part of a project, and the proceedings would be initiated only after it is decided to take up construction of this work in the Seventh Five Year Plan.

#### Conversion of Manmad-Parbhani Railway Line

4497. SHRI BALASAHEB VIKHE PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have allotted Rs. 31.76 crores for the conversion of Manmad-Parbhani-Parli Vaijnath Railway line into broad gauge ;

(b) whether against this sanctioned amount the yearly actual release of money for the project is very small with the result that no viable progress could be made ;

(c) if so, allocation made yearwise ; and

(d) steps contemplated to release a sizeable amount each year in the future so that the work can progress satisfactorily ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Conversion of Manmad-Parbhani-Parli Vaijnath M.G. line into B.G. (354 Kms.) was approved in 1978-79 at an anticipated cost of Rs. 30.93 crores. In view of constraint of resources, work has been taken up on 1st Phase from Manmad to Aurangabad (114 Kms.) The anticipated cost of 1st Phase is now Rs. 30 crores.

(b) and (c). Yearly allocation of funds has been as under :—

Year	(Rs. in crores)
1978-79	0.25
1979-80	0.36
1980-81	0.33
1981-82	0.75
1982-83	1.97
1983-84	1.58
1984-85	4.01