

think the House Knows that in recent years more emphasis has been placed on Ayurveda to correct the imbalance that existed earlier. As far as the result is concerned, I do not know who will be able to assess the result in such a short time. It is a question of longer duration, but the orientation is very clear and undeniable.

Dhanbad-Sindri Passenger Train

*1080 SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware of the long standing demand for running Dhanbad-Sindri passenger train in Eastern Railway via Pradhan Khunta for which lines are already there; and

(b) whether a study was provided in this direction to consider its viability and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A statement is laid on the table of the House.

Statement

(a) Yes, Sir.

(b) The suggestion to introduce a passenger train between Dhanbad and Sindri via Pradhan Khunta has been examined. The section from Pradhan Khunta to Patherdih via Sindri is fit for freight trains only and is primarily intended for movement of coal and raw materials and finished products to and from the fertiliser plant at Sindri. Introduction of passenger trains to Sindri via Pradhan Khunta would involve making the line fit for Passenger carrying trains at an estimated cost of about Rs. 95 lakhs, besides the provision of stations, platforms, and other passenger amenities as well as terminal facilities for servicing and maintenance of passenger rakes. The area through which the railway line from Dhanbad to Sindri via Pradhan Khunta passes is very sparsely populated.

Running of passenger trains, therefore, will only serve the few passengers from/to Sindri and the additional expenditure will not be commercially justified. There are good roads linking Sindri with Dhanbad and roads services are efficient and fast. Passenger trains, if run between Dhanbad and Sindri over the present goods line via Pradhan Khunta, will require a journey time far in excess of the time taken by the road services and therefore are not expected to be popular.

SHRI A. K. ROY: Mr. Speaker, Sir, anybody who has ever travelled on the Dhanbad-Sindri road would shudder to read this statement. However, I am not interested in Supplementary that much as I am interested in having a passenger train. And you know, no Supplementary question can produce a passenger train. It can fetch only a good answer, a nice answer in the negative.

Sir, the entire statement is not based on facts. You will be surprised to know that the economic viability has been questioned in the statement. Sindri is the biggest fertilizer factory having a population of 50,000 and Dhanbad is one of the industrial centres having two lakhs of population and the railway line is already there. Stations are already there and the line passes through a locality with 75,000 people and even after that it is the same answer that this area is sparsely populated. May I know from the Railway Minister what is the criterion of coming or jumping to the conclusion that the economic viability would not be there in running the passenger train in that line and that area is sparsely populated? What is the criterion in deciding and coming to the conclusion like this?

SHRI SHEO NARAIN: Sir, a detailed study has been made in connection with the provision of services between Dhanbad and Sindri via Pradhan Khunta Station but it has not been found feasible for the following reasons:

Pradhan Khunta Station is on the Grand Chord line between Dhanbad and Asansol at a distance of 10 Kms. from Dhanbad. The line from Pradhan Khunta to Sindri is fit only for freight services and was provided for movement of coal mostly to steel plants and also of raw materials/finished products to and from the Sindri Unit of the Fertiliser Corporation. The line leading from Pradhan Khunta to Sindri also connects Pathardih Yard which is a major coal depot. If the passenger trains are required to run on the Pradhan Khunta—Sindri line, it will be necessary to make a railway track fit for carrying passengers. It is a distance of 10 Kms. The line which is there is meant for carrying coal. We have to spend Rs. 1 crore. The bus service is better than the train service.

बस में यात्रा घंटा लगता है, जब कि ट्रेन में थोड़ा बरत लगेगा। इसलिये यह जन-सेवकरी कर्म क्यों किया जाये ?

SHRI A. K. ROY: It is a very serious thing and it should not be taken that way. I do not blame you. You are telling what you have been fed. But you have been wrongly fed. That route is not for carrying coal. For carrying coal, they have got another line. The second point is that they have to carry coal to Sindri Plant. Previously, Sindri plant used to be a coal-based fertiliser plant. Now it has been changed to naphta based plant. You need not carry coal to Sindri Plant. That route will be free. The route from Dhanbad to Sindri is not small. That is a round about one and the length of the route is 18 miles and that route runs to the heart of the coal field and it is being used for the transportation of coal. The fact must be known. Due to fire in the colliery area, there are accidents on the route and several time the road is blocked. BCCL is planning even to evacuate Jharia so that the entire coal of that area can be taken up. In view of all these things, I would like to know whether the Minister will again reconsider the viability and have

a joint study conducted by the officials and the people's representatives of that area so as to give us the correct position.

SHRI SHEO NARAIN: I have given him the correct position and we cannot do it at this time.

श्री राम प्रकाश त्रिपाठी : पैसेंजर ट्रेन्ड के बारे में मंत्री महोदय ने जो उत्तर दिया है, वह एक विशेष भूखंड के बारे में है। हम देखते हैं कि हर महीने किसी न किसी नई फास्ट ट्रेन का उद्घाटन करने के लिये बटन दबाया जाता है जब कि पैसेंजर ट्रेन्ड के प्रति रेलवे मंत्रालय की बहुत उपेक्षा है। पैसेंजर ट्रेन्ड में स्थान न होने की वजह से लोग छत पर चढ़ कर यात्रा करते हैं, और इन कारण लोग बहानों से गिर कर मरने रहते हैं। मंत्री महोदय रोज मर्चेंडिस एक्सप्रेस या किसी दूसरी एक एक्सप्रेस का उद्घाटन करते रहते हैं। मैं यह जानना चाहता हूँ कि क्या पैसेंजर गाड़ियों की तरफ से भी ध्यान दिया जायेगा।

श्री सिधु नारायण : माननीय सदस्य ने एक जेनेरल क्वेश्चन पूछा है।

अध्यक्ष महोदय : यह इस क्वेश्चन से नहीं उठता है।

It does not arise.

SHRI KRISHNA CHANDRA HALDER: The Minister in his reply has stated that from Dhanbad to Sindri viz. Pradhan Khunta, the route is mainly for carrying coal and other things. But there is a railway line and there are stations. The Railway Ministry has got some social obligation to the nation. It is a very important and backward area also. He has stated that we will have to spend Rs. 95 lakhs for this. But still we want to know, why you are not introducing passenger trains from Dhanbad to Sindri. Both these places are important. Dhanbad is a coal belt area, industrially developed and Sindri is also an industrially developed area. So, for connection of these two industrially developed areas, are you ready to introduce one passenger train from Sindri to Dhanbad?

की विश्व, मन्त्रालय : प्रथम सहायक, मैंने शुरू में यह बताया था कि इस में लाभ नहीं है। टेन किमीटर की डिस्टेंस के लिए यह लाभ है। हमारे पास और इम्पोर्टेड सबजेक्ट्स हैं जिसके लिए हमने बताया है... (अवधान)। कोयला होने के लिए यह है। इम्पोर्टेड उस की यह है कि कोयला होना है और कोयला उन परिस्थितियों में पहुँचाना है। जहाँ तक वैज्ञानिक पाठियों का सम्बन्ध है, रेलवे मंत्रालय उसको इन्फॉर्म नहीं कर रहा है।

Medical Treatment of Acharya J. B. Kripalani

*1081. PROF. P. G. MAVALANKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government took any steps for ensuring effective, timely and expert medical attention and treatment of Acharya J. B. Kripalani;

(b) if so, what were they and with what results and expenses; and

(c) if not, why not?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Yes, Sir,

(b) and (c). The Government of Gujarat took immediate and effective steps for the proper treatment of Acharya J. B. Kripalani when he took ill at Ahmedabad. He was admitted to the hospital on 27th March, 1979, where the best possible treatment was provided to him. His condition improved considerably at Ahmedabad and he was shifted by a Government plane to the All India Institute of Medical Sciences, New Delhi on 27th April, 1979 where he is undergoing further treatment and is progressing.

MR. SPEAKER: You have not answered one part of the question in regard to the expenses incurred; i.e. Part (b).

SHRI RAVINDRA VARMA: The State Government has incurred an expenditure of Rs. 1576/-

PROF. P. G. MAVALANKAR: I am very happy that our respected Acharya Kripalani is progressing satisfactorily. I am sure I am expressing the sentiments of the entire House and perhaps of the whole country also, when I wish him long life and good health for his services to our motherland. I am also happy that the Minister has said in the answer that the Government of Gujarat took immediate and effective steps at Ahmedabad. He was kept in the Government Hospital at Ahmedabad for one month from 27th March to 27th April. I naturally visited, like many others, Acharyaji at Ahmedabad several times and found him progressing and improving. I am glad to say this because there was a point raised by one of our colleagues that Acharyaji should be transferred immediately from Ahmedabad to Delhi on the assumption that at Ahmedabad there was no proper care etc. As a matter of fact, you will be glad to know that he wanted me to convey to this House his grateful thanks not only for the concern shown by Parliament but for the excellent care he received at Ahmedabad not only medical treatment but the affectionate care of thousands of people and admirers of Kripalani. At one time he was the Vice-Chancellor of the Gujarat Vidyapeeth, you know that.

How what prompted the Government to shift him from the Ahmedabad Civil Hospital, where he was recouping well, to the All India Medical Institute of Delhi? Was it because certain ailment which he had, perhaps, required attention at Delhi because facilities were lacking in Ahmedabad? What was the reason?

SHRI RAVINDRA VARMA: The Hon. Member is right when he says that the best possible medical attention