

the on-going schemes could not produce the desired results. My question in this context, was, what were the agencies who undertook the model studies, who prepared the on-going schemes and what is the amount you have so far spent on these schemes? I am not speaking of the future schemes to be taken up. I am speaking of the past schemes that have been already taken up.

SHRI VEERENDRA PATIL: So far as the dredging of the shipping channel of Haldia port is concerned, this work is going on since 1963. Since 1973 every year dredging of the channel is being undertaken. So far, upto 1980, Government have spent—the Calcutta Port has spent—on dredging Rs. 50 crores. This is on capital dredging. On maintenance dredging, every year, Calcutta Port is spending about Rs. 6 to 7 crores. But unfortunately, because of the erratic behaviour of the estuary, we could not achieve the expected results. Therefore, we asked for model studies to be conducted in Poona Research Station and mathematical studies to be conducted in Hamburg. The reports from Hamburg have come and on the basis of the reports we have received from Hamburg, certain schemes are being formulated by the Calcutta Port. After receiving the schemes, we will see what best could be done in order to improve the drought and what is the estimated cost of those schemes. That will be done and action will be taken only after we receive the scheme from the Calcutta Port.

SHRI D. P. YADAV: Dredging is useful both for taming the river and for maintenance of the port. Has the Government provided any dredger for taming the river Ganga from Farrakka to Buxar?

SHRI VEERENDRA PATIL: This is altogether a different question. I would request the hon. Member to put a separate question for that.

PROF. MADHU DANDAVATE: I would not like to ask from Mr. Reddy.

MR. SPEAKER: Would you not oblige him?

SHRI M. RAM GOPAL REDDY: I am ready to oblige him.

PROF. MADHU DANDAVATE: Mr. Reddy was on his legs. The hon. Member cannot be on four legs at the same time!

MR. SPEAKER: He could be on four arms only!

PROF. MADHU DANDAVATE: Part (d) of the original question refers to scientific methods. Our country is already committed to the peaceful use of atomic energy. In the light of that I would like to know whether exploration will be done to see if peaceful use of atomic energy can be made very effectively for the dredging purposes of the port, as it has been proved to be very effective in those countries which have been dredging with the help of the atomic energy.

SHRI VEERENDRA PATIL: At the moment, we are concerned with the report that we have received from Hamburg. If after examination we feel that the schemes that have been formulated, are not adequate, then the suggestion made by the hon. Member will certainly be looked into.

MR. SPEAKER: Next question. I want to make a correction here. When I called the next question i.e., Question No. 838 I called the name of Shri Zainul Basher and not Shri Zainal Abedin. I am sorry for that. Now, Q. No. 838.

Late Running of Trains between Sealdah and Lalgaola

*838. **SHRI ZAINAL ABEDIN:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of through trains running between Lalgaola and Sealdah and Sealdah and Lalgaola in the

Eastern Railway during December, 1980 and January, 1981;

(b) how many of them ran late during the said period; and

(c) the main reasons for such late running?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During December/80 and January/81. 703 passenger trains ran from Lalgola to Sealdah and vice versa.

(b) 492 trains reached their destination late during the said period.

(c) The main reasons for late running of these trains were Alarm Chain Pulling, agitations, failure of equipments, crossings and precedence etc.

SHRI ZAINAL ABEDIN: The distance between Sealdah and Lalgola is about 235 kms. But the train usually takes 9 to 11 hours to run such a short distance. The trains run late by two to three hours. The main reasons as stated by the hon. Minister, are failure of equipment, crossing difficulties, etc. In view of this I want to know whether the Government proposes to replace the very old and condemned HPS engines by diesel engines or any other engine of a better quality to avoid failure of equipments and also to avoid crossing difficulties do the Government propose to convert the single track into a double one?

SHRI MALLIKARJUN: At the moment, we do not have plan for doubling the track from Sealdah via Ranaghat to Lalgola. So far as the failure of the equipment is concerned, there were 12 incidents of the failure of signals and not the failure of locomotives.

SHRI ZAINAL ABEDIN: 301 Up and 302 Down passenger trains, which are called fast passenger trains, are

not at all fast. They are very much slow. Nobody knows when these trains will arrive at their destination. Therefore, may I know whether the hon. Minister has any proposal under consideration to introduce one set of express trains?

SHRI MALLIKARJUN: At present there is no proposal to introduce an express train in that line. As to his statement that nobody knows when the train will arrive at a particular station in this route, I may inform this august House that there are a lot of agitations and chain pullings, which are continuing. The moment the indisciplined activities are reduced, we will be able to see the arrival of the trains on time.

SHRI SATYASADHAN CHAKRABORTY: The Minister was very kind enough to indicate the reason. He said it was due to agitations. Sometimes, the agitations take place precisely because the trains were running late.

अध्यक्ष महोदय : वही पुराना रग्गर : मुर्गी पहले पैदा हुई या अडा ?

SHRI SATYASADHAN CHAKRABORTY: I can tell the hon. Minister from my own experience that I was travelling in this route one day. I was astonished to see that the whole engine almost collapsed, the reason being that the engine which has been engaged should have got retired a pretty long time ago. Since the poor mofussil people use this train and they cannot put pressure to gear up...

MR. SPEAKER: Put the question.

SHRI SATYASADHAN CHAKRABORTY: My specific question is, instead of trying to find excuses, whether the Minister will take firm action, and also quick action to replace the old engines by newer ones so that the trains may run on time.

SHRI MALLIKARJUN: We have got 7,000 steam locomotives and some of them are no doubt over-aged. We

are not going to produce any more steam locomotives. We want to replace them completely so that we can go in for dieselisation and electrification. We are very alert in the matter and firm action has been taken. I may inform my friend that I was referring to agitations all over and not here alone.

SHRI TRIDIB CHAUDHURI: Out of the six pairs of trains running between Sealdah and Lalgola, I would like to know how many steam engines are over-aged. We all know that India is a vast country and there may be some over-aged engines. But, in this particular line, how many are over-aged? Will he try to find it out and also try to improve the situation?

SHRI MALLIKARJUN: We always try to improve the situation and we are doing it day in and day out. So far as the six pairs of steam engines running between Ranaghat and Lalgola are concerned, they are not over-aged. They are tested perfectly in the sheds before they are taken out for hauling the train.

MR. SPEAKER: Next question. Shri Harinath Misra.

PROF. N. G. RANGA: Mr. Speaker, I want....

MR. SPEAKER: I have already called the next question.

PROF. N. G. RANGA: This is in order to avoid another Half-an-Hour Discussion. I would like to expand the question that has already been put. Would an effort be made to see that better engines are introduced in this area instead of allowing these....

MR. SPEAKER: It is a suggestion.

PROF. N. G. RANGA: No doubt. It is a suggestion for action. But I want the Minister to consider it.

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDEY): I shall consider it.

National Strategy for control of Rheumatic fever and Rheumatic Heart Disease

*840. **SHRI HARINATH MISRA:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that according to Director of Indian Council of Medical Research more than one-third of all the heart ailments being attended to in Indian hospitals are chronic valvular heart diseases which is an advance stage of rheumatic fever;

(b) whether he has presented a blue print for a national strategy for the control of rheumatic fever and rheumatic heart disease and if so, the details thereof; and

(c) Government's reaction to the suggestions of Prof. Ramalingaswami and the action taken or proposed to be taken by Government thereon?

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

(b) The Council has prepared a paper in regard to the control of Rheumatic Heart Diseases. A copy of the paper is laid on the Table of the Sabha.

(c) The suggestions made by the Council have been taken up with the Planning Commission.

Statement

STRATEGY FOR CONTROL OF RHEUMATIC HEART DISEASE

Rheumatic heart disease poses a serious public health problem in the country with prevalence figures ranging from 2 to 11 per thousand. Delhi is one of the high risk areas with a prevalence of 11 per thousand. The