

Central Inland Water Transport Corporation? Will this authority run that corporation or the corporation will be an autonomous body working under the authority?

SHRI K. VIJAYA BHASKARA REDDY : The corporation will continue and it will be the main body. It operates river services and this authority which we are going to form will survey rivers and create infrastructural facilities on the rivers to come under national water way. They are two different things. One does mainly the research work and the infrastructure work and the other will operate the routes.

PROF. N.G. RANGA : Is it not a fact that this commission has still now concentrated too much upon Gangetic valley and the inland water transport there alone. But, on the other hand, would this authority be charged with the task of developing inland water transport in South India also, more specially Cauvery, Krishna and Mahanadi rivers? Would any consideration be given to the earlier proposal to develop inland water transport from Kakinada right upto Madras where there is the famous Buckingham Canal? At one time, the late Lal Bahadur Shastri was incharge of this Ministry, he was good enough to sanction some money.

But unfortunately through some objection raised by Tamil Nadu—though they later removed it—the scheme has not been developed, as it become too late. If that scheme been developed there would have been inland water transport, motor transport all the way from Kakinada to Madras, for about 350 miles. Would the Government specially consider all these proposals also and revive that project for the development of the Buckingham Canal?

SHRI K. VIJAYA BHASKARA REDDY : As I mentioned, a Committee was appointed under the Chairmanship of Mr. Bhagwati and he has recommended ten rivers. They are : The Bhagirathi-Hughli river system, the Brahma-

putra, Mandovi, the Zuvari and the Cumburjua Canal, the Mahanadi the Godavari, the Narmada, the Sunderbans area, the Tapti, the Krishna, and the West Coast Canal. These are the ten rivers which they have recommended. Whatever is not there, I cannot say at this stage. First, we have declared only one National one Water way and that also we are not able to operate. It takes some more time. Once this Authority is set up and the Bill is passed, the work will be done quickly and then we will be able to take up some more other areas. Till then, it will take some more time for us to finalise the schemes on these ten rivers.

साबरमती एक्सप्रेस का गोरखपुर तक चलाया जाना

\*163 श्री हरिकेश बहादुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार लोगों की कठिनाइयों को ध्यान में रखते हुए साबरमती एक्सप्रेस को, जो इस समय अहमदाबाद और फ़ैजाबाद के बीच चलती है, गोरखपुर तक चलाने का है;

(ख) यदि हां, तो इसे कब से वहां से चलाया जायेगा; और

(ग) यदि नहीं, तो ऐसा करने में क्या कठिनाइयां हैं ?

THE MINISTRY OF RAILWAYS  
(A. B. A. GHANI KHAN CHOU-  
DHURY) : (a) to (c) A Statement is  
laid on the Table of the Sabha.

Statement

(a) No, Sir.

(b) Does not arise.

(c) The extension of Sabarmati Express to and from Gorakhpur will involve withdrawal of this train from

Barabanki-Faizabad/Varanasi Section, depriving the travelling public of an existing train service to an important place of pilgrimage and tourist interest like Varanasi which is not desirable.

**SHRI HARIKESH BAHADUR :** Through this negative reply given to me, I have got the solution to the problem.

**MR. SPEAKER :** Is it not positively negative ?

**SHRI HARIKESH BAHADUR :** It means the Minister is quite kind to us in giving the correct reply. I was not knowing that this train, the Sabarmati Express, was going up to Barabanki also. From his reply it is very clear that this train is running on Barabanki-Faizabad/Varanasi section. If this train goes up to Barabanki then it can easily go to Gorakhpur because Barabanki is in between Gorakhpur and Lucknow. Similarly if it goes to Barabanki via Varanasi then the people of Gorakhpur and the Eastern Uttar Pradesh region will be having the facility to go to Varanasi because the conversion of Bhatni-Varanasi has not been completed so far. Therefore, if this train is allowed to go up to Gorakhpur the people there will be happy because the people of Eastern U.P. will get the facility to go to Varanasi and then to Allahabad. Therefore, according to this reply, I think that the hon. Minister, if he considers this particular problem, can very easily find out a solution and this train can be extended up to Gorakhpur. I want to know what he will do in this matter.

**SHRI A.B.A. GHANI KHAN CHAUDHURY :** It will not be in the interest of the travelling public of Barabanki and Faizabad and Varanasi section to divert the train Sabarmati Express. In the past also we have tried to extend the running of this train further on the Faizabad-Barabanki section. But various Members of Parliament and other peoples' representatives have represented against this move. Now, if you want to do this again, there will be a move for not

diverting the train. As a matter of fact, and as you know, on the Lucknow-Gorakhpur-Sonepur section of the North-Eastern Railway, there has been a persistent demand to connect Gorakhpur with other important places of the country. This is being done. A direct train from Howrah to Gorakhpur has been provided by extending Muzaffargar-Howrah express and direct train to Bombay has been provided by extending the Bombay-Lucknow Express. This we are doing at the present moment. Now, I know that hon. Members are very keen on this, but you are also aware that I have introduced a number of trains and looking into the position of resources, coaches, engines and the line capacity, etc. we will examine the possibility of introducing such a train in due course.

**SHRI HARIKESH BAHADUR :** I am satisfied with the answer of the hon. Minister. But I would like to know the names of the hon. Members who are opposing this so that I can persuade them.

**MR. SPEAKER :** You want to take political advantage out of it.

**DR. VASANT KUMAR PANDIT :** I congratulate the Railway Minister for running the Sabaramati Express via Guna-Maksi line. This new train stops at Sahajapur; the district headquarter, at Biaora, the district place of Rajgarh my constituency and three places in Guna District i.e. Guna, Ashoknagar and Mugawali. May I request the hon. Minister that on the same logic and on the same reasons that you have given three stoppages in Guna district, you may kindly consider giving stoppages at Sarangpur, an industrial area and at Ruthai, a junction on Rajasthan border so that passengers demand will be satisfied ?

**SHRI A.B.A. GHANI KHAN CHAUDHARY :** If it is a fast train and we give too many stoppages, then the train does not remain fast. I request the hon. Member not to insist on that. If

the hon Member feels that it must have stoppages there, then I have no objection in giving stoppages. But in that case, he should not blame that the train is slow.

श्री सत्यनारायण जटिया : अध्यक्ष महोदय, मैं आपको एक उदाहरण देना चाहता हूँ कि रेल विभाग किस प्रकार काम करता है। मैंने एक पत्र में कहा था कि गंजबासोदा पर सदरन एक्सप्रेस का स्टॉपेज किया जाए। उसके उत्तर में मुझे सूचित किया गया कि विदिशा पर सदरन एक्सप्रेस को नहीं रोका जा सकता, वह एक फास्ट ट्रेन है, इसलिए उसको वहाँ पर रोकना उपयुक्त नहीं है। आपको सुनकर आश्चर्य होगा कि वास्तव में विदिशा पर सदरन एक्सप्रेस रुकती है। मैंने पूछा था गंजबासोदा के बारे में और उत्तर मिला विदिशा के बारे में। मैं मंत्री महोदय से कहूँगा कि वह रेल विभाग को निर्देश दें कि वह ठीक तरह से काम करे।

यह जो साबरमती एक्सप्रेस चली है, इसके मार्ग और टाइम टेबल में परिवर्तन हुआ है। अगर इस गाड़ी को, डाउन ट्रेन को, रतलाम से विलम्ब से चला कर नागदा स्टेशन पर डीलक्स का कनेक्शन दें और अप ट्रेन को उज्जैन से जल्दी चला कर नागदा पर डीलक्स का कनेक्शन दें, तो दिल्ली आने-जाने वाले यात्रियों को बड़ी सुविधा होगी। अब नया टाइम टेबल आने वाला है। मैं जानना चाहूँगा कि क्या मंत्री महोदय यह परिवर्तन करके लोगों को सुविधा देने जा रहे हैं।

SHRI A.B.A. GHANI KHAN CHAUDHARY : All these questions do not arise out of the main question. If I have to answer all this, I have to consult my Traffic Department...

अध्यक्ष महोदय : इनको आपके पास भेज देंगे।

SHRI BASUDEB ACHARIA : When the Neelanchal Express was introduced a few years back, Members from West Bengal demanded that train should be routed from Kharagpur...

MR. SPEAKER : That does not come in it.

SHRI BASUDEB ACHARIA : There is a proposal to increase the frequency of that train. May I know from the hon. Minister whether he will consider the demand of the Members of Parliament from West Bengal to run that particular train via Kharagpur ?

MR. SPEAKER : You can consider it but you are not obliged to answer it.

#### Present Medical Education System and need of Rural Areas

\*164. SHRI ARJUN SETHI :  
SHRI CHHITTUBHAI  
GAMIT :

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

(a) whether Union Government are aware that the present medical education system is not in a position to fulfill the needs of most of the people in rural areas;

(b) whether it is also a fact that the present medical education, which is based on western system of medicine, needs revamping to suit the needs of our country;

(c) if so, whether any review has been made in this regard; and

(d) if so, the details thereof and the plan of Government in this regard ?

THE DEPUTY MINISTER IN  
THE MINISTRY OF HEALTH AND