

SOME HON. MEMBERS: No, no.

MR. SPEAKER: We are on railway catering now.

SHRI NARENDRA SINGH MAHIDA: I want the railways to come up to the standard of Air India. Is it a fact that MPs expect wonderful food for one rupee . . .

SHRI K. LAKKAPPA: What wonderful food?

SHRI NARENDRA SINGH MAHIDA: For one rupee, they expect 10 dishes. It is not possible. Let us have two categories, those who want cheap meals and those who can afford to pay more. May I know whether the Minister will think in terms of cheap and expensive meals to be served to Members of Parliament and also other passengers in the trains?

SHRI PARIMAL GHOSH: We have two systems of food, the regular meal in the thali, and we have also a la carte where the hon. Member can get specific items for specific charges.

SHRI GADILINGANA GOWD: The hon. Minister does not believe what we say here. He only relies upon the reports of his officers. On the 23rd when I travelled from Adoni to Madras a railway officer was also travelling with me. He told me that he found a cockroach in the tea pot. Therefore, I would like to know from the Minister whether he would pay surprise visits to these canteens in cognito.

SHRI PARIMAL GHOSH: I will do that.

#### Circular Railway in Calcutta

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\*336. SHRI SAMAR GUHA:  
SHRI BENI SHANKER  
SHARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the report on Circular Railway in Calcutta has been completed; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) Not yet.

(b) Does not arise.

श्री बेनी शंकर शर्मा : अध्यक्ष महोदय, जिन लोगों को सौभाग्य से या दुर्भाग्य से कलकत्ते की सर्वश्रेष्ठ रेलों में सफर करने का मौका पड़ा है वे जानते हैं कि वहाँ के लोगों की अपनी आँखों तक पहुँचना एक पुनर्वन्ध का भाँसा है। लोग स्टिब में बैठ घौर बकरियों की तरह ही भरे नहीं रहते बल्कि फूट बोर्डे घौर ईजन में ट्राइबर के पास तक भरे रहते हैं। यह समस्या 1947 से ही हमारे सामने है। 1947 में सर पदमजी गीनवालवा की अध्यक्षता में एक कमेटी बँठी थी। उस ने कुछ सिफारिशों की थीं। उसके बाद कुछ घौर भी कमेटियाँ बँठीं। प्लानिंग कमीशन ने भी एक कमेटी बनाई थी जिस की रिपोर्ट अभी तक नहीं आई है। हमें कहा गया था कि सितम्बर तक उसकी रिपोर्ट आ जायेगी। तो कलकत्ते में जो यातायात व्यवस्था की कठिनाइयाँ हैं उसको मद्दे नजर रखते हुए क्या मंत्री महोदय सरकार के लिये साइड कलकत्ते में शीघ्रातिशीघ्र बनाने के लिए बचन देंगे ?

SHRI PARIMAL GHOSH: The Metropolitan Transport Team under the Planning Commission have undertaken a study not only for Calcutta but also for other metropolitan cities like Bombay, Madras and Delhi. This M.T.T. worked in coordination with the Railways and we have given them all the necessary assistance by way of staff, and also according to the suggestion of the MTT a preliminary engineering survey has been conducted and an interim report has been received. We have not yet received the final report to make out the economic viability of the proposition. The scheme that we have received now has indicated a certain line of action, wherefrom the suburban line can start and where it can terminate and

the necessary places where it can also stop. This report we have already got with us and we are awaiting the final report in this matter.

श्री बेनी शंकर शर्मा : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि यों तो हम लोग 1947 से 1968 तक कमेटियां बनाते रहे हैं और उनकी रेकमेन्डेशन भी मिली रही है किन्तु इस विचार को कार्य रूप में परिणित करने के लिए क्या बाधायें थीं ? प्राथिक बाधायें थीं या टेक्नीकल ? अगर प्राथिक बाधायें थीं तो मैं क्या उनसे यह कहने की छुट्टता करूँ कि अगर हमारे पास बड़ बड़े होटल बनाने के लिए पैसे हैं तथा बड़ बड़े प्लेन जिसमें दो सौ ब्रादमियों को ही फायदा होता है करोड़ों रुपये की जागत पर लेने के लिए पैसा है तो जहाँ जाहों लोगों का सवाल है उस के लिए उन के पास पैसा नहीं है, यह समझ में नहीं आता ।

दूसरी बात—मैं यह जानना चाहता हूँ कि स्वर्गीय श्री बी० सी० राय जिस समय चीफ मिनिस्टर थे उस समय कलकत्ते में एक ब्रंडर-ग्राउन्ड रेलवे बनाने की बात भी चली थी। तो क्या रेलवे विभाग ने कलकत्ते में ब्रंडर-ग्राउन्ड रेलवे बनाने के बारे में भी कुछ सोचा है और उस के लिए एक्सपर्ट्स की सलाह ली है ? यदि ली है तो उनका क्या उत्तर है ?

SHRI PARIMAL GHOSH: Regarding the circular railway, I have already indicated the position and I have also stated that we are awaiting the final report and after that the necessary action in the matter will be taken. Regarding the underground railway, this is also part of the study now being undertaken by the Planning Commission, and they have also requested whether the Railways could undertake a survey like that and we have indicated that we will be too glad to undertake that survey and they have also allocated—not yet finally sanctioned—and we have been

given an indication that certain amount will be allocated for the necessary survey for the underground railway not only for Calcutta but also other metropolitan cities. Very soon the matter will be taken up.

SHRI INDRAJIT GUPTA: In view of the fact that this proposal for circular railway is under consideration even since 1947 and multifarious committees and authorities from time to time have been entrusted with the responsibility and so on, it is no wonder that the people of Calcutta generally have now come to believe that this is just a sort of rubbish and bluff and it is never going to be executed. I would like to know from the non-Minister whether he could tell us—3 or 4 of his predecessors have also told us the same thing that it is being studied and a report is being prepared, etc.—whether there is the ghost of a chance of this matter being finalised and taken up for consideration at least in the Fourth Plan period or in our life time.

SHRI PARIMAL GHOSH: It is a fact that the problem of transport in the metropolitan cities has reached such a stage that even our suburban sections are running at a choking point. So some sort of a thing of this nature is definitely bound to come. The hon. Member stated that there had been discussions and committees and reports. Because of that I do not want to give him an unnecessary bluff in this matter.

MR. SPEAKER: It is a necessary bluff. (Interruptions)

SHRI PARIMAL GHOSH: I can assure him that we are quite alive to the situation and we are contacting the Planning Commission. I am sure that something positive will definitely come.

SHRI INDRAJIT GUPTA: Can he tell us whether it will come during the Fourth Plan period?

**SHRI PARIMAL GHOSH:** The matter is under consideration and there is a possibility for it. After all, it is with the Planning Commission.

**SHRI HEM BARUA:** Is it not a fact that the hon. Minister made a statement outside this House to the effect that the circular railway in Calcutta is a fact and is coming. If he made that statement, what are the reasons for making that statement? If he had not made that statement, is he trying to bluff this House by saying all sorts of things?

**SHRI PARIMAL GHOSH:** I do not know. At least so far as I am concerned, I have not made any specific commitment like that. A question was put to me and I have already stated what I have stated now. The matter is under the active consideration of the Planning Commission and the Railways.

**SHRI INDRAJIT GUPTA:** He has given an assurance that the Circular railway is coming.

श्री राम गोपाल शालबाबे : इस बात को देखते हुए कि कलकत्ते, बम्बई और दिल्ली में रेल दुर्घटनाएं अधिक होनी हैं, मैं जानना चाहता हूं कि क्या रेल विभाग कलकत्ते, बम्बई और दिल्ली में लन्दन की तरह से भूमिगत रेलवे लाइन बनाने का प्रयत्न करेगा ?

#### Railway Wagon Manufacturing capacity

\*337. **SHRI GEORGE FERNANDES:** Will the Minister of RAILWAYS be pleased to state:

(a) the railway wagon manufacturing capacity of India at present with the maximum utilisation of plant and machinery;

(b) how much of the capacity is in actual use and how much of it is lying idle;

(c) whether it is proposed to create additional capacity in view of the Soviet orders for the Indian railway wagons; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH):** (a) At present the wagon manufacturing capacity of the country in terms of four wheelers based on maximum output ever achieved is 27,500 in the private sector and 3,500 in the Railway workshops.

(b) Endeavours are made to place orders every year commensurate with the capacity after taking into account actual output of the previous year and the outstanding orders.

(c) No.

(d) Does not arise.

श्री जार्ज फरनेन्डीस : अध्यक्ष महोदय रेलवे के बारे में यह तो कई वर्षों की शिकायत है कि जितने बैगन्स की आवश्यकता है उतने बैगन्स न रहने के कारण माल लाने या भेजने में काफी परेशानी होगी और इस वक्त कामर्स मिनिस्ट्री की ओर से रूस को कई हजार रेल बैगन्स हर साल बेचने की भी बातचीत चल रही है। मुझे नहीं मालूम कि वह बातचीत कब पूरी हो जायेगी और वह ऑर्डर हमें कब मिलेगा ? मैं यह जानना चाहता हूं कि जब रेलवे को इतने बैगन्स चाहिये जो हिन्दुस्तान में नहीं मिल रहे हैं तो क्यों यह कदम नहीं उठाया जा रहा है कि रेलवे वर्कशाप जिन की कैपैसिटी अभी 3500 बताई गई, इनकी कैपैसिटी बढ़ाई जाय और जो रेलवे वर्कशाप के अन्दर कई मशीनरी ऐसी पड़ी रहनी है जिसका इस्तेमाल नहीं होता है उसका इस्तेमाल किया जाय ?

**SHRI PARIMAL GHOSH:** There is no shortage of any particular wagon in general. I agree that there may be some shortage of a particular type of