

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). On a very rough estimate, which only is possible, it is assessed that so far the out of pocket or direct costs of running the fully air-conditioned trains between Bombay and Delhi have been just about covered by the earnings. No accounts of earnings and expenditure are kept trainwise and therefore a more precise computation is not feasible.

(c) Does not arise.

#### Behala Aerodrome

\*1706. Shri Biren Roy: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 318 on the 23rd May, 1957, and state the position as it stands at present in regard to the lands under acquisition proceedings for the aerodrome at Behala, South Calcutta?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): On account of the civil rule issued by the Calcutta High Court under Article 226 of the Constitution, the West Bengal Government have not yet taken possession of the land.

#### Second Five Year Plan for Railways

\*1707. { Shri Shree Narayan Das:  
Shri B. S. Lal:

Will the Minister of Railways be pleased to state:

(a) whether the Planning Commission has reconsidered and finalised the Second Five Year Plan in respect of Railways;

(b) if so, the target of various categories approved;

(c) whether any decision with regard to construction of new railway lines during the Second Five Year Plan has also been taken;

(d) whether the mileage of new lines has been sanctioned; and

(e) the overall target that has been approved of?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). In view of about 10 per cent increase in freight traffic during the first year, 1956-57, the Planning Commission have agreed that the Railways may plan to develop the Line Capacity and repair facilities to suit an originating freight traffic of 180.8 million tons at the end of 1960-61.

(c) and (d). The Railway Plan provides for the construction of 842 miles of which 330 miles have so far been approved for construction.

(e) There has been no modification of the Railway plan, except in respect of the freight traffic as stated in reply to (a) and (b).

#### 'Feeder Air Service' in Andhra Pradesh

\*1708. Shri B. S. Murthy: Will the Minister of Transport and Communications be pleased to state:

(a) whether Andhra Pradesh is to have a feeder air service connecting Hyderabad with the District Headquarters and important business centres of the State; and

(b) if so, the reactions of the Centre?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) No, Sir.

(b) Does not arise.

#### Abolition of Ferry Traffic on West Coast

\*1709. { Shri Goray:  
Shri Nath Pai:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the observation of the Charman of the Bombay Port Trust, as reported in the *Time of India*, Bombay Edition, dated the 28th August, 1957, to the effect that Government propose to abolish the

coastal ferry traffic so that the Ferry wharf, the coastal passenger terminal at Bombay port, might be used as cargo berths is true;

(b) whether Government are aware of the hardship such a step would inflict on people living in the coastal districts of Kolaba, Ratnagiri and Karwar; and

(c) what alternative means of transport Government have in view so far as this area is concerned?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) No. The Chairman Bombay Port Trust has reported that the statement made by him in the course of his speech at the Bombay Rotary Club on the 27th August, 1957, has been misquoted in the Press. According to him what he actually stated was that the Scindias had approached Government for financial assistance in the matter of replacement of their fleet of ferry steamers and that unless suitable assistance was given by way of loans or permission to raise fares, the Scindias would not be in a position to run the ferry service after 1961.

(b) and (c). Do not arise.

#### D. T. S. Buses

**\*1710. Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a number of D.T.S. buses on some of the routes remain idle beyond peak hours of the day;

(b) if so, the total number of such buses and their seating capacity;

(c) whether any steps have been taken to utilize the D.T.S. buses for providing transport facilities for thousands of school-going children in Delhi and New Delhi; and

(d) if so, with what results?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) No.

(b) Does not arise.

(c) and (d). In addition to the ordinary services connecting residential areas with the University and various schools, 11 special buses are operated by the Delhi Road Transport Authority exclusively for students.

#### Delhi's Interim Master Plan

**\*1711. Shri Harish Chandra Mathur:** Will the Minister of Health be pleased to refer to the reply given to starred Question No. 141 on the 20th May, 1957, and state:

(a) whether any steps have been taken to invite suggestions for the improvement of Delhi's Interim Master Plan;

(b) if so, the nature of the suggestions received, if any; and

(c) what progress has been made in finalising the Plan?

**The Minister of Health (Shri D. P. Karmarkar):** (a) Yes, Sir. The charts and panels of the Interim General Plan were exhibited during 1956 to the:—

(i) Members of Parliament;

(ii) Press Representatives; and

(iii) Representatives of the Institute of Town Planners.

In addition, the Town Planning Organisation held a series of discussions with representatives of Government departments and non-government agencies during May, 1957.

(b) The major proposals in the Interim General Plan were endorsed by the officials and individuals who visited the exhibition and took part in discussions.

(c) The Town Planning Organisation, after completion of the Interim General Plan, is now drawing up the comprehensive Master Plan for Delhi.