

(b) Policing being a State subject, under the Constitution the responsibility of ensuring safety of passengers and their belongings rests with Government Railway Police functioning under State Governments. All important and vulnerable passenger trains are provided with the Police escorts for prevention and detection of crimes in trains. Railways maintain close liaison with State Police authorities at all levels and render necessary assistance whenever required. About 2,000 Railways Protection Force personnel have been deployed to assist Government Railway Police in escorting passenger trains to deter criminals and instil confidence among the travelling public. TTEs/Attendants/conductors have instructions to remain vigilant to prevent entry of unauthorised persons in reserved compartment. There is also a proposal for creating a cell under a Chief Security Officer (Anti dacoity) in the Railway Board to strengthen measures from Railway side to deal with this problem i.e. by way of rendering assistance to the State Police.

**Underground Railways Projects for Bombay, Delhi and Madras**

1338. SHRI CHITTABASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to reconsider the underground Railway Projects for Bombay, Delhi and Madras which were shelved earlier;

(b) if so, whether the preliminary reports of these projects have since been reviewed and re-examined;

(c) if so, the outcome of the review;

(d) whether the Planning Commission has since studied the project report; and

(e) if so, the reaction of the Planning Commission in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There is no proposal under Government's consideration to reconsider the underground railway projects for Bombay, Delhi and Madras, which were investigated earlier and dropped.

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

(d) and (e). The project reports in respect of the undermentioned schemes relating to provision of Mass Rapid Transit Systems investigated earlier by the Metropolitan Transport Project (Rlys) Organisations at Bombay, Delhi and Madras were submitted to the Planning Commission, who, due to resources constraints, expressed their inability to provide funds for these projects.

*Bombay*

6th Corridor 34 Kms. Mainly on surface but including 1 Km. underground.

Cost—Rs. 160 crores at 1974 price level.

7th Corridor 27 Kms. including 19 Kms. underground.

Cost—Rs. 150 crores at 1974 price level.

*Delhi*

36 Kms. underground  
97 Kms. surface.

Cost—Rs. 870 crores at 1974 price level.

*Madras*

22 Kms. including 1 Km underground and partly elevated.

Cost—Rs. 154 crores at 1974 price level.

**Bus service from Calcutta to Delhi**

1339. SHRI PIUS TIRKEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to start long distance bus service from Calcutta to Delhi;