

days and wharfage is charged for the entire period. As I have told the House and assured earlier, even this problem is being examined.

As far as wharfage on Sundays is concerned, there, of course, at those important Stations where the number of consignments is very large wharfage is recovered on Sundays also. In 1977, a recommendation has been made that wharfage on Sundays should not be applied to all the stations and that particular suggestion is being examined for taking action as early as possible.

**SHRI K MALLANNA** As the demurrage charges are cheaper when compared to the private godown storage costs, the traders have a tendency to keep their goods with the railways where they get accumulated. Has this fact come to the notice of the Railway Minister and if so, what action is being taken by him?

**PROF MADHU DANDAVATE** It is true that some of the traders find our own stations and our own wagons as better godowns than the godowns they are required to have. In view of that, we are trying to rationalise the entire policy by which such manipulations can be completely avoided.

#### Underground Railway in Calcutta

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\*187 **SHRI CHITTA BASU**  
**SHRI SOMNATH**  
**CHATTERJEE**

Will the Minister of RAILWAYS be pleased to state

(a) whether the actual cost of executing the project of underground Railways in Calcutta is likely to far exceed the originally estimated cost

(b) if so, the reasons for such cost hike

(c) the amount of money so far expended and for what percentage of total work,

(d) progress, so far, made and by when the project is likely to be completed, and

(e) grants made during the current financial year?

**THE MINISTER OF RAILWAYS**  
**(PROF MADHU DANDAVATE).**

(a) to (e) The original estimated cost of Rs 140 crores has been revised to Rs 249 54 crores due to the increase in prices all over the world resulting from the steep increase in the cost of oil. Every effort is being made to check further increase in cost.

Rs 29 56 crores have been spent upto September 1977 and about 11 5 per cent of the work has already been executed.

The project can be completed by 1986 subject to availability of resources. Rs 86 crores have been allotted for the work during the current financial year.

**SHRI CHITTA BASU** May I know from the hon Minister whether he is aware of the fact that there has been considerable delay in the matter of executing this very important transport project in Calcutta and in view of that is he prepared to reconsider the execution schedule of the project?

**PROF MADHU DANDAVATE** The delay is due to the non-availability of resources. I have also indicated as to what is likely to be the terminal year by which with the availability of resources the project can be completed. As per our calculations it is possible to complete the work by 1985-86. It is divided into two phases. The first phase is under construction and it will be completed by 1984-85. The second phase will be completed by 1985-86. That is the concrete assurance that I am giving to the House on the basis that resources are made available.

**SHRI CHITTA BASU** Is it not a fact that planners are getting at the job in a piecemeal manner causing disruption in the traffic system of the city itself? What does the Minister propose to do in the matter of taking an integrated view of the entire process of implementation? Is there any proposal to have a tunneling system in a certain portion of

the entire 17 KM track of the project? If so, by when will this be completed?

PROF MADHU DANDAVATE  
What I said regarding splitting of the project has been described by the Hon Member as piecemeal work. He is conversant with the situation in Calcutta, he is in the knowledge of the geography of that region. There is high density of traffic there. To ensure quick work we have deliberately split up the project into two phases. The first one is from Dum-Dum to Sham Bazar and the second one is from Tollygunj to Esplanade. The Central track is deliberately left undisturbed. Once the other regions are completed then the central track will be taken up. To cause the least disturbance to Calcutta traffic we are splitting up the work. Tunnelling will be there for about one kilometer length of the underground railway. We have taken consultancy help from USSR as they are conversant with tunnelling work. We have taken their consultancy help in addition to the help in the shape of materials etc on credit basis.

श्री हुकम चन्द कच्छबाय - अध्यक्ष महोदय, माननीय मंत्री जी ने इस महानगर में भूमिगत रेल के बारे में जो उत्तर दिया है और कहा है कि अभी तक प्राप्ता काम हो पाया है तो क्या यह काम बहुत धीमी गति में नहीं चल रहा है? मंत्री जी ने यह भी कहा है कि यह काम इस अवधि तक पूरा हो जाएगा। लेकिन मैं उनसे पूछना चाहता हूँ कि जिस तरह सामान के दाम बढ़ रहे हैं उसको देखते हुए क्या इस योजना पर खर्च नहीं बढ़ जाएगा? अगर बढ़ जाएगा तो इस रेल योजना पर होने वाले खर्च को क्या मंत्री जी बढ़ायेंगे ताकि यह योजना जल्दी पूरी हो सके और हम महानगर में यातायात की जो दिक्कतें लोगों को हैं वे दूर हो सकें।

एक मेरा प्रश्न यह है कि इस महानगर में एक ही मार्ग से दोनों तरफ यातायात

चलता है जिसके कारण लोगों को काफ़ी तकलीफों का सामना करना पड़ता है। क्या मंत्री जी इस विषय पर विचार करेंगे कि वहाँ ऐसा प्रबन्ध किया जा सके जिससे एक मार्ग से ट्रेक्सिया, कारे आदि आ जा सके और दूसरे मार्ग से धीमी गति से चलने वाली गाड़ियाँ आ जा सकें? इससे वहाँ के यातायात की कुछ दिक्कतें दूर हो सकती हैं।

प्रो० मधु दण्डवते : भूमिगत रेल योजना की जो रफ़्तार कम रही है उसका कारण कार्यक्षमता की कमी नहीं है बल्कि साधनों की कमी है। मैं माननीय सदस्य को यह बताना चाहता हूँ कि शुरू में इस योजना पर 140 करोड़ रुपये कास्ट का अनुमान था लेकिन सामान के दाम बढ़ने की वजह से इसके लागत अनुमान 249 करोड़ रुपये हो गये। यह पूरी कोशिश है कि यह स्कीम समय के अनुसार पूरी हो जाए। इसलिए इसका पहला फेज 1984-85 तक और दूसरा फेज 85-86 तक पूरा हो जाएगा।

श्री हुकम चन्द कच्छबाय : क्या आप इस स्कीम के लिए खर्च और बढ़ाने के लिए तैयार हैं या नहीं?

MR SPEAKER Do you have any further answer? I think he has no further answer

श्री हुकम चन्द कच्छबाय . मेरे प्रश्न का क्या हुआ ?

प्रो० मधु दण्डवते : जब दाम बढ़ते हैं तो कास्ट भी बढ़ती है, सीधी बात है। इसलिए हम लोगों ने टाइम टारगेट निश्चित किया है और उस समय के अन्दर इस योजना को पूरा करने की कोशिश कर रहे हैं।

SHRI MOHD SHAFI QURESHI:  
Sir I think the hon Minister, while replying to my colleague said that the entire railway will be underground. The reply is not correct.

This tollygunge to Dum Dum 18 k.m. long railwayline will be partly surfaced and partly tunnelled. I would like him to correct his answer. Otherwise he might get into trouble.

I just wanted to know from the hon Minister as to what has happened to Madras, Bombay and Delhi MTP. Has the survey been completed? He needs lots of money, about Rs 160 crores. He needs more than Rs 600 crores for the Delhi Project. Does he have all the money or is he going to be very frank with this House that he is going to scrap the other projects and develop some other means of transport in these areas?

He should gain experience from Calcutta MTP where the cost has gone up from Rs. 160 crores to 249 crores which means Rs. 14 crores per kilometer. And, if the money could have been spent in backward areas, today we could have constructed more railwaylines and more kilometre lines in this backward region. So, would he consider the scrapping of the three other metropolitan projects because he has not got the money for that?

**PROF. MADHU DANDAVATE:**  
As far as correction is concerned, he had not listened to my reply correctly. While replying about the tunnelling aspect, I said that there is going to be an underground railway. Therefore there should be tunnelling. Last time I had already informed this House that the part of line will be overground. So, there is no question of my correction. Even if he feels that there is a technical error in that, I stand corrected.

As far as the second part of his question is concerned, I want to inform the House that the import of his question is very correct. Taking into account the experience at Calcutta, already the members of the Bombay Municipal Corporation had expressed their view that they do not want such a white elephant in

the shape of huge schemes in which our resources will be diverted for the projects which will ultimately kill certain other projects that are required in the hinterland of Bombay, in the backward areas of Bombay. Therefore, we are not going to give priority to this heavily capital intensive project at all in future, priority will be given only to those areas where traffic requirements, particularly, in the backward regions of the country are to be met.

**PROF. DALIP CHAKRAVARTY:**  
Will the Minister agree with the need for expediting the job of completing the underground project in Calcutta; (2) will he agree that sufficient funds are not being allocated year after year for speeding up the work? Number 3...

**MR. SPEAKER:** And number 3.

**PROF. DALIP CHAKRAVARTY:**  
Number (3). Will he also agree to complete the whole project to be undertaken by the Corporation by raising funds from the public if the Government cannot provide the necessary funds?

**PROF. MADHU DANDAVATE:**  
(1) Yes, (2) Yes, and (3) No, Sir.

श्री उद्देश्वर : माननीय मंत्री जी के उत्तर से सम्बन्धित। मंत्री जी ने कहा है कि सामानों के महंगा हो जाने के कारण जो पहले प्रोजेक्ट था 140 करोड़ २० का वह बढ़ कर 249 करोड़ २० हो गया है और 1986 तक और बढ़ेगा। तो क्या मंत्री जी मेरा सुझाव मानेंगे कि जो भी थोड़ा बहुत ट्रैक 2, 4, 5, 10 किलोमीटर का बन गया है उसे पूरा करेंगे और बाकी जो पुराने जमाने में ट्राम गाड़ियां चलती थी, उन्हीं से जनता की सेवा करेंगे और पूरा पैसा बचा कर बैंकवर्ड एंजियाज में देंगे ?

श्री० मधु दण्डवते : आज तक हम लोगों ने इस प्रोजेक्ट पर 29.56 करोड़ २०

खर्च किया है। इसका खर्च करने के त्वाव अन्तर इस प्रोजेक्ट को छोड़ देते हैं और ट्राम गाड़ी बूक कर देते हैं तो मैं समझता हूँ कि उसकी ज्यादा मुक्तापीनी होगी। इसलिए हम इस प्रोजेक्ट को खत्म नहीं करना चाहते, बल्कि उसको कार्यान्वित करना चाहते हैं।

#### Rail Travel by Double-Decker Coaches

\*188. SHRI K. MALLANNA;  
SHRI ISHWAR CHAUDHRY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have recently taken a decision to introduce double-decker coaches to make rail travel, over short distance, more comfortable and to provide more accommodation in trains,

(b) whether this scheme has been introduced on an experimental basis to any rail track; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes, Sir

(b) and (c) One prototype double decker coach is running on 311/312 Madras Jalarpettai Express It is now proposed to manufacture 12 more double-decker coaches

SHRI K. MALLANNA: Sir, the hon'ble Minister has said that one double-deck coach is running between Madras-Jolarpettai. May I know how it is comparable to single coach in respect of safety, comfort, and economically.

SHRI SHEO NARAIN: Sir, with your permission, may I say that the double-deck coach is very comfortable for the passengers. I have seen it myself in Madras.

SHRI K. MALLANNA: Sir, the Minister has said that the Railways proposed to manufacture 12 more double-decker coaches. May I know on which railway-line those will ply? Has the Government decided to give priority to the backward areas especially to the Southern States?

SHRI SHEO NARAIN: We are making an experiment on Bombay-Poona side. Afterwards we will come to this side also.

#### Engineering workshops at Arakkonam

\*191 SHRI O V ALAGESAN:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway lamps and such other articles which were being made in the Engineering Workshops at Arakkonam on the Southern Railway to meet the full requirements of the Railway, are now being farmed out to private manufacturers,

(b) if so, the value of such orders on private manufacturers for the past three years; and

(c) the value of purchases of such articles from the Workshops during the same period?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE): (a) Arakkonam shops is mainly intended to manufacture points, & crossings, bridge girders, structurals, etc However it manufactures 12 items of Railway lamps such as Railway Hand Signal Lamps, Gate lamps, Brake Van lamps etc All lamps, except Hand Signal and Gate lamps, are exclusively obtained by manufacture from Arakkonam shops. In the case of hand signal lamps and gate lamps the requirements, in excess of capacity, for Southern Railway are ordered on Trade.

(b) and (c). A statement is laid on the table of the Sabha.