

अध्यक्ष श्रीवधुवः जो जवाब मन्त्री जी ने दिया है उसको कोई फिगर ले चला है, कोई फिगर ले चला है, कोई कॅल्कुल ले चला है। चला तो कॅल्कुल का है।

**PROF. MADHU DANDAVATE:** Bombay and the Konkan are very much linked up.

**SHRI INDRAJIT GUPTA:** It is all right provided you do not allow it to be taken out of the country.

**SHRI MOHD. SHAFI QURESHI:** So far as the railways are concerned, we have no plan to give up either the Konkan Railway or the suburban system in Bombay. The views expressed by the hon. Members may be divergent but our policy is consistent and will be followed.

**SHRI R. S. PANDEY rose.**

**MR. SPEAKER:** I am not going out of Bombay.

**SHRI R. S. PANDEY \*\***

अध्यक्ष श्रीवधुवः आप का एक शब्द नहीं आ रहा है रेकार्ड भर क्यों कि मैंने आप को बुझाया नहीं है। इसीलिए क्या फादर है आप बोलने आ रहे हैं ?

**SHRI DINEN BHATTACHARYYA:** Just now the hon Minister said that the Calcutta underground railway will be completed in eight years' time. My question is: actually, what is the amount allotted for this whole scheme? Now if you have allotted a particular amount, after 8 years, at the completion stage, the cost will go up and the amount will not suffice. In that case, how does the railway propose to obviate this difficulty? What is your decision in the matter?

**SHRI VASANT SATHE:** It will take sixteen years then.

**SHRI MOHD. SHAFI QURESHI:** It is true that the cost escalation element will be there and the problem

can be solved by asking the Planning Commission to provide more funds.

**AN HON. MEMBER:** The Maharashtrians are fighting amongst themselves.

**MR. SPEAKER:** I never wanted others to jump in.

#### Introduction of Passenger Trains on Katni-Singrauli-Chopan Section

\*385 **SHRI NARENDRA SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Katni-Singrauli-Chopan Section of the Central Railway was primarily constructed for running passenger trains but so far no such passenger trains have been introduced in this section.

(b) if so, whether construction of station buildings, platforms and other installations are complete for the purpose in this section, and

(c) if so, the reasons for not introducing the passenger trains in this section?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH):** (a) No, Sir.

(b) and (c) Do not arise

**SHRI NARENDRA SINGH:** I am surprised to hear the answer given by the Minister to my question. The construction of this Katni-Singrauli line was started in 1962 and was completed long ago. Goods train services are in operation since long but passenger services have not yet been started on this section. A decision was taken to start running a passenger train on this line and work of constructing the necessary platforms, etc. started. Why was this platform constructed at that time? I want to know.

**SHRI BUTA SINGH:** It is true that a platform was constructed but it is not a platform alone that makes a line suitable for passenger traffic. There is a proposal to have a survey of passenger traffic and for that purpose the platform was constructed.

**SHRI NARENDRA SINGH:** Do the Government propose to survey this line for running passenger trains? If not, the reasons thereof

**SHRI BUTA SINGH:** Yes, Sir, we do propose

श्री नीतिराज सिंह चौधरी : मैं जानना चाहता हूँ कि इन लाइनों की कैपैसिटी क्या है ? और उसमें से अभी बिना उपबोग में आ रही है ? और अगर कैपैसिटी बची है तो फिर पैमेजर ट्रेन चलाने में कौनसी दिश्र्कन हो रही है ?

**SHRI BUTA SINGH:** This line was not primarily meant to run passenger trains. With regard to the capacity of traction, the length of this line is 25.26 km. In the Third Five Year Plan it was estimated to carry 6 million tonnes of coal from Singrauli.

**SHRI NITIRAJ SINGH CHAUDHARY:** I seek your protection, Sir. My question has not been replied. I asked what is the carrying capacity of this line and whether it is fully utilised and if there is any balance, why passenger trains are not started. The reply is that in the Third Plan it should carry so many tonnes of coal. But that is not a reply to my question.

**SHRI BUTA SINGH:** The question got mixed up. I thought the hon. Member asked the capacity of the goods train to carry coal from Singrauli.

**SHRI NITIRAJ SINGH CHAUDHARY:** No, I asked about the carrying capacity of the line.

अध्यक्ष सहायक : उन्होंने कहा कि पैसेजर ट्रेन के लिये तो नहीं है नहीं ।

**SHRI BUTA SINGH:** The problem is that this line is meant for goods traffic only. It is not meant for passenger traffic. So, the question got mixed up in the sense that I thought he asked the capacity of the goods train to move coal...

**SHRI NITIRAJ SINGH CHAUDHARY:** I never used the word 'goods train'.

**SHRI BUTA SINGH:** The line is meant only for goods trains

**SHRI VASANT SATHE:** Does the Minister mean to say that a line which carries goods cannot carry passengers?

**PROF MADHU DANDAVATE:** Perhaps he is under the impression that only when there is a double line, passenger trains can be run.

**MR SPEAKFR:** It is only a single line for single people!

श्री वसन्त साठे : अध्यक्ष महोदय, मैं जानना चाहता हूँ कि कटनी-मिगरोली लाइन आदिवासी क्षेत्र से होकर गुजरती है, वहाँ से आवासी से संबद्ध काम पर जा सकें और उनके बिनागे छोटे छोटे उद्योग चल सकें इस दृष्टि में सरकार को पैमेजर ट्रेन चलाने में क्या दिश्र्कन है ? क्या सरकार को भातूम है कि इतवार भरेवा गाव की आबादी 30,000 से भी अधिक है इसलिए वहाँ पर रेलवे प्लेट-फार्म खोलने का विचार है ? मूनपूर्व रेल मन्त्री ने कहा था कि पैमेजर ट्रेन चलानेगे, फिर मैं जानना चाहता हूँ कि कटनी-मिगरोली पैमेजर गाड़ी चलाने में सरकार को कौन सी दिश्र्कन है ?

श्री बुटा सिंह : पैसेजर ट्रेन चलाने के लिये लाइन पर पैसेजर सेफटी का प्रबन्ध करना बहुत जरूरी है, स्पीड लिमिट भी होनी चाहिये । मुद्द ट्रेन बहुत धीमी स्पीड पर इस लाइन पर चल रही है अतः इसके ऊपर पैसेजर ट्रेन नहीं

चल सकती है। दूसरी बात यह कि पैसेंजर ट्रेन की लाइन की प्राउव्हेसन दूसरी होती है, उसके लिये दूसरी सुविधाएँ होती हैं ताकि ट्रेन के डिक्वाजट के साथ पैसेंजर को पहुंचाया जा सके। इसलिये कुछ कारणों से इस लाइन को पैसेंजर के लिये नहीं चलाया जा सकता है। चोपन-सिंगरोली सेक्शन के लिये हमने एक पैसेंजर ट्रेन सेक्शन की थी जिसकी अभी तक एडीमल कर्मिन्जर रेलवे सेपटी से मजूरी नहीं मिली है। जब सेक्शन मिल जाएगी तो हमारी योजना है कि इसके ऊपर एक पैसेंजर ट्रेन चलायी जाए।

श्री सरजू बांबे : अभी मन्त्री जी ने कहा है कि इन पर पैसेंजर गाड़ी नहीं चलायी जाती है। यह रेलवे लाइन उत्तर प्रदेश और मध्य प्रदेश को जोड़ती है, सबसे छोटा रास्ता है और सिंगरोली तथा चोपन दोनों निर्जापुर जिले में आते हैं उसको कटनी से बिलाना जरूरी है, इन बात को देखते हुए क्या रेल मन्त्री फिर से पैसेंजर गाड़ी चलाने का प्रस्ताव करेंगे।

श्री बूटा सिंह : जैसा मैंने अभी कहा चोपन-सिंगरोली के लिये पहले ही एक पैसेंजर ट्रेन की सिफारिस की है जिसकी रेलवे सेपटी कर्मिन्जर ने अभी सेक्शन नहीं दी है।

The line is open for passenger traffic; but a sanction has to come from Commissioner for Railway Safety; that is a must.

अध्यक्ष महोदय : जो मुद्दों के लिये लाइन है उस पर पैसेंजर ट्रेन कैसे चला सकते हैं।

#### Cris-Cross Surface Railway in Greater Calcutta

\*367. SHRI SAMAR GUHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether instead of tube railway circular and criss-cross surface railway for quick transit requirements

in Greater Calcutta area will require less time, less finance for their construction and will not also cause much traffic difficulties during the period of construction of such railways;

(b) whether Calcutta tramways are some of the causes of traffic constraints in Calcutta area;

(c) whether the railway will take over Calcutta tramways and replace it by criss-cross and circular railways as well as trolley buses run by the railway authorities; and

(d) if so, whether a committee will be set up for the re-thinking about construction of railway lines for in and around Greater Calcutta area?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI).

(a) No, Sir For mass rapid transport of commuters, circular and criss-cross surface railway will not suit in Calcutta

(b) No, Sir.

(c) No, Sir.

(d) Does not arise in view of replies to (a), (b) and (c).

SHRI SAMAR GUHA: अध्यक्ष महोदय मैं जानना था कि यहाँ जवाब आया। क्योंकि मैंने यह सवाल पूछा यह मैं सफ कर रहा हूँ।

I want to know from the hon. Minister whether it is a fact that an amount allotted in 1970 for the Tube Railway in Calcutta was Rs. 140 crores and now this amount has come to about Rs. 250 crores in 1975, and if it is completed in 1990 or 1995 or God alone knows when, it may come to about Rs. 1000 crores. Now, in view of this I want to know from the Minister whether this tube railway will at all be conceived by Greater Calcutta,