

करते हैं। हमारी कोशिश यह है कि हमारा जो एक्सपोर्टबल सर्प्लस है वहां एक्सपोर्ट किया जाये। जहां तक पिछड़े इलाकों में गाड़ियों का सबाल है वेगस हमारे पास मौजूद है। डबल डेकर ट्रेस के लिये ट्रायल रंस और शार्ट रन हो चुके हैं और वे इसलिए किये गये हैं ताकि जो ओवर क्लाउडिंग इनशार्ट रन हैं उनको खत्म किया जाये।]

SHRI KHURSHED ALAM KHAN : The assignments indicated in the statement laid on the Table of the House are very encouraging. But I would like to know what are the prospects for Rail India Technical and Economic Services Limited and whether it has been ensured that it would be possible to secure any other assignments to keep this public undertaking busy and that its operations will be viable.

SHRI MOHAMMAD SHAFI QURE-SHI : The Rail India Technical and Economic Services Limited was set up in 1974 I as a public sector undertaking under the aegis of the Ministry of Railways. Sir. RITES will provide a wide range of service to various countries outside, and here also, and our people are fully technically qualified to take up this job. I can assure the hon. Member that any job which can be assigned to RITES will be done with efficiency and speed.

SHRI KHURSHED ALAM KHAN : Will their operations be viable also ?

SHRI MOHAMMAD SHAFI QURE-SHI : Yes.

श्री हर्ष देव सल्लखोषः मान्यवर, यह जो ईरान के सम्बन्ध में बताया गया है, "अपग्रेडेशन आफ एग्जिस्टिंग लाइन बिटवीन मोरजावेह एण्ड जहीदान," इन दोनों में फांसला शायद 500 मील है—मुझे टीक से नहीं मालूम मगर एक समाचार मैंने पढ़ा था कलकत्ता के "बिजनेस स्टैंडर्ड" में कि ईरान सरकार ने भारत सरकार से यह निवेदन किया है, यह कहा है, कि उस लाइन को बनाने के लिए, अपग्रेड करने के लिए, 68 करोड़ रु० का उधार हिन्दुस्तान दे क्या यह बात सच है? क्या यह बात सही है कि ईरान की सरकार ने भारत सरकार से निवेदन किया है कि वह इस लाइन को बनाने के लिए करीब 68 करोड़ कालोन—कम या ज्यादा—ईरान को दे ?

श्री محمد شفیع قریشی : بات چیت

تو پہلے شروع کی گئی تھی لیکن اس وقت تفصیل بتانا میرے لئے مناسب نہیں کیونکہ جیسا میں نے پہلے عرض کیا یہ جو ڈسکشن ہوتے ہیں ان میں ایک ایسی اسٹیج بھی آتی ہے کہ جہاں پر ہمیں کم کہنا ہی زیادہ بہتر ہوگا۔ ہمارے انٹرسٹ میں۔

†[श्री मुहम्मद शफी कुरेशी : वानचीत तो पहले शुरू की गई थी लेकिन इस वक्त तक फायदा बनाना मेरे लिए मुनासिब नहीं क्योंकि जैसा मैंने पहले ब्रज किया यह जो डिस्कशन होने है उनमें एक ऐसी स्टेज भी आती है कि जहां पर हमें कम कहना ही ज्यादा बेहतर होगा—हमारे इन्टरेस्ट में।]

श्री आर० डी० जगताप आवरगावकर : ये विदेशों में जो ठेके लिए गए हैं इनके हमको कितनी विदेशी मुद्रा प्राप्त हो सकती है ?

श्री محمد شفیع قریشی : جتنا ہمارا

کام بڑھتا جائیگا اتنی ہی ویدیشی مٹرا بھی بڑھتی جائے گی۔ ابھی تک جو ہم نے کام لئے ہیں ان میں ۳۶ لاکھ روپے ویدیشی مٹرا کمانے کی امید ہے۔

†[श्री मुहम्मद शफी कुरेशी : जितना हमारा काम बढ़ता जायेगा उतनी ही विदेशी मुद्रा भी बढ़ती जायेगी। अभी तक जो हमने काम लिये हैं उनमें 36 लाख रुपये विदेशी मुद्रा कमाने की उम्मीद है।]

Increase in the number of train services to

Jammu Tawi

245. SHRI GANESH LAL MALI :

SHRI LEONARD SOLOMAN

SARING : SHRI GIAN CHAND TOTU

: SHRI SYED NIZAM-UD-DIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether in view of the heavy tourist rush during summer season, Government propose to increase the number of train

[ ] Hindi transliteration.

The question was actually asked on the floor of the House by Shri Leonard Solomon Saring.

services to Jammu Tawi from New Delhi, Bombay, Madras and Calcutta; and

(b) if so, what are the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHAMMAD SHAFI QURESHI) : (a) No, Sir. However, in order to clear the rush of traffic to and from Jammu Tawi during summer season, special trains are run between Bombay Central and Jammu Tawi and also between New Delhi and Jammu Tawi to match the extra traffic offering.

(b) Does not arise.

SHRI LEONARD SOLOMAN SARING : What about the amenities provided at the Railway Station at Jammu Tawi for the tourists ? Are they able to meet the summer rush ? Also, are there any facilities for the purchase of rail-ejim-bus tickets up to Srinagar and back ?

SHRI MOHAMMAD SHAFI QURESHI : An additional second class waiting hall is being constructed at Jammu Tawi. Also, facilities are being provided by the Tourism Development Corporation there for the travelling public for onward travel to Srinagar by road.

SHRI GIAN CHAND TOTU : May I know from the hon. Minister whether some De Luxe trains are going to be run between Bombay and Calcutta and between Calcutta and Chandigarh.

SHRI MOHAMMAD SHAFI QURESHI : No, Sir, not between Bombay and Calcutta. But there is proposal to run a train between Bombay Central and Jammu Tawi during next year.

SHRI YOGENDRA MAKWANA : Because of the disruption of services between Surat and Bombay due to the washing away of the Damangansa bridge, the Rajdhani Express is not now running between Bombay and Delhi. I would like to know from the hon. Minister whether there is any proposal to run it between Ahmedabad and Delhi via Baroda ?

SHRI MOHAMMAD SHAFI QURESHI : Because of the Damanganga bridge having been washed away during the floods, dislocation to train services has occurred and we are unable to run the Rajdhani Express from Bombay to Delhi. But there is no proposal to have a short run of the Rajdhani Express between Ahmedabad and Delhi as suggested by the hon. Member.

SHRI YOGENDRA MAKWANA : I want a clarification in this regard. There was an item in the newspapers also that on 11th August the Rajdhani Express would be run on a trial basis between Ahmedabad and Delhi and I had also ascertained about it from the railway authorities. And thereafter it was stopped. Is there any substance in this ?

SHRI MOHAMMAD SHAFI QURESHI : Sir, the question is, not only was there a demand for a train between Ahmedabad and Bombay, but there were people who demanded a train running between Delhi and Chandigarh. All these matters were examined and it was decided that we should not do it.

SHRI JAGDISH SINGH ANAND : Sir, here are two things. The hon. Minister must be aware that there was a statement in the Press that both the Rajdhani Expresses would be extended to Chandigarh in the near future. If that is being done, then the problem of *de luxe* travel is solved. But my question is that the passenger fare for first class between Amritsar and Delhi is Rs. 83 while the fare by the ordinary chaircar in the *de luxe* train, which is more comfortable in every way, is Rs. 45. Will the hon. Minister kindly apply his mind to this anomaly and remove this grievance of the passengers ?

SHRI MOHAMMAD SHAFI QURESHI : I think this is the only grievance I have heard about this fare disparity from the hon. Member. Anyway I do not have the full details. I will look into the matter.

SHRIMATI SUMITRA G. KUL-KARNI : Sir, I would like to know from the hon. Minister as to how many days it

will take for connecting the Bombay Delhi Rajdhani and the Calcutta-Delhi Rajdhani with Chandigarh because the proposal has been pending for quite some time. Will the hon. Minister tell us by what time it will be done ?

**SHRI MOHAMMAD SHAFI QURESHI :** It is not a question of connecting the railways, it is a question of extending it further to Chandigarh. As I said, the Bombay Rajdhani is not running. The Calcutta Rajdhani is running up to Delhi. It is a matter to be considered whether we can extend it to Chandigarh.

**MR. CHAIRMAN :** Next question.

### **Underground Railway in Bombay**

\*246. **SHRI KRISHNARAO NARAYAN DHULAP :**

**SHRI GULABRAO PATIL :** t

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to construct an underground railway in Bombay :

(b) if so, what are the details of the project; and

(c) by when the project is likely to be completed ?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHAMMAD SHAFI QURESHI) :** (a) to (c) A statement is laid on the table of the House.

#### **Statement**

(a) to (c) Investigations are being carried out for two Corridors, Corridors 6 and 7, as mass rapid transit lines. Corridor 6, which is mainly a surface line with an 800-metre length underground at Fort Market, is under examination in the Planning Commission. This consists of a new pair of lines from Goregaon to Bandra and from Raoli Junction to Fort Market, both these legs being connected by the

tThe question was actually i,sked on the floor of the House by Shri Gulabrao.

existing Harbour Branch pair of lines between Bandra and Raoli Junction. There will also be an additional pair of lines between Kurla and Bhandup.

Corridor 7 is mainly underground and extends from Colaba in the south to Santa-cruz and Kurla in the north and is still being surveyed.

A final decision will be taken after the surveys are completed and Projects reports examined.

**SHRI GULABRAO PATIL :** Sir, it has been said in the statement. :

"Investigations are being carried out for two Corridors, Corridors 6 and 7, as mass rapid transit lines. Corridor 6, which is mainly a surface line with an 800-metre length underground at Fort Market, is under examination in the Planning Commission".

It seems that the investigation relating to Corridor 6 has been completed. If so, what is the probable expenditure ? And since when is this under consideration in the Planning Commission and by what time it will be completed ?

**SHRI MOHAMMAD SHAFI QURESHI :** Sir, Corridor 6 is about 34 kilometres long and the cost would be about Rs. 160 crores at 1974 prices. And as the hon. Member rightly pointed out, it is mainly a surface line, but a small portion of about 800 metres near Fort Market is underground and about 2.5 kilometres on an elevation. The techno-economic feasibility studies were completed in November, 1972 and the physical location surveys were completed in December 1974. Now it depends upon the availability of funds. As soon as the Planning Commission gives us the money, we will be carrying out the work.

**SHRI GULABRAO PATIL :** What is the necessity of having a survey for Corridor 7 which is mainly underground ? The statement says :

"It extends from Colaba in the south to Santa-cruz and Kurla in the north and is still being surveyed."