

**First Class Coaches in Integral Coach
Factory**

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*388 { **Shri P. C. Borooah:**
Shri Agadi:
Shri Sugandhi:
Shri Wodeyar:
Shri N. M. Deb:

Will the Minister of **Railways** be pleased to state:

(a) whether new type of first class Railway coaches have of late been manufactured at the Integral Coach Factory;

(b) if so, what are the special features of these coaches;

(c) what is the estimated cost of each such coach;

(d) who invented this design; and

(e) on which trains these coaches have been attached?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) A statement is placed on the Table of the House. [See Appendix I, annexure No. 83].

(c) The estimated cost is Rs. 1,85,000/-.

(d) The design was developed by the Integral Coach Factory and the Research Designs and Standards Organisation.

(e) 53 coaches have so far been put into service on Grand Trunk Expresses, Howrah-Delhi-Kalka Mails, Doon Expresses, one rake of New Delhi-Howrah-Madras bi-weekly Air-conditioned Deluxe Expresses, Madras-Mangalore Mails, Frontier Mails, Kashmir Mails, Srinagar Expresses, Lucknow Expresses and Amritsar Mails.

Shri Tangamani: May I know whether the coaches which are going to be manufactured this year also will be of the same type with corridor and with provision for vestibuling?

Shri S. V. Ramaswamy: The same type.

Shri S. M. Banerjee: May I know whether it has been brought to the notice of the hon. Minister that the first class sleeping coaches with corridor provide much less space for the passengers? It is inconvenient to travel in the four berth compartments as in the winter season they have to carry all their beddings, etc.

Mr. Deputy-Speaker: What is the question?

Shri S. M. Banerjee: Are they going to change it to a broader type because it is very congested?

Shri S. V. Ramaswamy: No, Sir, it is not so. It is only after long deliberations that this coach was designed and all the relevant factors have been taken into consideration. Even now some suggestions have been made and all these will be incorporated in the future coaches. But there is no idea to change the basic design.

Shri Yadav Narayan Jadhav: May I know whether any allotment has been made of these coaches to the Punjab Mail?

Shri S. V. Ramaswamy: I have said that the Mails going through Punjab are covered.

Shri Ranga: Are these coaches manufactured only to increase the total capacity for the first class passengers or to replace the overaged first class coaches?

Shri S. V. Ramaswamy: Both, Sir.

Shri Nanjappan: May I know the reaction of the travelling public with regard to these coaches, and especially the shower right at the entrance?

Mr. Deputy-Speaker: He should tell it himself to the Minister.

Shri S. V. Ramaswamy: The reactions have been very favourable. As regards the shower there are some proposals for shifting it.

Mr. Deputy-Speaker: Question No. 390.

Shri A. M. Tariq: There is a very important question.

Mr. Deputy-Speaker: I will go according to the list.

Godavari Valley Project

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*390. { **Shri H. C. Heda:**
Shri Rami Reddy:
Shri Sarju Pandey:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) when was Godavari Valley project sanctioned;

(b) when was the first phase of this project taken up and completed;

(c) when was the second phase to be taken up;

(d) the scope of the second phase and how it differs from proposed Pochampad project; and

(e) at what stage this project is?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The First stage of the Godavari North Canal project with pumping scheme had received the assent of the Government of Hyderabad on 22nd February, 1949.

(b) Work was started in 1949 on Kadam Dam and was completed in 1958. The dam, however, breached soon after completion. The work of rebuilding the dam is still in progress and is expected to be completed shortly.

(c) The Government of India are not aware of any programme for the second phase having been chalked out by the erstwhile Hyderabad State.

(d) A statement giving the required information is laid on the Table of the House. [See Appendix I, annexure No. 84].

(e) The revised Pochampad project now designated as Godavari Canals (Pochampad) utilising 41 TMC ft. of waters has been received recently from the State Government and is under examination.

Shri Heda: May I know whether

the Pochampad project is only a modified form of the second phase of the Godavari Valley Project?

Shri Hathi: Now the Andhra Pradesh Government has informed the Government of India that this is the project which is known as the Godavari North Canal Project. This is a modified project.

Shri Heda: The project was called Godavari Valley and not North Canal Valley project and the only change made is that instead of a left canal, a right canal is being proposed.

Shri Hathi: The latest communication is that they have already named it as Godavari Canal (Pochampad) project.

Shri Rami Reddy: How long will it take for the Central Government to get the modified project report, examine it and take a final decision?

Shri Hathi: It shall be examined as quickly as possible.

New Railway lines in Third Plan

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*391. { **Shri Kodiyan:**
Shri A. K. Gopalan:
Shri Subbiah Ambalam:
Shri Narayanankutty Menon:
Sardar Iqbal Singh:
Shri N. M. Deb:
Shri Tangamani:
Shri Amar Singh Damar:

Will the Minister of **Railways** be pleased to state:

(a) which are the new Railway lines proposed to be constructed during the Third Five Year Plan;

(b) what is the amount allocated for new lines during the Third Five Year Plan; and

(c) whether the Tellicherry-Coorg-Mysore line, the survey of which was over long ago, will be taken up during the Third Plan?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Latest position is given in Chapter on Trans-