

are urgently required to be taken up :

(a) At present Andhra Pradesh Express runs four days a week from New Delhi to Secunderabad. Twice a week, half of the train may run upto Visakhapatnam via Vijayawada.

(b) Earlier a three tier through coach facility to Waltair via Vijayawada by Grand Trunk Express/Godavari Express was available. This had been since discontinued. The facility may please be restored and further improved by introducing two through carriages daily to Waltair via Vijayawada - one II class three-tier and the other I-Class by Grand Trunk/Godavari Expresses.

(c) At present Dakshin Express is running with 16 compartments. Of them 10 go to Hyderabad and the rest to Madras. If 22 compartments are introduced and the additional 6 coaches (four second class and two first class) are run upto Waltair via Vijayawada, railway accomodation facility to Waltair can be improved substantially without introducing an additional train.

(d) Tirumala - Tirupati Express which starts from Vijayawada is now being extended upto Kakinada at a distance of about 70 miles from Waltair. It is necessary that Tirumala Express is extended not merely upto Kakinada but upto Waltair which is an important city in the State of Andhra Pradesh.

I urge that immediate suitable steps in this regard should be taken in the interest of the travelling public in the coastal areas of Andhra Pradesh.

(ix) Need to link Etah in U.P. with Delhi, Calcutta. by direct rail services

SHRI MOHD. MAHFOOJ ALI KHAN (Etah) : At present there is no direct rail service either from Delhi to Etah or between Etah-Allahabad-Lucknow-Calcutta. Etah is being catered by a local train which starts from Tundla Junction and goes to Etah via Barhan.

Etah is a District Headquarter and has good trade and business potential. With a view, therefore, to bringing it in the mainstream of country's progress, it is necessary to link it with proper rail service.

According to the reply given to the U.S.Q. No. 4924, on 25.85 the branch line from Barhan to Etah is running at a loss and during 1983-84, the line suffered a loss of Rs. 60.58 lakhs. The main reason for the line running at a loss is that neither there is a direct link between Delhi and Etah nor there is any extension of the services.

Therefore, I take this opportunity to request the Minister of Railways that—

- (i) a direct train service may be introduced from Delhi to Etah and vice-versa.
- (ii) AGM service which is running from Aligarh to Delhi may be extended and instead should start from Etah and terminate at Etah on return from Delhi.
- (iii) At least two bogies may be attached with the AGM extended service upto Tundla for passengers wishing to travel from Etah to Allahabad or Lucknow.

There is also no direct rail link between Etah and Farrukhabad which is connected by road. On this route there are big towns like Dhumri, Jaithra, Aliganj, Nawabganj, etc. which are big Mandis.

It is requested that a survey may be conducted to examine the feasibility of linking Etah with Farrukhabad by rail.

Sir, the suggestions if implemented would be economically viable and would substantially increase the railway revenues.

Through you Sir, and this august House, I would request the Minister of Railways to consider these suggestions in the larger interest of the development and economic growth of the area.