

be worked out. This does not necessarily mean that the Planning Commission has rejected it. Had the Planning Commission rejected it, it could never have appeared in the Budget speech of a Minister. On the Budget speech of a Minister the vote is taken. I do not know how today it can be said that the Planning Commission is saying 'No'. The Planning Commission, to my mind, has no authority to say 'No' today because ...

(Interruptions)

It has the blessings of the late Prime Minister and after obtaining her blessings, the Budget speech was read by the then Railway Minister that means, myself.

PROF. MADHU DANDAVATE : Not only the late Prime Minister but even the former Prime Minister Shri Morarji Desai had obtained sanction and, therefore, I had also mentioned it in my Budget speech.

MR. DEPUTY SPEAKER : All have mentioned it. That is all. You mentioned. He mentioned.

SHRI A. B. A. GHANI KHAN CHAUDHURY : I would request the Railway Minister to look into this matter. I am very happy to see the Prime Minister here. This is a very important matter because we have told the people of that area in the name of the late Prime Minister that this has been sanctioned and my Budget speech has been distributed in that area. Today it will be wrong to say that the Planning Commission has rejected it.

(Interruptions)

MR. DEPUTY SPEAKER : Is it a supplementary or are you answering the question ?

SHRI A. B. A. GHANI KHAN CHAUDHURY : It is a vital issue. Just to say that Planning Commission has

MR. DEPUTY SPEAKER : You can put the question to get the answer from the Hon. Minister.

SHRI MADHAVRAO SCINDIA : I am grateful to my Hon. Senior colleague. In all humility, I would like to point out that there is a difference between saying that the Planning Commission has not yet cleared the project and saying that Planning Commission has rejected the Project. There is a difference. This work was included in the 1984-85 Budget in consultation with the Planning Commission but subject to a detailed examination by them and that situation still is maintained.

#### Coach Factory in Kerala

\*592. SHRI SURESH KURUP. Will the Minister of RAILWAYS be pleased to state :

(a) whether any assurance was given to Government of Kerala that the proposed coach factory would be started in Palghat district in Kerala ; and

(b) if so, when the assurance is going to be fulfilled ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

SHRI SURESH KURUP : I would like to know from the Hon. Minister what is the present requirement of coaches in our country and the capacity and the number of coaches produced annually from the present coach factories in our country and what would be the production capacity of the proposed coach factory in Punjab.

MR. DEPUTY SPEAKER : Your question is not related to the subject. You are asking about the requirement of the country. It is a separate question.

SHRI SURESH KURUP : It is connected with this. It is connected with the main question.

MR. DEPUTY SPEAKER : The main question is whether any assurance was given to the Government of Kerala and the reply is 'No'. Your supplementary can be what is the reason or some such thing.

**SHRI SURESH KURUP :** This question is intimately connected with the main question.

**MR. DEPUTY SPEAKER :** The Minister may answer, if he wants to.

**SHRI MADHAVRAO SCINDIA :** The estimated requirement for the Seventh Plan period, 1985-90, is approximately 14,300 coaches and this includes EMU stock. The indigenous manufacturing capacity in the various units during the same five year period is : anticipated as ICF 4,700, BEML 2,000, Jessops 1,250. It comes approximately to 8,000 coaches. Therefore, the establishment of the proposed new plant is fully justified. The proposed new plant will manufacture annually approximately 1,000 coaches and will cost approximately Rs. 200 crores.

**SHRI SURESH KURUP :** From the reply of the Hon. Minister itself, it is evident that there will be shortage of coaches even after the present proposed coach factory is established in Punjab. This demand to establish a coach factory came from the Kerala Government way back in 1979. Free land and all other amenities were offered, and that offer is still there. Now that the coach factory which is proposed is going to be given to Punjab, would the Government consider setting up another coach factory in Kerala considering the huge number of unemployed people and also considering shortage of coaches.

**SHRI MADHAVRAO SCINDIA :** The question of making up the shortfall is a matter which is under consideration. All aspects will be considered, and when a way is devised, if it is found proper to establish another coach factory, then all appropriate sites in the country will be kept in view.

**SHRI P. KOLANDAIVELU :** There is already a proposal—a survey was undertaken and estimates also have been prepared—to have a coach factory in Coimbatore district in Tamil Nadu. (*Interruptions*) I am almost on the border of Kerala. May I know from the Hon. Minister what happened to the proposal to set up a coach factory in Mettupalayam in Coimbatore district and may I know whether it is being taken up

this year or it has been included in the Seventh Plan ?

**SHRI MADHAVRAO SCINDIA :** If and when a way is found to make up the shortfall, as I said earlier, all appropriate sites will be kept in view.

**SHRI THAMPAN THOMAS :** Apart from coach factory, there are other industries which can be owned by the Railways directly. At present many of the items required by the Railways are given on contract to the private sector. Will the Government consider abolishing that scheme and bring such industries directly under the ownership of Railways and set up such a factory in Kerala, instead of coach factory, considering the large number of unemployed people there ? Or, is the Minister considering feeding his constituency alone ?

**SHRI MADHAVRAO SCINDIA :** I would like to enlighten the Hon. Member as to our attitude towards new projects. Once the Hon. Leader has inducted us into the Cabinet, our constituency becomes the country; that is our view, and that is the view that will be adopted.

As far as the other question is concerned, it does not come within the purview of this question. I will require a separate notice for that.

[*Translation*]

**SHRI MOOL CHAND DAGA :** Mr. Deputy Speaker, Sir, a Wagon factory was established by the Birlas many years ago at Bharatpur, but it is closed now. Will the Hon. Minister be pleased to state the reasons for its closure ?

[*English*]

**SHRI MADHAVRAO SCINDIA :** It is the right of the Hon. Members to travel all over the country on our railway system, but I will request them to limit it to outside the House.

[*Translation*]

**SHRI GIRDHARI LAL VYAS :** Mr.

Deputy Speaker, Sir, as the Hon. Minister is aware, the oldest loco-carriage factory of India had been set up at Ajmer long back and repair of coaches and many other types of work have been started there for the last two or three years. These items of work have been undertaken there with the hope that a coach factory could be established there since it is the oldest loco-carriage factory. The Rajasthan Government have requested several times the setting up of a coach factory in the State. Has the Hon. Minister considered their request and does he propose to open a coach factory in Rajasthan?

[English]

MR. DEPUTY SPEAKER : How is it related to Kerala ?

SHRI MADHAVRAO SCINDIA : I will again require a separate notice.

#### Construction of over-bridge in Trichur

\*593. SHRI P.A. ANTONY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to construct an over-bridge in Trichur;

(b) whether it is a fact that the Trichur Municipal Council had agreed to meet one-third of the expenditure to be incurred for the Trichur railway over-bridge;

(c) if so, the reasons for the delay in the construction of the over-bridge; and

(d) when the over-bridge is likely to be completed and the total expenditure expected to be incurred on the construction of the over-bridge ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) The Railway administration is not aware of it.

(c) Does not arise.

(d) The estimated cost of construction

of this bridge is Rs. 170.00 lakhs. As the proposal is under joint consideration of the State Government and the Railway administration, it is not possible to fix any date for its completion.

SHRI P.A. ANTONY : Will the Minister be pleased to ascertain whether the Trichur Municipal Council has offered to bear one-third of the cost of the railway over-bridge in Trichur. Since I was a Municipal Councillor and also an MLA from Trichur, it is to my knowledge that the Trichur Municipal Council has offered to pay one-third of the amount required for the construction of the over-bridge since it is a rich municipality. And if the municipality offers to bear one-third of the cost, will the Minister be pleased to consider constructing the overbridge immediately?

SHRI MADHAVRAO SCINDIA : The railway administration is not aware if such an offer exists and if so, it would probably be a subject of correspondence between the municipal authorities and the State Government. However, this bridge will be constructed and the Southern Railway at present is finalising the proposal for its inclusion in the 1986-87 programme.

MR. DEPUTY SPEAKER : Mr. Ram Singh Yadav—your question must be related to the overbridge in Trichur. Otherwise I will not allow.

SHRI RAM SINGH YADAV : An over-bridge was sanctioned for Alwar on the metre gauge in 1984-85 but you have not started the work. The Minister assured that an overbridge will be constructed in Alwar ..

MR. DEPUTY SPEAKER : No, no. I will not allow.

Next question.

#### Rayalseema Express

\*596. SHRI D.N. REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to reduce the journey time of Rayal-seema Express running between Tirupati and Hyderabad;