

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;

(b) whether Government propose to provide an air-conditioned coach on Rayalseema Express; and

(c) if so, when these proposals are to be implemented ?

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

(b) No, Sir.

(c) Does not arise.

SHRI D.N. REDDI : Sir, the distance between Tirupati and Hyderabad is nearly 650 km and the schedule time of run is sixteen and a half hours and invariably this train is late by nearly two hours. That makes it eighteen and a half hours. As usual the Hon. Minister's department never believes in keeping time. Further to travel a distance of 650 km it is wrong to call it an Express train; it should be called a passenger train because it takes nearly eighteen and a half hours. You can, Sir, imagine the difficulties of the passengers. It is always over-crowded. There are so many through passengers from Hyderabad to Tirupati and vice versa to see the Lord of Seven Hills. I wonder whether the Hon. Minister has seen Lord Venkateswara. At least in the name of Lord I plead with him to reduce the running time.

I would also like to suggest to him an easy way. You can by-pass Wadi. The distance will be shortened by more than 200 km. Wadi is a junction very well connected between Madras and Bombay. I would request him to travel by this train at least once so that he may realise the difficulties of the passengers.

SHRI MADHAVRAO SCINDIA : The distance between Tirupati and Hyderabad is about 730 km. The train traverses it one way in 16.25 hrs. and the other way 16.40 hrs. It stops at 26 stations. Amongst these 26 is Wadi junction. I appreciate the sentiments of Hon. Member and I seek his help. If he can convince the population and the representatives of the Wadi junction I would certainly be very happy.

SHRI D.N. REDDI : Sir, the tempera-

ture has touched nearly 43°C in that area. So, I request the Hon. Member that an air-conditioned coach may be sanctioned in that train. You know, Sir, the Madras temperature has also gone up now. 43°C to travel by the train for the common man is a very difficult task. (*Interruptions*)

MR. DEPUTY SPEAKER : I do not know whether an ordinary man travels by air-conditioned coach.

PROF. MADHU DANDAVATE : It is for the benefit of the persons below the poverty line.

SHRI MADHAVRAO SCINDIA : We are all working for the final India where common man can travel by air condition. That is our final aim. Since the availability of air-conditioned two-tier sleeper coaches is limited this is being introduced in a phased manner giving priority to long distance and Mail/Express trains. There are a number of trains which have a longer journey than this particular train on which air-conditioned two tier coaches have not been provided. However, I again appreciate the sentiments of the Hon. Member and the question of providing such coaches on this train will certainly be kept under consideration. However, I would like to point out to the Hon. Member that our 'shastras' tell us that when we go on a pilgrimage the more the hardships that you incur the more the blessings one gets from the divinity.

DR. V. VENKATESH : From Bangalore to Tirupati there is no direct train. I come from Kolar constituency. There is already a narrow gauge line which is not being used, that is, the line from Bangalore to Chintamani. If you extend the line by a few kilometres from Chintamani to Madanpalle Road from Bangalore, people can go to Tirupati from Bangalore directly to worship Lord Venkateswara. Is there any proposal or plan with the Ministry of Railways to convert this existing narrow gauge line into a metre gauge ?

SHRI MADHAVRAO SCINDIA : I have noted the Hon. Member's suggestion and I will look into it.