

As on 01.04.2013, there are 1223 manned level crossings and 663 unmanned level crossings in Madhya Pradesh.

(b) and (c) The smooth progress of construction of ROBs mainly depends on positive cooperation from the State Government in cases where progress is hampered, the main reasons are as follows:—

- Late sanction of corresponding work in the State Budget.
- Inadequate fund allocation by the State Government.
- Non-submission of General Arrangement Drawing (GAD) and estimate by the State Government.
- Frequent changes in alignment of approaches.
- Non-availability of encumbrance free land for construction of approaches.
- Delay in providing consent of closure of level crossings.

(d) and (e) As on 01.04.2013, 84 ROBs and 207 RUBs are operational in Madhya Pradesh.

As per Railway Works Programme 2013-14, 56 ROBs and 368 RUBs are sanctioned in Madhya Pradesh. Out of these, construction of 05 ROBs and 44 RUBs have been completed. Remaining ROBs/RUBs are at various stages of planning, estimation and execution.

#### **Pantry car in long distance trains**

3072. SHRI ANIL MADHAV DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) how many long distance running trains, covering more than 1000 kms., are there in the country;

(b) whether it is a fact that in many of such trains there is no Pantry facility, if so, the reasons therefor; and

(c) the steps taken by Government to ensure the availability of Pantry Car in long distance trains and by when it would be made available?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) At present, 508 pairs of Express trains, running on Indian Railways, are covering distances beyond 1000 kms.

(b) and (c) Yes, Sir. The demands for attachment of pantry cars to the trains are considered based on various factors such as its commercial justification, availability

of pantry cars, load limitation in the trains and other operational feasibility factors. As per norms laid down in the Catering Policy 2010, provision for attachment of pantry cars is based on order of priority with first priority to Duronto and Rajdhani Express trains; followed by long distance premier, superfast trains; Mail and Express trains with more than 24 hours journey time either way; and lastly for the remaining trains, with preference to those trains in which vestibules are provided.

**Electrification and gauge conversion of  
Chennai-Kanyakumari sector**

3073. SHRI S. THANGAVELU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that gauge conversion from Chennai to Kanyakumari is moving at snail's pace for want of fund;

(b) whether it is also a fact that the electrification between Chennai and Kanyakumari is also not progressing as required;

(c) whether this sector is a one of the important sectors in Tamil Nadu and provides huge revenue for Railways; and

(d) whether Railways are considering to give priority to this sector?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) No, Sir. Chennai-Kanyakumari route is already a broad gauge line.

(b) No, Sir. Electrification of existing single line between Chennai-Kanyakumari is progressing at the required steady pace. Chennai-Virudhunagar and Tirunelveli (Excluding) — Nagercoil-Kanyakumari sections on Chennai-Kanyakumari rail line have already been electrified. On the balance section *i.e.* Virudhunagar-Tirunelveli, work is in advanced stages of completion.

(c) and (d) Yes, Sir. Chennai-Kanyakumari is already a broad gauge line where double broad gauge line already exists between Chennai-Chengalpattu and Dindigul-Madurai sections.

**Railway electric cables**

3074. SHRI S. THANGAVELU: Will the Minister of RAILWAYS be pleased to state:

(a) whether a big chunk of train accidents in the past years have occurred due to cable and signalling failures;