

(RCF), Kapurthala as these coaches were to be manufactured as per Railways' design. It is not possible to manufacture these coaches unless design and drawings are made available to the manufacturer.

(c) The difference in cost of MEMU coaches in the order on three private manufacturers *vis-a-vis* RCF, Kapurthala, is as detailed below:

Year	Contract Rates (excluding taxes and duties and free supply items) per rake	Cost of equivalent rake of RCF at that time	Difference (₹ in crores)
2011-12	₹ 6.16 crore per rake	₹ 6.09 crore per rake	0.07
	₹ 5.53 crore per rake		-0.56
	₹ 5.23 crore per rake		-0.86

The difference in cost of Electric Multiple Unit (ACEMU) coaches in the last order on two private manufacturers *vis-a-vis* ICF, Chennai., is as detailed below:

Year	Contract Rates (excluding taxes and duties and free supply items) per rake	Cost of equivalent rake of ICF at that time	Difference (₹ in crores)
2012-13	₹ 9.69 crore per rake	₹ 10.47 crore per rake	-0.78
	₹ 8.57 crore per rake		-1.90

(d) The Raebareli factory is in the project stage. The positions in the factory are made operational commensurate to the facilities commissioned.

Replacement of sleeper coaches with chair cars

2336. SHRI ARVIND KUMAR SINGH:

SHRI ALOK TIWARI:

SHRI NEERAJ SHEKHAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government proposes to replace AC and non-AC sleeper coaches with chair cars in short distance trains to increase passenger carrying capacity;

(b) if so, the details thereof and the details of trains which have been selected for such replacement; and

- (c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir. At present, there is no such proposal.

- (b) and (c) Do not arise.

Construction of Rishikesh-Karanprayag railway line

†2337. SHRI MAHENDRA SINGH MAHRA: Will the Minister of RAILWAYS be pleased to state:

(a) the status of construction of Rishikesh-Karanprayag railway line undertaken in the last financial year;

(b) whether it is a fact that the fund allocation for the under construction Rishikesh-Karanprayag railway line in Uttarakhand in financial year 2013-14 was not sufficient as per its length; and

(c) if so, whether it is expected to allocate more funds in the next financial year for the construction of the said railway line, if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Work of Rishikesh-Karanprayag new railway line (125 Km.) has been taken up at an anticipated cost of ₹4295 crores and an expenditure of ₹11.6 crores has been incurred upto March, 2014. The project is passing through a very challenging terrain in young Himalayas involving unique geological and geophysical features and it is necessary to finalise the alignment after detailed studies of these features, before taking up the physical execution of the project at site.

Accordingly, an outlay of ₹5 crores was provided for the project in the year 2013-14 for these activities. An outlay of ₹20 crores has been provided in the current year to take up detailed geological mapping, geological studies and staking of alignment etc. which are prerequisite for starting of physical execution at site for the projects of such nature. The outlays provided so far were sufficient as per the present level of activities.

(c) Allocation of funds in the next financial year cannot be committed at this stage, as there is no system of assured funding for Railway Projects.

Income of divisions under West and Central Zones from passenger fare

2338. SHRI PRAVEEN RASHTRAPAL: Will the Minister of RAILWAYS be pleased to state:

(a) the total number and names of divisions under Western and Central Zone of Railways; and

†Original notice of the question was received in Hindi.