

(b) the reasons that the Railways' website get stuck at the time of booking of Tatkal e-tickets and the reasons for exhausting of Tatkal tickets; when the website gets stucker; and

(c) whether the Ministry is getting/will get this investigated, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) No, Sir. No such incident has occurred.

(b) Does not arise.

(c) Does not arise.

Addition of AC coaches in Amritsar-Dehradun Express

467. SHRI SHWAIT MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to add more AC coaches in Amritsar-Dehradun Express, if so, the details thereof, if not, the reasons therefor;

(b) whether the Ministry has taken steps to replace/repair the coaches of Amritsar-Haridwar Jan Shatabdi Express which are in poor condition, if so, the details thereof, if not, the reasons therefor; and

(c) whether the passenger capacity of Amritsar-Haridwar Jan Shatabdi Express can be increased by adding general and AC coaches, if so, the details thereof, if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) No, Sir. Presently, 14632/14631 Amritsar-Dehradun Express is running with maximum permissible load and further augmentation is not feasible at present due to terminal constraint at Dehradun.

(b) Yes, Sir. The coaches of Train No. 12053/12054 Amritsar-Haridwar Jan Shatabdi Express are attended to, for the prescribed maintenance schedules, at the specific intervals/frequency. Efforts are made to maintain high standards of cleanliness /hygiene and passenger amenities in the coaches during such schedules.

The coaches are replaced whenever due for Periodic Overhaul (POH) which is carried out in the workshops. They are also marked sick and detached from train formation, as required, for attending to defects/repairs to keep them in good fettle.

On attaining the prescribed life or based on condition, the old coaches are replaced with new coaches. The coaches running in Train No.12053/12054 Amritsar-Haridwar Jan Shatabdi Express are within their prescribed codal life.

(c) 12053/12054 Amritsar-Haridwar Jan Shatabdi Express is a fully reserved train. Further, the train is presently running with adequate coaches including one AC coach as per present level of traffic. However, augmentation of trains over Indian Railways is an on-going process subject to operational feasibility, commercial demand and availability of resources.

Developing Amritsar railway station

468. SHRI SHWAIT MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether any progress has been made in regard of developing Amritsar railway station into world class railway station;

(b) whether Government is in process of re-introducing Amritsar-Katra tri-weekly train which was flagged off on 21 September, 2015 but later discontinued, if so, the details thereof, if not, the reasons therefor; and

(c) whether it is possible to re-introduce this train on daily basis with two AC coaches and rest of general coaches, if so, the details thereof, if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Amritsar Station has been entrusted to Indian Railway Station Development Corporation Ltd. (IRSDC). The process of appointment of Architectural-cum-technical consultant for detailed techno-economic feasibility for redevelopment of Amritsar Station has been undertaken by IRSDC.

(b) and (c) No, Sir. At present, there is no such proposal. 04993/04994 Amritsar-Shri Mata Vaishno Devi Katra special train was operated from 20.09.2015 to 29.09.2015 and was discontinued due to poor patronage. However, special trains are run to clear extra rush of passengers during peak seasons, special events, festivals, etc. keeping in view the traffic pattern, operational feasibility, resource availability, etc. This is an ongoing process over Indian Railways.

Protection and preservation of railway heritage

469. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has listed out stations, bridges, railway lines, godowns, buildings, etc. older than 100 years, which deserve to be labeled as railway heritage in the country;

(b) if so, the details thereof and if not, the reasons therefor; and