

(c) The extant instructions on Southern Railway are:—

“Through and intensive examination of the trains must be done at the train originating points. Before being supplied for loading Jumbo rakes will be examined and certified fit for loading so as to avoid detachment of loaded wagons. At the originating points itself it will be ensured that Jumbo rakes start with not less than 85 per cent brake power. Box rakes are also to be run from end to end without further examination. Any portion to be attached to brake vans should also be checked in advance so that there is no need for fresh train examination at any point where the composition of the train is disturbed by detachment and attachment of a part of the train.”

The instructions mentioned in answer to (a) & (b) above were issued when it came to notice that guards sent as relief and/or with fresh engine to work trains either from through yards or from way side stations were spending considerable time in checking the formations before starting the train.

Tariff on Reserved Tourist Coaches

3685. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways have recently increased the tariff for reserved tourist coaches;

(b) if so, whether he is aware that such increases in tariff are likely to hit the tourist industry; and

(c) whether Government propose to restore the normal tariff for reserved tourist coaches?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The charges for reserved coaches and tourist cars have been revised with effect from 1-6-1981. The revision is based on the recommendations of the Rail Tariff

Enquiry Committee which took into consideration all related aspects including international levels of rail fares, effect of global inflation, cost of rail haulage and likely impact on tourist traffic. The effect of the revision will, however, be closely watched.

Ujjain Nai Kheri and Nagda-Piplod Bagla Railway lines

3686. SHRI SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the work of doubling Ujjain-Nai Kheri and Nagda-Piplod Bagla railway line has since been completed; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Ujjain-Nai kheri is already a double line section. Doubling of the section from Nagda to Piplod Bagla has been completed and this section has also been opened to traffic on 3-6-81.

Electrification of some line in Orissa

3687. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have given any priority to the electrification programme in Railways;

(b) whether Orissa Government has sent any proposal for electrification of some lines in the State; and

(c) if so, the details thereof and reaction of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) Does not arise.