

during 1976-77. This load, if accepted by Durgapur Steel Plant in full, should fully utilise their capacity.

However, it would not be possible to place more orders for sleepers and fish plates due to limitations of funds and less requirement of fish plates due to welding of rail joints.

Barrage tax at the Farakka Barrage

*30. SHRI SANAT KUMAR RAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have levied any 'Barrage tax' on passengers travelling through the Farakka Barrage;

(b) if so, what is the rate of the tax which is being charged from passengers travelling between Malda Town Station and New Farakka Railway Station and what are the actual rail fares for 1st Class and 2nd Class travel between these stations; and

(c) whether similar taxes are also imposed for travel over any other barrages and railway bridges such as Tista, Mokamah, Howrah and Bali railway-bridges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHAMMAD SHAFI QURE-SHI): (a) No, Sir.

(b) and (c) A statement is laid on the Table of the House.

Statement

(b) An amount equal to the fare for 36 Kms. is added to the regular railway fare between Malda Town and New Farakka. After adding these charges the fares between Malda Town and Farakka are:—

First Class	Rs. 27
Second Class (Mail/Express)	Rs. 5.15p
Second Class Ordinary	Rs. 3.20p.

The Eastern Railway was running a ferry service between Farakka and Khejuria Ghat prior to the construc-

tion and commissioning of the Farakka rail link. The distance over this service was inflated for calculating the chargeable distance. With the construction of the Farakka rail Bridge, it became necessary to retain this inflation of chargeable distance in order that the existing earnings of the railway are not reduced which would have been the case had the fares been charged on the basis of the actual distance.

(c) No extra charge is levied for Teesta Bridge. However, between Mokameh and Barauni over the Rajendrapul, inflated distance of 40 Kms. is added to chargeable distance. No separate charge is levied on passengers passing through Vivekananda Bridge (Bally Bridge).

As regards the Rabindra Setu (Howrah Bridge), this is owned and maintained by the Bridge Commissioner and a Howrah Bridge tax at the rate of 2 paise is levied per passenger to and from Howrah, under the Howrah Bridge Act, 1926. The amount collected is credited to the Commissioners for the New Howrah Bridge.

Warm clothing to Railway Employees at Simla

1. SHRI SANAT KUMAR RAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the yearly supply of warm clothing to Railway employees posted at Simla Railway Station has been discontinued from the year 1975-76; and

(b) if so, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SAR-DAR BUTA SINGH): (a) and (b) Prior to the introduction of Revised Dress Regulations in 1973, certain staff posted at Simla were being supplied warm clothing every year in lieu of cotton clothes. Eligible categories of staff posted at Simla are at