

is an ongoing process depending upon availability of resources.

**Dining Car In Faizabad-Bombay V.T.
Express**

6542. SHRI NIRMAL KHATTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry have received any proposal regarding connecting a dining car in Faizabad-Bombay V.T. Express; and

(b) if so, the action being taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) The proposal has not been accepted.

**AC Coach In Faizabad-Bombay VT
Express**

6543. SHRI NIRMAL KHATTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry have received any request to add an air-conditioned sleeping coach to the Faizabad-Bombay V.T. Express; and

(b) if so, the action being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) Presently not feasible due to limited availability of such coaches.

[English]

**Union Government Dues towards
Andhra Pradesh**

6544. SHRI V. SOBHANADREESWARA RAO: Will the Minister of FINANCE be pleased to state:

(a) the details of the dues from Union Government towards Government of Andhra Pradesh for the years 1987-88 and 1988-89; and

(b) when these are expected to be paid to Andhra Pradesh?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHVI): (a) and (b). Statement showing the amounts due and released to the Govt. of Andhra Pradesh during 1987-88 and 1988-89.

(Rs. in Crores)

	1987-88		1988-89	
	Amounts due	Amounts released	Amounts due	Amounts released
i) Central assistance for State Plan	305.45	305.45	342.14	341.66*
ii) Externally aided projects	**	13.67	**	35.78
iii) Shares in Central Taxes	732.08	732.08	812.29	812.29
iv) Grant in lieu of Tax on Railway passenger fare.	7.29	7.29	7.29	7.29
v) Upgradation Grant	@	23.31	@	32.19
vi) Small savings loans	136.60	136.60	172.89	172.89

In addition to above, amounts as indicated below were also released to the State Government as Central assistance for relief of natural calamities during 1987-88 and 1988-89.

(a) 1987-88: Advance plan assistance of Rs. 54.40 crores was given to the State on account of drought in 1987-88 after adjusting the excess release of Rs. 11.55 crores because of 1986-87 floods in addition to Rs. 12.25 crores as Central share of margin money for 1987-88 floods on the basis of expenditure reported by the State Government.

(b) 1988-89: Rs. 12.25 crores as Central share of margin money was released to the State on account of 1988-89 floods in addition to advance plan assistance of Rs. 17.82 crores on account of arrears of 1987-88 drought on the basis of expenditure reported by the State Government.

* Cut in Central assistance of Rs., 0.48 crore was made due to short-fall in expenditure in State Plan for 1986-87 and 1987-88.

** Amount released on the basis of the progress of expenditure incurred by the State Government and reimbursement received from the external donor agencies.

@ Release of grant is made on the basis of the progress of expenditure/schemes and fulfilment of the prescribed conditions.

Foot-Over Bridges on Bhadrakh-Kharagpur Section

6545. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are no foot-over bridges on the platforms on several railway stations on Bhadrakh-Kharagpur Section in S.E. Railway, where the doubling of railway tracks has been completed since long;

(b) whether Government are aware that a large number of accidents occurred on these railway lines due to the absence of foot-over bridges;

(c) what is the Government's policy in regard to construction of a footover bridge on a railway line; and

(d) the reasons for not constructing foot-over bridges on these railway stations, where double track is in use, to help passengers to cross over to the other side of the platform?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) There are 23 regular/flag stations and 4 halt stations on Kharagpur Bhadrakh Section. 19 regular/flag stations have been provided with foot-over bridges. Provision of foot-over bridges at remaining stations will be taken in phases, depending upon the volume of traffic dealt with at these stations, subject to availability of funds.

(b) No case of accident at any station of Kharagpur-Bhadrakh section on account of non-provision of foot-over bridges has come to notice in the recent past.

(c) and (d). Foot-over bridges are provided at stations keeping in view the volume of traffic dealt with at each station. At the stations, on Kharagpur-Bhadrakh section, which are not provided with foot-over bridges, the volume of traffic dealt with at the stations is low and does not justify provision of foot-over bridges for the present.