

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1795  
TO BE ANSWERED ON 08.12.2021**

**STATIONS RUN BY LOCALS**

**1795. SHRI M. SELVARAJ:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether many railway stations in the country are being run by local people instead of railway employees and if so, the details thereof along with the number of such stations;**
- (b) whether it is beneficial for the Government to let local people run the stations and if so, the details of such benefits and if not, the reasons for not running the stations by the Railways;**
- (c) whether there is any permanent policy in this regard and if so, the details thereof; and**
- (d) if not, whether the government intends to formulate such a policy and if so, the details thereof?**

**ANSWER**

**MINISTER OF RAILWAYS, COMMUNICATIONS AND ELECTRONICS &  
INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)**

**(a) to (d): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 1795 BY SHRI M. SELVARAJ TO BE ANSWERED IN LOK SABHA ON 08.12.2021 REGARDING STATIONS RUN BY LOCALS**

**(a): At small way side stations categorized as Halt Grade (HG) 1, 2 and 3 stations, selling of tickets is normally carried out by halt agents appointed by Railways. However, even at halt stations this work is carried out through railway staff (commercial clerk/guard) when the halt contractor leaves the halt or contract is terminated before completion of agreement period or where no suitable contractor could be appointed. As per the extant policy guidelines, the halt agent should be a permanent resident of the place where the halt station is opened.**

**The zone-wise details of halt stations over Indian Railways is as under:**

<b>Zonal Railway</b>	<b>Halt Stations</b>
<b>Central Railway</b>	<b>94</b>
<b>Eastern Railway</b>	<b>156</b>
<b>East central Railway</b>	<b>273</b>
<b>East coast Railway</b>	<b>59</b>
<b>Northern Railway</b>	<b>257</b>
<b>North Central Railway</b>	<b>97</b>
<b>North Eastern Railway</b>	<b>160</b>
<b>Northeast Frontier Railway</b>	<b>105</b>
<b>North Western Railway</b>	<b>140</b>
<b>Southern Railway</b>	<b>175</b>
<b>South Central Railway</b>	<b>122</b>
<b>South Eastern Railway</b>	<b>107</b>
<b>South East Central Railway</b>	<b>94</b>
<b>South Western Railway</b>	<b>112</b>
<b>Western Railway</b>	<b>127</b>
<b>West Central Railway</b>	<b>22</b>
<b>Total</b>	<b>2100</b>

**Contd....2/-**

**(b): In view of meagre earnings and low volume of passenger traffic at such stations, posting of railway staff for sale of tickets and creating full fledged railway infrastructure like station buildings/ staff quarters etc. at such stations would be unremunerative. Therefore, to minimise cost of operating such halt stations, Railways appoint contractual agents who are paid commission based on the ticket sales turnover at the station.**

**(c): Yes, Sir. Policy guidelines exist for appointment of halt contractors. As per extant guidelines, the halt contractor should be a permanent resident of the place where the halt station is situated. The limited purpose of selling tickets is fulfilled by appointing a local resident as halt agent who is available at the station during the train timings. Usually only a few pairs of trains are provided stoppage at halt stations throughout the day.**

**(d): Does not arise.**

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