

West Bengal, it is admitted. The letter of intent did indicate that type of mind of the Government, but January, 1977, was the time when this type of running about between West Bengal and the Government of India was done. Perhaps, that was for political reasons than really for doing something for West Bengal. This Government, since it has come into power, has already proved by its attitude towards Haldia plants, towards mini-steel plant and towards Bengal Chemicals, that we mean business in relation to West Bengal. I can assure my hon. friends that we will do whatever is possible in regard to all the taken-over units and additional units, if necessary, to give West Bengal a leading role. So far as we are concerned, we will do our best in that direction.

SHRI CHITTA BASU: May I know whether he agrees with me that there is a gap between bulk drug manufactures and formulation manufactures..

SHRI H. N. BAHUGUNA: A great deal.

SHRI CHITTA BASU: If he agrees, then there is another question that follows. In West Bengal, so far as the share of West Bengal towards the country's total production in the drug and pharmaceutical industry is concerned, it was 30 per cent. It has now dropped down to 10 per cent because of the lack of supply of basic drugs. In view of this, if the hon. Minister agrees that the basic drug manufacture is an important part of the drug and pharmaceutical industry, may I know in this context whether he proposes to set up a unit in the public sector for the manufacture of basic drugs in West Bengal so that other subsidiary pharmaceutical industries can also be set up in West Bengal?

SHRI H. N. BAHUGUNA: I must do away with the misunderstanding or an illusion under which the hon.

Member appears to be suffering. No bulk drug unit put up by the Government of India in any particular area is for that area. Wherever a bulk drug unit comes up, it is for the nation as a whole. When it comes up in West Bengal, if at all it does come up, it will again be for the nation as a whole. All I can assure my hon. friend is that West Bengal will not be allowed to suffer in any manner in regard to the allocation of bulk drugs, wherever there are bulk drugs, and whatever is needed to bring up the West Bengal drug and pharmaceutical industry shall be done.

श्री राघवजी : क्या माननीय मंत्री जी यह बताने का कष्ट करेंगे कि मध्य प्रदेश में आई० डी० पी० एल० की यूनिट... .

MR. SPEAKER: Now, you are going out of the Question. (*Interruptions.*)

श्री राघवजी : अध्यक्ष महोदय, इस में आई० डी० पी० एल० के बारे में है। इसलिये मेरे प्रश्न की अनुमति दीजिए। मध्य प्रदेश इतना बड़ा प्रदेश है और वहां पर आई०डी०पी०एल० की कोई यूनिट नहीं है क्या मंत्री जी मध्य प्रदेश में आई०डी०पी०एल० का एक यूनिट खोलने पर विचार करेंगे ?

श्री हेमवती नन्दन बहुगुणा : मान्यवर, इस सरकार का इरादा है कि हर स्टेट में आई०डी०पी०एल० का एक फार्मूलेशन यूनिट चालू करें। मध्य प्रदेश में भी ऐसा ही इरादा है।

Food Articles served through vendors and stalls at stations

*491. **PROF. P. G. MAVALANKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether food articles including beverages, tea, coffee and ice-cream are served through vendors and stalls on all the important stations of the Railways, particularly on the Western Railway's Saurashtra region;

(b) if so, broad details thereof:

(c) whether any one of the said commodities is sold by dealers or contractors on a monopoly basis; and

(d) if so, reasons for not allowing competition and variety of choice in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes, Sir.

(b) Vegetarian, non-vegetarian meals, snacks, hot and cold beverages including ice-cream are sold from Refreshment Rooms and stalls at all important stations. In Saurashtra region there are 8 Refreshment Rooms and 300 vending contracts at the Railway Stations selling these items.

(c) No, Sir.

(d) Does not arise.

PROF. P. G. MAVALANKAR: The hon. Minister has given a neat answer for which I am grateful, but I wish he had given a detailed answer specifically to all the points that I have raised. When he says in part (b) of the answer 'at all important stations', may I know what is the criterion, according to the Railways, to decide that a particular station is important, so that it has all refreshment facilities. I ask this question because there are areas in our vast country where in terms of traffic or passengers a station will not be very important, but it may be important because it takes a long time to reach that station and if you do not get anything, it will be difficult for you to survive—without food. Therefore, my first question is this. I would like both the Ministers, Prof. Madhu Dandavate and Shri Sheo Narain, particularly Shri Sheo Narain, to come with me to Saurashtra, not in a special saloon but in an ordinary way, by First or Second Class, and then travel and find out whether the eight refreshment rooms and 300 vending contracts which

are mentioned in the answer are actually there or not. Because, these are there only on paper. Whether we get food, that is the question. I want a categorical answer to this, whether food items or at least hot coffee, tea and good bread are available in the Saurashtra region.

SHRI SHEO NARAIN: I will assure the young professor that he will get hot tea, coffee and good refreshments; I will supply him groundnuts also.

PROF. P. G. MAVALANKAR: What are the 'important' stations? How do you decide that?

SHRI SHEO NARAIN: Important stations depend on important people. (Interruptions) इम्पोर्टन्ट स्टेशन बाम्बे है कलकत्ता है मद्रास है और जहाँ पर ट्रैफिक ज्यादा होता है वे इम्पोर्टन्ट स्टेशंस हैं जहाँ तक खाने का प्रश्न है वह तो मैं रोज आप को खिलाता हूँ ।

PROF. P. G. MAVALANKAR: The Minister has replied that these refreshment facilities are available at all important stations in the country and he has mentioned ice-cream, tea, coffee, etc. My question is whether the foodstuffs, including fruits and ice-cream of more than one variety are sold or the contract is given only to a specific contractor and a large number of areas are covered only by one monopoly contractor.

Secondly, the Minister says that there is no monopoly. Has he really taken care to see that there is no monopoly? My information is that contractors are selected on the basis of irregular procedures. Long-term, established contractors are removed and others are brought in, and then on paper there is no monopoly, but in effect, in practice, there is some kind of a monopoly. That is why I am asking whether the Railways will see to it that selection and ap-

pointment of contractors is based on certain procedures, so that a choice is available to the passengers.

श्री शिव नारायण : सेलेक्शन आफ प्रांसीजर का मैंने पहले बता दिया है ।

Departmental catering managed by the Railways themselves has been provided only at important stations. For departmental catering, selection is made by CS and DCS.

ये दोनों ऐजेंसियां सेलेक्शन करती हैं । उस के बाद आप क्या चाहते हैं ? य हर जगह पर केटरिंग है; बाम्बे में है, और दूसरी जगहों पर भी है ।

श्री० पो० जो० मातलकर : मेरा दूसरा सवाल यह था कि सारे मुल्क में आप जो कांटेक्ट देते हैं वे क्या एक ही आदमी को, दो हैं या अलग अलग किस्म के आदमियों को देते हैं ?

श्री शिव नारायण : कांटेक्ट देने के लिए हमने पालिसी बनायी है कि किस किस को ये कांटेक्ट देंगे । कोम्पारेटिव सोसायटीज को हरिजनों को, बैकवर्ड क्लास के लोगों को और अनम्प्लाएड लोगों को ये कांटेक्ट देंगे ।

SHRI HUKAM RAM: I would like to know from the hon. Minister whether it is not a fact that certain persons have not only created monopolies but have taken a lot of contracts and created their own domain all along the railway lines. The land belongs to the tiller; similarly the real man must get the benefit; these contracts should be given to the actual workers there and not to the contractors who have monopolised the trade. I would like to know whether the hon. Minister is going to revise the policy about the allotment of vending contracts in consultation with the Members of Parliament.

श्री शिव नारायण : जो पुराने ठेकेदार हैं उन्हें भी एग्जामिन कर रहे हैं चैकिंग कर रहे हैं और न्यू पार्टीज को दे रहे हैं जैसा मैंने पहले बताया ।

श्री हुकम चन्द कछवाय : एक एक आदमी को 50,50 ठेके दिये हैं ।

श्री शिव नारायण : आप लिख कर दे दें हम देखेंगे । . . . (व्यवधान)

MR. SPEAKER: He is a new Minister, do not unduly trouble him.

SHRI O. V. ALAGESAN: The hon. Minister is aware that in the early fifties, many railways had monopoly contractors and with great difficulties, their business was curtailed and many of them were given lesser contracts and departmental catering was introduced on almost all the railways, as it obtained on one part of the Southern Railway. After that, the quality of the catering was very good, but recently the standards have very much fallen down and we get very poor food even on trunk routes and important mail trains. Will the hon. Minister look into this and see that the quality of railway catering is improved definitely?

SHRI SHEO NARAIN: I have been to Southern India myself and I found that the quality of the food served is nice. . . . (Interruptions.)

MR. SPEAKER: May be for you; please look into the matter.

SHRI A. BALA PAJANOR: The hon. Minister is misleading the House. This is not correct.

श्री शमलत दत्त : वैंस्टन रेलवे के रिफ़रमेंट क्लम में कभी मंत्री महोदय ने विजिट की है ? वह सौराष्ट्र और कच्छ एरिया में कब आने वाले हैं ?

SHRI SHEO NARAIN: I require notice for that

SHRI A. BALA PAJANOR: Sir, whether we get good refreshment on trains or not, the hon. Minister is very refreshing in his answer. But, I cannot understand how the hon. Minister can say that the food supplied in the Southern region is good. I have had the unfortunate experience of coming by train this time. The meals are prepared at 7.00 O' clock in the morning and supplied at about 9.00 O' clock at Balarahah, and then supplied to the passengers at 12.00 or 13.00 hours. I wonder, how this can be very hygienic food. I am not asking for ice cream and hot coffee, as Prof. Mavalankar wanted. The people going to the extreme South have to travel in the train for two days. Will the Minister see to their difficulties and look into this matter? Has he any proposal for sudden checks as they make in other categories to see how the food is supplied to the common man, specially people going in the second class? Is there any such programme?

MR. SPEAKER: Please look into it.

SHRI SHEO NARAIN: I will examine it.

डा० सुशीला नायर : मैं मंत्री जी से जानना चाहती हूँ कि क्या उन्हें मालूम है कि जो खाना दिया जाता है ट्रेन्ज में उस की सफाई में बहुत कमी देखने में आती है। जो प्याला वह चाय वगैरह के लिये देते हैं उस को पाखाने के अन्दर जो वाश बेसिन लगा रहता है उसी में धोते हैं। उसी में लोग थूकते हैं और वहीं प्लालों को धोया जाता है। और सभा सग्य पर जो डिपार्टमेंटल खाना बन कर आता है उस में टिड्डियां वगैरह निकलती हैं शायद बैजोटेरियन्स को प्रोटीन देने की कोशिश करते हैं। परिणामस्वरूप कई लोग वह खाना खाना पसन्द नहीं करते हैं। क्या मंत्री जी सोचेंगे कि कुछ चीजें जैसे कि चीज टमाटर वगैरह की सलाद का सामान तो कम से कम रेलवे में रखा जाये जैसे पहले रखा जाता था ताकि जो लोग पूरी या

दूसरी पकी चीज नहीं खाना चाहते उन्हें कुछ एसी चीजें खाने को मिल सकें।

श्री शिव नारायण : जब से हम लोगों ने चार्ज लिया है, दो नई ट्रेनें दक्षिण में खुलाई हैं जिन में कि लोगों को अच्छा खाना दिया जा रहा है। मैं डाक्टर मुशीला नायर से विशेष रूप से कहना चाहता हूँ कि वह तो डाक्टर हैं अच्छी तरह से जानती हैं अगर उन को कोई शिकायत है तो वह लिखकर भजें मैं उस की चैकिंग करा दूंगा।

Commission of Varanasi to Gorakhpur Line into BG

*492. **SHRI YADVENDRA DUTT:** Will the Minister of RAILWAYS pleased to state:

(a) whether he proposes to start work on changing the metre gauge line from Varanasi to Gorakhpur and Shahganj to Balia, and Jaunpur to Ghazipur, into broad gauge line; and

(b) when is it proposed to start work on changing the metre gauge railway line from Kanpur to Gorakhpur, and from Lucknow to Agra, into broad gauge railway line?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). A statement is laid on the Table of the Sabha.

Statement

Conversion of Varanasi and Bhatni metre gauge line via Mau and Indara is an approved project. The metre gauge line between Bhatni and Gorakhpur forms parts of the conversion project from Barabanki to Samastipur which is already in progress.

Surveys for conversion of metre gauge lines between Mau and Shahganj, between Varanasi and Chhapra via Ghazipur and Balia sections into broad gauge have been sanctioned recently and field work will be taken up shortly. There is no proposal at present under consideration to convert the metre gauge lines between Jaunpur and Aunrihar and between Lucknow and Agra via Kanpur into