

**Catering services on trains**

\*920. SHRI SUBHASH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that deteriorating catering services on trains were brought into sharp focus when a senior officer of the Railways inspected the pantry cars of four of the most prestigious trains;

(b) if so, the trains inspected by him and the nature of defects found; and

(c) the steps taken to improve the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c): Periodical inspections, including inspections by Senior officers, are conducted of catering/vending establishments including mobile units. Deficiencies noticed during the course of inspections are rectified and suitable action taken.

This is a continuous process.

**Responsibility for theft of 118 Handloom Bales**

\*921. SHRI RAM PYARE PANIKA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6419 on the 11th April, 1978 regarding claims against Railway Administration and state:

(a) whether enquiry held under Discipline and Appeal Rules about eight handloom bundles fixed responsibility on the then Chief Parcel Clerk, New Delhi and other concerned staff and held them responsible for the theft thereof;

(b) whether total value of 126 handloom bales, brass consignments and other miscellaneous items found

missing in Parcel godown was Rs. 8.04,256/-

(c) whether enquiry under Discipline and Appeal Rules about the rest 118 handloom bales and brass consignments and other miscellaneous items has also fixed responsibility against the then Chief Parcel Clerk, New Delhi and other concerned Parcel Staff;

(d) if not, the reasons thereof; and

(e) the particulars of the then Chief Parcel Clerk and other Parcel staff, New Delhi held responsible for the theft of 118 handloom bales and brass consignments?

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

(c) to (e) No, Sir. The case is under investigation.

**Allotment of Plot at Korukkpet for Coal**

\*922. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any representation to Government given by the Tamil Nadu Brick and Tiles manufacturers Industrial Service Co-operative Society Ltd., Madras to allot a plot at Korukkpet Goods Shed, Madras to stack coal;

(b) if so, when it has been made, and

(c) the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Yes, Sir. A representation was received in January, 1975.

(v) The Tamil Nadu Brick and Tiles Manufacturers Industrial Service Co-operative Society Ltd., Madras was offered 7500 sq. ft. of land for stacking coal near goods-shed area. The proposal was, however, not accepted by the Society.

**Shortage of Funds in AIIMS to Buy Medicines**

\*923. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the All India Institute of Medical Sciences, New Delhi, is short of funds to buy adequate quantity of medicines; and

(b) if so, the steps taken to solve the problem of drug shortage at the Institute?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHAN-KARANAND): (a) No, Sir.

(b) Does not arise.

**Goods Trains running on Dhanbad—Sindri Line**

\*924. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the details of average running of goods trains per day in January, 1981 on Dhanbad—Sindri line both via Pathardih and Pradhan Khunta and the goods carried there in that month;

(b) whether it is a fact that this is quite less considering the goods carrying capacity of the Dhanbad—Gomoh line;

(c) if so, the facts in details with comparative figures for January, 1981;

(d) whether Government intend to use the unused line capacity of the Dhanbad—Sindri line by running a few passenger trains there; and

(e) if so, when and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJAN): (a) The daily number of goods trains run in both Up and Down directions in January, 1981 was 6 trains each way on Dhanbad-Pradhan Khunta-Sindri Section. Three coal pilots run each way on the Dhanbad-Lodna-Pathardih section and keep it occupied for long duration due to shunting, etc. Approximately 390 wagons were carried each way daily on the former section, and about 100 on the latter section.

(b) The capacity of the Dhanbad-Gomoh line is not relevant to the running of goods trains on the Dhanbad—Sindri Section either via Pradhan Khunta or via Pathardih because the former section is on the Grand Chord whereas Sindri is on a branch line.

(c) Does not arise.

(d) No, Sir.

(e) Running of passenger trains upto Sindri would require extension of Dhanbad-Pathardih passenger track upto Sindri for which heavy investment will be required. This passenger line will also have to be separate and isolated from the goods yard so that the working of the Pathardih marshalling yard which deals with heavy coal traffic is not affected. Moreover, it will necessitate provision of platforms and other passenger amenities besides developing a new terminal at Sindri with all facilities for servicing and maintenance of passenger rakes. The other route, i.e. Dhanbad-Pradhan Khunta-Sindri is at present fit for running of goods trains only and running of passenger trains would not only involve capital and recurring expenditure but such trains are also not likely to be popular due to availability of frequent road services, connecting important