

(ग) यदि हां, तो क्या सरकार का विचार लाइसेंसिंग प्रणाली को उदार बना कर औद्योगिक एकाधिकार समाप्त करने का है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) और (ख). जी, नहीं। वर्तमान नीति यह है कि एक ही क्षेत्र की वस्तुएं बनाने के लिये काफी संख्या में निर्माताओं को मंजूरी दी जाये जिसमें वस्तुओं की किस्म और मूल्य दोनों की दृष्टि से उसमें प्रतिस्पर्धा का निश्चय किया जा सके।

(ग) लाइसेंस देने वाले उपबन्धों को लगातार उदार किया जा रहा है जिसमें और बातों के साथ-साथ उद्योग के किसी भी क्षेत्र में एकाधिकार बनाने से रोका जा सके।

#### MANUFACTURE OF TAMPING MACHINES

\*445. SHRI CHENGALRAYA NAIDU :

SHRI ANBUCHZHIAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that India has manufactured tamping machines for making the trains run faster and smoother;

(b) whether any test has been made;

(c) if so, when it is likely to be used; and

(d) how many such machines are likely to be manufactured in the country during the year and the cost thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, Sir.

(b) Similar types have been tested.

(c) The first of the machines manufactured in India is expected to be put into use by April, 1968.

(d) Twelve machines are expected to be manufactured during the year and

the approximate cost of each machine is Rs. 6.20 lakhs.

#### CATERING SERVICE ON RAILWAYS

\*446. SHRI D. N. PATODIA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the catering service on the Railways is running at a loss;

(b) if so, the quantum of loss incurred by the railways during 1966-67;

(c) how many of catering services are run departmentally and how many are given out on contract; and

(d) how the departmental catering service costs as compared to the services given out on contract?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Catering service on the railways is of two types namely—

(i) Service through catering contractors.

(ii) Service through departmental catering. Information regarding profits and losses of (i) above is not available but as regards (ii) above it is a fact that losses have been incurred every year since the inception of departmental catering except for the years 1963-64 and 1966-67 when profits were made.

(b) There was no loss to the railways on account of departmental catering in the year 1966-67. On the other hand there was a profit of Rs. 1.19 lakhs.

(c) Departmental catering obtains at 97 stations and on 26 pairs of trains. Catering by Contractors is provided at 2,802 stations and on 23 pairs of trains.

(d) Details of cost of service by contractors are not maintained by the Railways. It is, therefore, not possible to indicate the comparative position.