

1974 to 31st October, 1974 for the Hindustan Petroleum Corporation. The F.O.B. price per barrel for the Arabian Mix crude, comprising 80% Arabian Light and 20% Arabian Heavy imported during the above period was \$9.266/bbl as on March 14, 1974, \$9.566/bbl as on May 17, 1974, \$9.764/bbl as on September 19, 1974, \$10.094/bbl as on October 3, 1974 and \$10.42/bbl as on 1st November, 1974. These prices are subject to adjustment due to variation in API gravity.

(b) The supply is consistent with the terms of the Agreement for supply of crude oil between the Exxon International Company and the Government of India.

#### BOGIES ATTACHED TO G.T. EXPRESS

530. SHRI M. KADERSHAH: Will the Minister of RAILWAYS be pleased to state :

(a) the number of bogies normally attached to the New Delhi-Madras G. T. Express and the classwise seating accommodation in the trains;

(b) whether Government propose to increase the II class accommodation in G.T. Express by either reducing the bogies in the I class or A. C. Coaches or increasing the haulage capacity of the G. T. Express; and

(c) if so, the details thereof and if the answer to part (b) above be in the negative, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) 15/16 G. T. Express which runs on five days in a week carries 16 coaches, providing accommodation for 210 passengers in I class and 613 in II class. On the remaining two days 15/16 A. C. Express with 16 coaches provides accommodation for 18 passengers in I class Air conditioned, 72 in I class, 146 in A. C. Chaircar and 585 in II class.

(b) and (c) The partially Air conditioned first class coach which used to run by 15/16 G. T. Express has been replaced by a full first class coach with effect from 1-11-74. Increasing the existing accommodation in second class by additional coaches is not operationally feasible having regard to the hauling capacity of the diesel locomotives.

Replacement of chaircar coaches by second class coaches during winter months in A.C. Express is under consideration and action as found justified will be taken.

#### COMPLETION OF DOUBLE TRACK BETWEEN MADRAS AND VILLUPURAM

531. SHRI M. KADERSHAH: Will the Minister of RAILWAYS be pleased to state:

(a) what steps Government have taken to lay a double track between Madras and Villupuram on the Southern Railway;

(b) since when this project has been pending and what are the reasons thereof; and

(c) by when it is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH) : (a) On the 159 km long electrified Metre Gauge section between Madras (Egmore) and Villupuram, double line to the extent of 27km up to Tambaram is already available. Doubling of the remaining single line portion is not considered necessary to cater for the traffic obtaining at present and anticipated in the near future. Further, in the light of the accepted policy of progressively achieving uniformity of gauge on the Indian Railways, doubling of the Metre Gauge track, unless otherwise inescapable, would be a retrograde step.

(b) and (c) Do not arise.

#### REVENUE EARNED BY RAILWAYS

532. SHRI M. KADERSHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any assessment about the quantum of revenue earned by Railway after the last rise in fare and freight; and

(b) if so, the exact quantum thereof and how it compares with the figures of the corresponding period last year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) and (b) Actual figures of revenue earned by Railways since the last revision of fares and freight rates are available only for September,

1974. These include the effect of the increases made from the 15th September, 1974 as well as those made from the 1st April, 1974. These compare as under with those of September, 1973:—

Earnings (in crores of Rs.)

		September	
		1973	1974
Passenger	..	27.43	32.01
Other Coaching	..	4.68	7.11
Goods	..	54.32	71.88
Sundry		3.91	4.00
Total	..	90.34	115.00

CONSTRUCTION WORK ON JAKHAPURA—  
BANSPANI RAIL LINK

533. SHRI RABI RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that funds have been provided for the starting of construction work of Jakhapura Banspani rail link in Kenojpur district of Orissa after the completion of final survey of the said rail link; and

(b) if, so, the progress made in this direction so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) Yes. A sum of Rs. 5 lakhs has been provided in the current year (1974-75) for the construction of this rail link.

(b) The Final location Engineering-cum-Traffic Survey for Banspani-Jakhapura rail link is in progress. The work of constructing this line will be taken up shortly.

BARAUNI REFINERY

534. SHRI BHOLA PRASAD : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that Barauni Refinery is running at a loss;

(b) if so, what are the reasons therefor; and

(c) the number of ONGC oil distributors functioning in Bihar at present?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) No, Sir.

(b) Does not arise.

(c) ONGC has no oil distributors.

INDULGING IN MALPRACTICES BY LARGE  
HOUSES AND FOREIGN COMPANIES

535. SHRI YOGENDRA SHARMA:  
DR. Z. A. AHMAD:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that several large Industrial houses and foreign companies are indulging in trade mal-practices prohibited under the Restrictive Trade Practices Act;

(b) if so, the types of restrictive trade practices being indulged in by such companies and the number of such cases registered so far; and

(c) the action being taken by Government on these cases?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA): (a) Several companies/firms belonging to large industrial houses and foreign majority companies have, in pursuance of the provisions of section 35 of the Monopolies and Restrictive Trade Practices Act, 1969, filed with the Registrar of Restrictive Trade Agreements, agreements entered into by them relating to restrictive trade practices. Under the Act, restrictive trade practices are prohibited only if they are found by the Monopolies and Restrictive Trade Practices Commission to be prejudicial to public interest, after inquiry. A statement showing the number of companies/firms belonging to 48 large industrial houses and foreign companies (subsidiaries and branches), the names of the houses and the agreements registered by them with the Registrar of Restrictive Trade Agreements till the end of September, 1974, is laid on the Table of the House.

(b) The restrictive trade practices indulged in by the companies relate generally to territorial restrictions, exclusive dealings,