

(d) whether an additional copy has since been procured;

(e) if so, the salient points thereof; and

(f) the results of the enquiry since conducted?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) There is no record of the receipt of the original letter of the Member concerned in the personal section of the Minister and the same could not be traced even after diligent search.

(b) and (c). Does not arise.

(d) After the receipt of a reminder from the Member, a copy of the letter referred to in the reminder was obtained from the Member concerned by a member of the personal section of the Minister.

(e) and (f). Several matters have been referred to in the said letter and these are still under examination.

इस्यत कारखानों के कार्यों में राजनैतिक हस्तक्षेप

10 0. श्री राम चरण :

श्री मोल्लू प्रसाद :

श्री रघुबीर सिंह शास्त्री :

क्या इस्यात, खान तथा धातु मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजनीतिज्ञ सभी तीनों इस्यात कारखानों के कार्य में हस्तक्षेप करते हैं और उच्चतर पदों पर नियुक्तियों के मामले में राजनैतिक दबाव डाला जाता है ; और

(ख) यदि नहीं, तो इन तीन कारखानों के उन प्रशासनिक अधिकारियों, महा-प्रबन्धकों तथा इंजीनियरों के नाम क्या हैं जो वर्तमान तथा भूतपूर्व केन्द्रीय मन्त्रियों और केन्द्रीय सरकार के अधिकारियों के रिश्तेदार हैं ?

इस्यत तथा भारी इंजीनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) जी, नहीं ।

(ख) यह जानकारी उपलब्ध नहीं है ।

Railway Line Between Tirunelveli and Kanyakumari

1011. SHRI ONKAR LAL BERWA:

SHRI N.R. LASKAR:

SHRI R. BARUA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that Government have received the survey report proposing Railway lines between Tirunelveli and Kanyakumari and between Nagercoil and Trivandrum;

(b) if so, the main points of the survey;

(c) when the final decision is likely to be taken; and

(d) what will be the expenditure on these works?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) to (d), Preliminary Engineering and Traffic Surveys were carried out for a new line from Tirunelveli to Trivandrum via Nagercoil with a branch line to Cape Comorin and the report was received by the Railway Board, in 1966. The report revealed that the project was not likely to be financially viable especially due to well organised road transport in the area. However, with a view to determine the present day cost and traffic, and financial prospects of the line, taking into consideration any further developments that might have taken place in the area, it has been decided to re-assess the earlier survey reports and this work has been included in the 1969-70 Programme. A decision regarding the construction of this line will be taken only after the revised report is compiled and scrutinised by the Railway Board.