

the two alternative routes. The Salt Lake Branches would be 19.11 Kms. long in all and may cost approximately Rs. 13.2 crores.

The detailed engineering costs and traffic survey have been carried out only for the Dum Dum-Princep Ghat line whereas only the Engineering feasibility has been assessed for the Salt Lake branch lines. In consultation with the Planning Commission, provision has been included in the 1969-70 programme for taking up the final location survey and preparation of detailed project reports for the Princep Ghat extension.

TEXTILE MILLS IN ANDHRA PRADESH FACING CLOSURE

348. SHRIMATI SEETA YUDHVIR : Will the Minister of FOREIGN TRADE AND SUPPLY be pleased to state:

(a) the number of textile mills, Andhra Pradesh which are facing closure;

(b) whether the State Government have made any request for financial help to rehabilitate these mills; and

(c) if so, what action has been taken on the above request?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE AND SUPPLY (SHRI CHOWDHARY RAM SEWAK) : (a) One mill is lying closed in Andhra Pradesh. Government have no information about the mills facing closure.

(b) No, Sir.

(c) Does not arise.

TIRUNELVELI-TRIVANDRUM RAIL LINK

349. SHRI THILLAI VILLALAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the survey work on a new railway link between Tirunelveli and Trivandrum was completed a long time ago;

(b) whether the Government of Tamil Nadu has sent repeated requests to the Central Government for starting the work on the line-and

(c) if so, the action taken in this matter ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) Representations have been received from the State Government for construction of the Tirunelveli-Nagercoil-Trivandrum with a branch to Cape Comorin.

(c) Investigation carried out in 1965 revealed that the Tirunelveli-Nagercoil-Trivandrum line with a branch line to Cape Comorin was not likely to be financially viable. With a view to determine the present day cost and traffic & financial prospects of the line taking into consideration any further developments that might have taken place in the area, since the previous investigation, it has been decided to re-assess the earlier survey in the 1969-70 programme.

319 अप पेसेंजर गाड़ी का रोक जाना

350. श्री रेवती कान्त सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पटना जंक्शन के पश्चिमी आउटर सिग्नल के पास 10 जनवरी, 1969 को 319 अप हावड़ा मुगल सराय पेसेंजर गाड़ी को मुसाफिरों ने खतरे की जंजीर खींच कर रोक दिया था और वह गाड़ी वहां लगभग चार घंटे तक रुकी रही ;

(ख) क्या यह भी सच है कि उक्त गाड़ी के मुख्य लाइन पर रुके रहने के कारण उस के बाद आने वाली कई गाड़ियों को भी पटना जंक्शन पर रोकना पड़ा; और

(ग) यदि उपरोक्त भाग (क) और (ख) का उत्तर 'हां' हो तो मुसाफिरों द्वारा खतरे की जंजीर खींच कर गाड़ी रोकने के क्या कारण थे ?

S-ropPAGE OF 319 UP PASSENGER TRAIN

350. SHRI REWATI KANT SINHA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the passengers of the 319 UP Howrah Moghal-Sarai

[] English translation.

Passenger train stopped the train by pulling its alarm chain near the western outer signal of Patna Junction on the 10th January, 1969 and the train was detained there for about four hours;

(b) whether it is also a fact that due to the detention of the said train on the main line, a number of trains following it had also to be detained at Patna Junction; and

(c) if the answers to parts (a) and (b) above be in the affirmative, the circumstances under which the passengers pulled the alarm chain to stop the train ?]

रेल मंत्री (डा० राम सुभग सिंह) : (क)
जी हां ।

(ख) जी हां ।

(ग) कुछ डिब्बों में रोशनी न होने के कारण यात्री रोशनी की व्यवस्था की मांग कर रहे थे और उन्होंने गाड़ी रोक ली थी ।

†[THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) : (a)
Yes.

(b) Yes.

(c) The train was held up by the passengers demanding provision of lights which had failed in some coaches.]

रेलों से माल की चोरी

351. श्री : दत्तो पन्त ठेंगरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत दो वर्षों में जनता द्वारा रेलवे से चुराया गया कितने माल की चोरी हुई;

(ख) उस के लिये सरकार को कितना मुआवजा देना पड़ा; और

(ग) इस सम्बन्ध में कितने व्यक्ति पकड़े गये तथा कितनों पर मुकदमे चलाये गये ?

t[] English translation.

GOODS STOLEN ON THE RAILWAYS

351. SHRI D. THENGARI: WUI the Minister of RAILWAYS be pleased to state :

(a) the quantity of goods booked by the public through the railways which was stolen during the last two years;

(b) the amount of compensation that Government had to pay therefor; and

(c) the number of persons arrested and the number of those prosecuted in this regard ?]

t[THE MINISTER OF RAILWAYS (DR.

रेल मंत्री (डा० राम सुभग सिंह) : (क)
रेलों द्वारा चुराये जाने वाली अनेक प्रकार की वस्तुओं को देखते हुए, चुराये गये माल की कुल मात्रा के आंकड़े प्रस्तुत नहीं किये जा सकते । केवल, चुराये गये माल के लिये दी गयी मुआवजे की रकम के आंकड़े उपलब्ध हैं ।

(ख) 1966-67 और 1967-68 में चोरी और उठाईगिरी के लिये दी गयी मुआवजे की कुल रकम क्रमशः 2.45 करोड़ और 3.55 करोड़ रुपये थी ।

(ग) 1966-67 और 1967-68 में क्रमशः 3,194 और 4,595 व्यक्तियों को गिरफ्तार किया गया । जिन व्यक्तियों पर मुकदमे चलाये गये उनकी संख्या उपलब्ध नहीं है ।

RAM SUBHAG SINGH) : (a) Considering the very wide variety of commodities that the Railways carry, a figure of the total quantity stolen cannot be produced. What is available is the amount of compensation paid for the goods stolen or pilfered.

(b) The total amount of compensation paid for thefts and pilferages was Rs. 2.45 crores in 1966-67 and Rs. 3.55 crores in 1967-68.

(c) 3,194 and 4,595 persons were arrested during the years 1966-67 and 1967-68