

DR. RAM SUBHAG SINGH: I have earlier replied to that type of query.

कुमारी मनिबेन बल्लभभाई पटेल : क्या आप अगर डाइनिंग कार नहीं जोड़ सकते तो ऐसा कोई बंदोबस्त नहीं कर सकते जिससे यात्रियों को अच्छा खाना स्टेशनों पर मिले?

डा० राम सुभग सिंह : यह तो बहुत जरूरी है कि बंदोबस्त किया जाय और जो स्थिति है, उस में प्रयास यही होगा कि अच्छा से अच्छा बंदोबस्त हो।

*198. [The questioner (Shri K. C. Baghel) was absent. For answer, vide col. 1164 infra.]

EXPANSION OF NEYVELI THERMAL POWER STATION

*199. SHRI G. M. MIR: Will the Minister of MINES AND METALS be pleased to state:

(a) whether it is a fact that the Neyveli Lignite Corporation Ltd., has signed a contract with Messrs Technopromexport, Moscow, for the expansion of the Neyveli Thermal Power Station; and

(b) if so, what are the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF MINES AND METALS (SHRI SYED AHMED MEHDI):

(a) The Neyveli Lignite Corporation Limited have entered into two contracts with Messrs. Technopromexport, Moscow, for the expansion of the Neyveli Thermal Power Station (400 MW to 600 MW), one on the 30th July, 1965, for the preparation of Project Report and Working Drawings and the other, on the 4th October, 1965, for the supply of Steel.

(b) The Project Report contract provides for the submission of the Project Report within 4 months from the date of signing of the contract, i.e. by 30th November, 1965 and of

the Working Drawings according to the schedule to be agreed upon by the Parties at the time of consideration of the Detailed Project Report, at a total cost of about Rs. 25.56 lakhs. Under the Steel contract, the contractors are to supply 5,900 tonnes of reinforcement steel and steel structural within 1966 at a total cost of Rs. 35,96,050.

LINKING OF MYSORE AND TELLICHERRY

*200. SHRI P. K. KUMARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether traffic and engineering surveys were conducted some years back, for linking Mysore and Tellicherry on the Southern Railway;

(b) if so, what was the result of the surveys; and

(c) what are the reasons for giving up the idea of constructing the line?

THE DEPUTY MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) to (c) Reconnaissance Engineering and Traffic Surveys for this line were carried out during 1956-58. The 237 KMs. long metre gauge line was then estimated to cost Rs. 11.62 crores. The traffic survey revealed that the line would be unremunerative and hence it was not taken up for construction.

SHRI P. K. KUMARAN: May I know, Sir, why it was not taken up for construction?

SHRI SHAM NATH: Because it was unremunerative, Sir.

SHRI P. K. KUMARAN: May I know, Sir, who conducted this traffic survey and found the line unremunerative, because I know the hill products of Wyned and Coorg, and timber from that are a go to Tellicherry and via Tellicherry to other places? Tellicherry was a big exporting station. I know there is heavy traffic in that area. May I know, Sir, who conducted this survey?