

1973 and there have been no short- i falls in the supply' e-i since then. The total quantity of furnace oil supplied by the IOC to this unit from April 1972 till 15th March 1973 is 1695 KL-

**SHORT SUPPLY OF WAGONS FOR
TRANSPORTATION OF FOUNDRY
COAL TO GUJARAT**

1713. SHRI I. K. KALANIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any complaints from the Government of Gujarat regarding inadequate supply of wagons for transporting foundry coal even against high priority;

(b) what was the total demand for wagons in 1972-73 for transport of foundry coal and the number of wagons actually made available during the same period; and

(c) what steps have been taken by Government in this regard?

THE MINISTER OF RAILWAYS
(SHRI L. N. MISHRA): (a) Yes.

(b) Hard coke issued by the Foundries. Gujarat Government sponsor demands of hard coke in favour of Depot holders and Asociations to the extent of 6,000 wagons per year which is the quota allotted to Gujarat State. Some movement of non-sponsored hard coke from Steel Plants to Gujarat State also takes place. A total number of 8850 wagons were allotted Jor hard coke to Gujarat State during 1972-73 (upto February 1973).

(c) Every possible effort is being made to step up loading of coal and coke to all States including Gujarat.

**CONSTRUCTION OF NEW RAIL-
WAY LINES**

1714. SHRIMATIRATHNABAI
SREENIVASA RAO: Will the Minis-

ter of RAILWAYS be pleased to state:

(a) whether Government have any proposal to construct new broad gauge railway lines from (i) Nadikude to Bibinagar, (ii) Bailadilla to Kovvur *via* Bhadrachalam and (iii) Ramgun-dam to Nizamabad *via* Karimnagar;

(b) if so, the details thereof; and

(c) whether any of these lines will be taken up and completed during the Fifth Plan period?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) and (b) (i) Nadikude—Bibinagar—The proposal is under consideration.

(ii) Bailadilla to Kovvur *via* Bhadrachalam—Recent up-dating of the earlier survey report for a BG line from Kovvur to Bhadrachalam has revealed that this line would not be economically viable.

(iii) Ramgundam to Nizamabad *via* Karimnagar—Earlier surveys for this line had revealed that the proposal was highly unremunerative. The present day costs would be very much higher and due to paucity of funds, it is difficult to take up construction of this line in the near future.

(c) Proposals for Fifth Plan have not been finalised.

**CONVERSION OF TIRUPATI—KAT-
PADI NARROW GAUGE LINE INTO
BROAD GAUGE**

1715. SHRIMATI RATHNABAI
SREENIVASA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert Tirupati-Katpadi line into broad gauge;

(b) if so, the details thereof; and

(c) whether it will be taken up during the Fifth Plan period?