

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?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (c) No.

(b) Does not arise.

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

**MEMORANDUM SUBMITTED BY
ALL INDIA SCHEDULED CASTES
AND SCHEDULED TRIBES RAIL-
WAY ASSOCIATION, DELHI**

1716. SHRI N. H. KUMBHARE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that All India Scheduled Castes and Scheduled Tribes Railway Association, Delhi has submitted a memorandum on 5th February, 1973 to Government pressing certain demands;

(b) if so, the details thereof; and

(c) the action taken by Government thereon?

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

(b) The demands of the Association are: (i) Full recognition, and (ii) setting up of separate cells at Divisional levels to watch the interests of reserved community employees.

(c) (i) It has been the policy of the Government to discourage formation of Unions or Associations on the basis of caste, tribe or religion. Accordingly recognition cannot be granted to Associations like All India Scheduled Castes and Scheduled Tribes Railway Employees Association.

(ii) Separate Cells at the Divisional level are not considered justified.

POWER GENERATION IN GUJARAT

1717. SHRI I. K. KALANIA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether it is a fact that in each successive plan period, the targets fixed for the power generation in the State of Gujarat have remained behind accomplishment; and

(b) if so, what further steps are proposed to be taken to achieve the targets?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b) The Gujarat State came into existence from the beginning of the Third Plan period. During this plan, against a target of 314 MW of additional installed capacity, the achievement was 318 MW. The plan target was thus fulfilled. During the Fourth Plan, against a target of 754 MW of additional generating capacity, the achievement is likely to be 409 MW. The shortfall is on account of delay in delivery of main plant and equipment by the indigenous manufacturers. Constant follow-up action is being taken the suppliers of plant and equipment to expedite deliveries.

**IRRIGATION IN GUJARAT AND
SAURASHTRA**

1718. SHRI I. K. KALANIA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the expenditure so far incurred in each year out of the provision made in the Fourth Five Year Plan for irrigation in Gujarat and Saurashtra; and

(b) the steps contemplated for augmenting the irrigation potential in Saurashtra in view of the absence of ground water sources in the rocky soil of that area?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The location of irrigation projects in any region depends on the topographical features and availability of water resources.