

tric Supply Undertaking resorted to shedding of load by cutting off the supply to various localities, in rotation. The areas in the West of Delhi that were directly fed by Nangal power were supplied from the Lahori Gate Power Station of the Undertaking through an under-ground cable feeder. On the 16th April, 1961, at 2.20 hrs. one of the joints in this cable failed due to continuous overloading conditions. This failure aggravated the power supply conditions in West Karol Bagh, Patel Nagar, Najafgarh Road Industrial Area, and a few other colonies on the Najafgarh Road. The supply of power to essential services like the Water Supply System and Delhi Milk Scheme was not curtailed. This failure also did not affect any part of New Delhi. The feeder was repaired and put back in service at 08.30 hrs. on the 17th April, 1961.

Power Consumption

*1893. **Shri Harish Chandra Mathur:** Will the Minister of Irrigation and Power be pleased to state:

(a) what is *per capita* consumption of power during First and Second Five Year Plans in each of the States and on all-India basis;

(b) what would be the position at the end of Third Five Year Plan according to proposed allocations; and

(c) whether it is not widening disparities and if so, the justification for the same?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The statements I & II giving the required information as at the end of the First Plan and the corresponding figures at the end of 1959-60 respectively, are laid on the Table of the House. State-wise figures for 1960-61 have not yet been compiled. [See Appendix VI, annexure No. 52].

(b) and (c). State-wise *per capita* consumption figures anticipated at the end of the Third Five Year Plan have not yet been compiled. The *per capita* consumption on All-India basis

at the end of the Second and the Third Plans is estimated at 45 Kwh and 90 Kwh, respectively.

Kurduwadi-Miraj-Latur Line

*1894. { **Shri Ram Krishan Gupta:**
Shri T. B. Vittal Rao:
Shri Pangarkar:
Shri J. K. Jedhe:
Shri Naldurgker:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 627 on the 1st December, 1960 and state:

(a) whether a decision has since been taken to convert Kurduwadi-Miraj-Latur N. G. Section to Broad Gauge or Metre Gauge;

(b) if so, the nature of the decision taken;

(c) the estimated cost of this project; and

(d) the time by which the work will be undertaken?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No Sir.

(b) Does not arise.

(c) According to the Survey Report, the estimated cost for conversion of Miraj-Kurduwadi-Latur N. G. line to M.G. (207 miles) is about Rs. 8 crores. The cost of conversion of Miraj-Kurduwadi N. G. section to B.G. (151.65 miles) is estimated at Rs. 8.80 crores. The conversion of Kurduwadi-Latur N.G. section to B.G. has not been investigated.

(d) It is too early to say anything at this stage.

Plant for Manufacture of Diesel Locom

*1895. **Shri A. M. Tariq:** Will the Minister of Railways be pleased to refer to the reply given to Starred question No. 601 on the 6th March, 1961 and state the nature of progress made so far in setting up a plant to manufacture Diesel Locomotives in India in the public sector?