

and Satyamangalam was considered by Government; and

(b) if so, what is their decision?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) and (b). This was considered along with other proposals for new lines by the Central Board of Transport in January 1953, but no final decision has been taken so far.

**Shri M. S. Gurupadaswamy:** May I know whether it is not a fact that surveys have been conducted twice on this construction?

**Shri Alagesan:** Yes. surveys were conducted.

**Shri M. S. Gurupadaswamy:** May I know whether railway cess also has been collected for this purpose?

**Shri Alagesan:** I am not aware of any cess having been collected.

**Shri M. S. Gurupadaswamy:** May I know whether a promise has been made by the Mysore Government years back, and also by the Central Government, that this line will be taken up very soon?

**Shri Alagesan:** Of course, it was decided that the construction of this line should be taken up during 1954-55 and 1955-56, but then the Khandwa-Hingoli line had to be given priority and this has been taken up, because this connects the two metre gauge systems of the north and the south.

**Shri M. S. Gurupadaswamy:** May I know, Sir, what is the reason which weighed most with the Government—apart from the construction of the Khandwa-Hingoli line—in not including this line under the first Five Year Plan?

**Shri Alagesan:** The consideration was this: these two lines were to be taken, because this also connects the metre gauge system in the south, but being the larger one, that was given priority.

#### KURNOOL RAILWAY STATION

**\*817. Shri Gadilingana Gowd:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Andhra State Government have requested the Government of India to remodel the railway station at Kurnool; and

(b) if so, at what stage the matter stands?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) Yes, Sir.

(b) The work of providing an additional loop at this station to deal with more passenger trains is in hand. It is also proposed to provide certain other facilities, such as extension of Class III Waiting Hall, provision of a combined vegetarian and non-vegetarian refreshment room, adequate parcel facilities and extension of goods platform with additional goods shed accommodation.

#### EXPORT OF ORE

**\*818. Shri Deogam:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that during August/September 1953, when there was a strike in the Factory of Indian Iron and Steel Company, the quantity of ore despatched to them was reduced and as a result, more wagons were allotted for movement of the traffic to K.P. Docks for export;

(b) whether it is also a fact that the facility of special rakes from Barajamda/Barbil/Naomundi which was made possible by the release of wagons, were made available only to the Tata Iron and Steel Company and to Bird and Co.; and

(c) whether it is a fact that the Railways have refused construction of sidings to others at their own cost at the above stations?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) Yes.

(b) No.