

25. Nagpur-Ramtek-Jabalpur.

26. Amravati-Achalpur-Dharni-Khandwa.

27. Pandharpur to Lonand.

In view of financial constraints, only the following proposals are, at present, under construction/consideration:

1. The construction of 42 Km. long rail link between Diva and Bassein at the estimated cost of Rs. 12.75 crores is in progress and is expected to be completed by March 1980;

2. The construction of 76 Km. long new BG line from Chanaka to Wani at an estimated cost of Rs. 5.3 crores is in progress. Target for completion has yet been fixed;

3. Construction of a 900 Km. long new BG line from Apta to Mangalore at an estimated cost of about Rs. 250 crores. A final location survey and a traffic survey for Apta-Dasgaon section have been completed and a final location survey from Dasgaon to Ratnagiri with spot checks on earlier surveys from Ratnagiri to Mangalore is in progress;

4. Construction of a 40 Km. long line from Roha to Murud (Janjira) on Apta-Dasgaon Route at an estimated cost of Rs. 5 crores. The survey showed that the Project is unremunerative and as such has not been taken up;

5. Construction of an 80 Km. long new BG line from Wardha to Katol at an estimated cost of Rs. 12 crores. The survey has been completed and the report is under examination;

6. Construction of a 90 Km. long new BG line from Adilabad to Ghugus at an estimated cost of Rs. 15 crores. The survey has been completed and the report is under consideration;

7. Extension of a 33 Km. BG rail link from Latur to Latur Road at an estimated cost of Rs. 5 crores. The survey reports indicated the Project to be unremunerative. Hence, it has not been taken up.

राधनपुर-चाहण रेलवे लाईन का निर्माण

2533. श्री मोतीभाई झार० चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) राधनपुर-चाहण रेलवे लाईन का निर्माण कार्य कहां तक पूरा हो चुका है ;

(ख) इस के लिये सर्वेक्षण कब किया गया था ; और

(ग) इस रेलवे लाईन संबंधी निर्माण कार्य कब तक पूरा हो जायेगा ?

रेल मंत्री ( प्र० मधु दण्डबते ) :

(क) मे (ग). राधनपुर मे चाहण तक नयी रेलवे लाईन के लिये कोई सर्वेक्षण नहीं किया गया है और इसका निर्माण शुरू करने का फिलहाल कोई प्रस्ताव नहीं है ।

Revenue from Goa, Daman and Diu in respect of Petrol Base

2534. SHRI EDUARDO FALEIRO: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state the annual income to the Central Exchequer separately from Goa, Daman and Diu in respect of petrol tax?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): During the year 1976-77 the total duty realisa-

tion on sale of petrol in Goa, Daman and Diu is given below:

	(Rupees Lakhs) (Approx.)
Goa . . . . .	207.36
Daman . . . . .	3.61
Diu . . . . .	(Negligible)
<b>TOTAL</b>	<b>210.97</b>

**Special Trains run at the time of  
Visit of R.S.S. Leader**

2535. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether two special trains were run to Ernakulam in Olavakkot Division (Kerala) during the visit of R.S.S. leader Mr. Deoras in May; and

(b) if so, the conditions laid down to run the special trains and the amount remitted by the concerned people?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE): (a) Yes.

(b) These specials were run on railway convenience to clear the extra rush of passengers. A total of Rs. 26,861.45 was realized from the passengers through sale of tickets.

**Shivpuri-Gwalior Line declared as  
Uneconomic Line**

2536. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to review the report of the Committee appointed by Government some decades ago for declaring a particular railway line as un-economic;

(b) if so, whether Shivpuri-Gwalior narrow-gauge line is one of them which was then declared as un-economic line; and

(c) if not, whether Government propose to restore the Shivpuri-Gwalior railway line by converting it into broad gauge in view of the heavy inflow of passenger traffic on this line?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE): (a) to (c). It is not proposed to review the Report of the Uneconomic Branch Lines Committee, 1969 as such, but the performance and functioning of uneconomic railway lines are subjected to review from time to time. Gwalior-Shivpuri line which is one of the branch lines declared as uneconomic, has been closed for traffic with effect from 1-8-1975. There is no proposal at present either to restore this line or to convert it into Broad-gauge.

उर्वरक बनाने के लिए कच्चे माल की उपलब्धता

2537. श्री भागीरथ भंडार : क्या पेट्रोसियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उर्वरक बनाने के लिये अपेक्षित कच्चा माल देश में पर्याप्त मात्रा में उपलब्ध है, परन्तु कारखानों का अभाव होने के कारण उस का ठीक से उपयोग नहीं हो रहा है ;

(ख) क्या सरकार यह नीति बनाने के पक्ष में है कि उर्वरक कारखाने उन पिछड़े क्षेत्रों में खोलने जायें, जहाँ फास्फेट तथा अन्य अपेक्षित पदार्थों के भंडार उपलब्ध हैं ; और

(ग) क्या मध्य प्रदेश और राजस्थान के उन क्षेत्रों में कारखाने खोलने हेतु कार्यवाही करने पर विचार किया