

Northeast Frontier	186
Southern	579
South Central	Nil
South Eastern	2152
Western	486

(b) and (c). Of the above number of casual labourers the number presently enjoying the benefit of temporary status on the basis of a minimum of 4 months' continuous employment is as follows:—

Central	77
Eastern	36
Northern	Nil
North Eastern	Nil
Northeast Frontier	67
Southern	472
South Central	Nil
South Eastern	681
Western	325

Conversion of Hubli-Hospet Line into Broad Gauge

*555. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a survey has been conducted for the conversion of metre gauge line between Hubli and Hospet into broad gauge;

(b) if so, the result of the survey; and

(c) when will the conversion work start?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. A survey has been carried out for conversion of 561 kms. of track from Hospet to Mormugao Harbour via Hubli, and from Miraj to Londa and the connecting Branch

Alnavar to Dandell. The cost was assessed as Rs. 60 crores. The portion Hubli to Hospet with a length of 143 kms. will approximately cost Rs. 12 crores.

(c) The conversion is linked with the proposal for increased export of iron ore via Mormugao port and commissioning of the Vijayanagar Steel Plant for which no time schedule has been fixed so far.

Railway Lines in Koraput and Bastar Districts on Priority Basis

*556. SHRI K. PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that Koraput and Bastar Districts of Orissa and Madhya Pradesh which are predominantly inhabited by tribals have no railway line and that this is the biggest gap in the railway map of India except the D.B.K. line; and

(b) whether Government propose to give any priority to provide any railway line for the economic upliftment of the tribals?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b) Final Location Survey for the construction of Dhalli Rajhara—Jagdulpur new B. G. line for the development of backward area of Bastar district, has already been completed and the reports are under examination. It has been revealed by the survey reports that this project of length 234 Kms. with cost Rs. 46 crores and may yield a return of 7.84 per cent (DCF) with steam traction and 7.97 per cent (DCF) with Diesel traction. A decision regarding the construction of this line will be taken after the reports are examined and depending upon the availability of funds.