

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:819
ANSWERED ON:26.07.2001
GAUGE CONVERSION IN MAHARASHTRA
RAOSAHEB PATIL DANVE

Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has received any requests from the Government of Maharashtra and other organisations in regard to laying of new rail lines, expansion of the existing rail lines, conversion of metre/narrow gauge lines into broad gauge lines and doubling of the rail lines in Maharashtra during the last three years;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS AND PARLIAMENTARY AFFAIRS (SHRI O. RAJAGOPAL)

(a) to (c) A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (c) UNSTARRED QUESTION NO. 819 BY SHRI DANVE RAOSAHEB PATIL TO BE ANSWERED IN LOK SABHA ON 26.7.2001 REGARDING GAUGE CONVERSION IN MAHARASHTRA.

(a) to (c) : Yes, Sir. The requests received from State Government of Maharashtra during the last three years in regard to laying of new rail lines, expansion of the existing rail lines, conversion of meter/narrow gauge lines and doubling of rail lines is as under:-

S.No. Project

Action Taken

1. Construction of New line between Manmad-Malegaon-Dhule-Nardana-Shirpur and Nardana-Shirpur was conducted in Indore 1997-98 it has revealed that the cost of the 159.88 km long line would be Rs. 248.5 cr. with a rate of return. In view of the unremunerative nature of the proposal and constraint of resources, the proposal could not be considered. The survey for new line from Shirpur to Mhow is in progress. Further consideration of the proposal would be possible after the survey report become available. Indore-Mhow is already connected by a railway line.

2. Construction of new line from Baramati to Pandharpur would be about 110 km long and would cost not less than Rs. 330 cr. In view of heavy throwforward of ongoing new line works and constraint of resources, it would not be possible to consider construction of the suggested new line for the present.

3. Construction of railway line from Kalyan-Murbad via Malshejghat to Ahemdnagar of the 204 km line would be Rs. 722 cr. with negative rate of return. Due to grossly unremunerative nature of the line and acute constraint of resources, the proposal could not be considered.

4. Doubling of The work of new line between Panvel
Panvel-Karjat and Karjat is in progress. Question of
 doubling does not arise at this stage.

The details of requests received from other organizations are not being maintained.