

written complaints were made to railway officers; and

(c) if so, when these incidents took place and the railway officers to whom complaints were made and when made and the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. Passenger trains do sometimes run under-load but not with 4 coaches.

(b) No, Sir.

(c) Does not arise.

[*English*]

**Sutlej-Yamuna Link Canal**

1930 SHRI DHARAMPAL SINGH MALIK ;  
SHRI SUBHASH YADAV :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that construction work of the Sutlej-Yamuna Link Canal is far behind the schedule;

(b) if so, the reasons thereof;

(c) the time by which the construction work of this canal is likely to be completed; and

(d) money spent so far by Government on this project ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (d). Due to the time taken in finalising the Canal alignment, land acquisition and financial constraints the progress on the construction of the Sutlej Yamuna Link Canal in Punjab territory has been delayed. It is reported that by end of February, 1985 about Rs. 41 crores have been spent on the Project and the canal may be expected to be completed during 1987-88.

**Monthly Reports Regarding Agitations by Teachers and Students**

1931. SHRI RAM BHAGAT PASWAN : Will the Minister of EDUCATION be pleased to state :

(a) whether Government have issued any circular asking various Universities and other educational institution to submit monthly reports regarding agitation and other activities of teachers and students; and

(b) if so, the reasons thereof ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) and (b). With a view to understanding problems/constraints in educational developments, the Ministry of Education had requested in December, 1982 its 4 Regional Offices to send periodical returns on all aspects of educational developments within their respective regions. The information sought was not limited to the context of agitation but was concerned with all aspects of educational developments such as introduction of new courses, new syllabi, projects undertaken, etc. Reference to agitation was only incidental in the information sought.

[*translation*]

**Average Quantity and Value of Coal Consumed in a Steam Engine**

1932. SHRI C. JANGA REDDY ;  
DR. A. K. PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) the comparative details of the average quantity and value of coal consumed in a steam engine for every 1,000 K. M. Ton during the last three years, year-wise;

(b) whether there has been an increase in the expenditure;

(c) if so, the targets proposed to reduce it during 1985-86; and

(d) whether these expensive Steam engines are being run on those railway

lines also which have already been electrified after spending a huge amount and if so, the zone-wise names of those railway lines ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The

average rate of consumption of coal per 1,000 Gross Tonne Kilometres on Passenger and Proportion of Mixed and Goods and Proportion of Mixed and price thereof during the last three years was as under :—

Year	Consumption on Passenger & Proportion of Mixed per 1000 GTKMs	Value of coal consumed on 1000 GTKMs at the average cost per tonne	Consumption on Goods and Proportion of Mixed per 1000 GTKMs.	Value of coal consumed on 1000 GTKMs at the average cost per tonne
1981-82	79.0 Kg.	Rs. 16,84	92.4 Kg.	Rs. 19.70
1982-83	79.2 Kg.	Rs. 19,18	95.1 Kg.	Rs. 23.03
1983-84	77.3 Kg.	Rs. 21,34	98.5 Kg.	Rs. 27.20

(b) Although there has been a steady reduction in the total quantity of coal consumed on steam locomotives during the last three years, there has been an

increase in the expenditure mainly due to the increase in the cost of coal per tonne as per details below :—

Year	Consumption of coal for traction purposes (in million tonnes)	Average cost per tonne total Govt. Rlys.	Total expenditure on coal for steam traction purposes
1981-82	9.83	Rs. 213.17	Rs. 224.93 crores
1982-83	9.45	Rs. 242.14	Rs. 241.39 crores
1983-84	9.11	Rs. 276.10	Rs. 265.50 crores

(c) The target for consumption of coal in 1985-86 is 8.68 million tonnes i. e. 0.43 million tonnes less than in 1983-84.

(d) Steam engines are not being utilised on the electrified sections on the Indian Railways for train services except on :—

(i) *Central Railway* : On newly electrified New Delhi—Agra Cantt. section due to non-availability of electric locos.

(ii) *Northern Railway* : Over Tundla-Shikohabad, Delhi—Ghaziabad, Delhi—Shakurbasti, Mirzapur—Chunar & Tundla—Barhan electrified sections for running through

trains to and from non-electrified sections.

(iii) *South Central Railway* : Two pairs of passenger trains on Renigunta-Tirunati section (for a short distance of 10 Km.) to avoid wastage of steam power at Renigunta.

(iv) *Western Railway* : Godhra-Anand section to feed non-electrified sections.

[English]

Theft of goods and parcels on Western Railway

1937. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the Minister of RAILWAYS be pleased to state :