

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 :

(a) whether it is a fact that theft of goods and parcels from Railways are increasing day by day;

(b) if so, the reasons therefor;

(c) the number of such cases reported in Rajkot, Bhavnagar and other Division on the Western Railway during 1982, 1983 and 1984, and details thereof;

(d) the details of the recoveries made;

(e) compensation paid or claims settled during the above period; and

(f) what concrete steps Government have taken and are further considering to take to check recurrence of such cases there ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir,

(b) Does not arise.

(c) The number of cases of thefts of goods and parcels reported in Rajkot, Bhavnagar and other Divisions of Western Railway during the years 1982, 1983 and 1984 are as under :

Name of Divisions	1982	1983	1984
Rajkot	21	33	37
Bhavnagar	13	7	12
Other six Divisions of Western Railway	932	915	617
Total	966	955	666

(d) Value of stolen consignments recovered are as under :

Name of Divisions	1982	1983	1984 (In Rs.)
Rajkot	4,210	6,960	7,555
Bhavnagar	5,290	2,860	3,633
Other six Divisions of Western Railway	2,83,140	15,414	60,828

(e) Compensation claims paid on account of theft is as under :

Name of Divisions	1982	1983	1984
Rajkot	Nil	Nil	Nil
Bhavnagar	Nil	Nil	Nil
Other six Divisions of Western Railway	54,564	40,028	13,723

(f) The following steps are being taken by the Western Railway to prevent thefts of goods/parcels :

1. Wagons carrying valuables are escorted by RPF in affected sectors;
2. Watch is being maintained on such wagons when stabled in yards ;

3. Patrol parties are deployed at vulnerable points;
4. Periodical raids by CIB staff are being organised at vulnerable yards transshipment points;
5. CIB staff are also utilised to collect intelligence regarding criminals/receivers;
6. Utilisation of dog squad for patrolling of yards and affected places;
7. Joint checks with Commercial staff are carried out at nominated stations.

Daily running of Shalimar Express

1934. PROF. SAIFUDDIN SOZ : Will the Minister of RAILWAYS be pleased to state :

(a) whether he is aware that Jammu Tawi-New Delhi Shalimar Express carries passenger load to its maximum capacity to and from Jammu;

(b) if so, whether he is also aware that sizeable revenue is lost to the Department, on the days when Shalimar Express does not run on the line; and

(c) if so, whether Government propose to run this train daily ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c). The frequency of 145/146 Shalimar Express which was three days in a week upto 30-4-1984 was increased to daily from 1-5-1984. The run of this train had to be curtailed during June, July, November, December, '84 and upto 16th January, 1985 on account of disturbed conditions in Punjab. With effect from 17 January, 1985, the train has been running upto and from Jammu.

Train hits Matador at an unmanned level crossing between Bakshi-Ka-Talab and Itaunja Railway Stations on North Eastern Railway

1935. SHRI ANAND SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that atleast five persons were killed and eleven seriously injured when a Matador carrying them was hit by a passenger train at an unmanned railway crossing between Bakshi-Ka-Talab and Itaunja railway stations of the Lucknow-Sitapur Sector of North Eastern Railway on February 18, 1985; and

(b) if so, what steps, if any, have so far been taken to pay compensation and provide relief to the families of deceased and to the injured persons ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Under the provisions of Indian Railways Act, 1890 and the rules made thereunder, compensation is payable only to train passengers. Road vehicle passengers involved in accidents are not eligible for compensation. They can seek damages under the Law of Torts.

Control of T.B.

1936. SHRIMATI JAYANTI PATNAIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of cases of Tuberculosis detected from different States during the last three years ;

(b) the achievement made by Government to control Tuberculosis cases in the country during the Sixth Plan ; and

(c) the steps proposed to be taken for the control of Tuberculosis during the Seven Plan period ?