

(ग) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप-मंत्रा (श्री पी.के.च्युंगन) :

(क) दिल्ली प्रशासन ने सीनियर माध्यमिक स्कूल के किसी भी प्रिंसिपल को सेवानिवृत्ति के बाद प्रिंसिपल का कार्य करने के लिये नहीं कहा है।

(ख) और (ग). प्रश्न नहीं उठता।

#### Conversion of Purulia-Kotshila Line.

3046. SHRI CHITTA MAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert Purulia-Kotshila metre gauge railway line into the broad gauge;

(b) if so, when and the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). An Engineering cum-Traffic Survey for the conversion of MG line into BG has been included in the Budget and the survey is already in progress. A decision on the project will be taken as soon as the survey has been carried out and the report examined with due regard to feasibility, viability and subject to availability of funds and clearance by the Planning Commission.

#### Under Utilisation of Coaches

3047. SHRI ATAL BEHARI VAJPAYEE:

SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) what has been the average "run time in train" as percentage of (24 hours

of) a day of a passenger coach in the last three years and the current year;

(b) what are the stipulated and actual "terminal lie-over at both ends" and "P.O.H., and idling and spare" percentages of (24 hours of) a day of the coaches in the same periods;

(c) steps taken and results obtained in these years to reduce under-utilisation of coaches; and

(d) what are the terminal lie-over hours at both ends in each turn-round of the Taj Express, Gitanjali Express, Lucknow Mail and Ferozepur-Bombay Mail and estimated revenue losses of these idling hours of each of these rakes?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No regular statistics are compiled to show the time on run in trains of a passenger coach. The utilisation of passenger coaches is judged by the index of vehicle kilometres per vehicle day, taking into account all coaches including ineffective coaches. The vehicle kilometres per vehicle day of passenger coaches in the last three complete years for which data are available were as under:—

	Broad gauge	Metre gauge
1979-80	319	189
1980-81	314	186
1981-82	317	181

(b) The rakes of passenger trains work to a link taking into consideration the distance involved between two terminals, the frequency of service, the type of service and the convenience of the travelling public. The terminal lie-overs at both the ends are provided to meet the above requirements and to ensure proper maintenance.

The average time taken in carrying out the periodical overhaul (POG) of coaches in workshops is of the order of 28 days, excluding journey time from and to the workshop. A percentage of 7.5 is per-