

after obtaining necessary clearances. Once the work is completed Mungher will get connected to Sahibpur Kamal by BG line. —

(c) to (e) Sahibpur Kamal and Mungher are already connected with Gaya by BG line via Barauni Luckesarai and Jamalpur, Kiul respectively. None of these lines pass through Uttar Pradesh.

Air Conditioning System at Chennai Airport

3316. SHRI VAIKO : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Air conditioning system for the Chennai Airport is awaiting installation since long ;

(b) if so, the reasons therefor; and

(c) the time by which it is likely to be installed ?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) to (c) A new air-conditioning machinery has already been installed at Chennai airport on 14.5.1998.

[Translation]

Train Accidents between Delhi-Bhopal

3317. SHRI VIRENDRA KUMAR : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of rail accidents occurred between Delhi and Bhopal during the last two years;

(b) the loss of Government property therein;

(c) the punitive action taken against the persons responsible; and

(d) the steps being taken by the Government to check such accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) There have been 32 train accidents between Delhi and Bhopal during the last two years.

(b) The cost of damage to railway property arising out of these accidents in the last two years have been estimated at Rs. 5.75 crores approximately.

(c) All these accidents have been enquired into and persons found responsible for causing these accidents have been taken up and proceeded against under Discipline and Appeal Rules.

(d) The Railways have taken the following steps to prevent train accidents :

i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.

iii) Auxiliary Warning System for giving advance warning about "Signal at danger" to the driver of the running train has been commissioned on Bombay suburban sections.

iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

vii) To prevent cases of cold breakage of axles, Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

viii) Whistle boards/ speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

xii) Refresher courses are regularly organised at specified intervals.

xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.