

*[Translation]***Medical Facilities in Train**

2300. SHRI R.L.P. VERMA:
PROF. P.J. KURIEN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to provide medical facilities in all long distance trains;

(b) if so, the details thereof; and

(c) the time by which the above facilities are likely to be provided?

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) Yes, Sir.

(b) The proposal envisages emergency treatment in selected long distance trains by making provision of a doctor alongwith a para-medical staff and an attendant in each such train. Essential medical equipment, medicines and disposables will be available with the team. Medical aid would be provided on prescribed charges consisting of consultation fees and the actual cost of medicines. 162 pairs of long distance trains, with a journey time of about 16 hours or more are proposed to be covered at an annual cost of Rs. 116.8 crores.

(c) A pilot project has already been started from November 1996 in two trains, namely, Rajdhani Exp. Between NDLS-BOMBAY and Vaishali Exp. Between Gorakhpur-NDLS. The efficacy of the scheme is currently under review.

*[English]***Narnarayan Setu**

2301. SHRI ABDUL HAMID: Will the Minister of RAILWAYS be pleased to state:

(a) whether the original drawing of "Narnarayan Setu" was changed;

(b) if so, the reason behind it;

(c) the estimated cost of the project as per original drawing; and

(d) the extent to which the excess money has been incurred as per the new drawings?

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) Yes, Sir. Original general arrangement of Narnarayan Setu had, in addition to conventional steel spans, a 624 Mts. Cable stayed bridge module towards Southern End of bridge. On the basis of recommendation of high level committee appointed by Ministry of Railways, cable stayed bridge module was replaced by conventional steel spans.

(b) Reasons are:

(i) Cable Stayed Bridge Module (Original Arrangement) was found to cost Rs. 31.00 crores more than equivalent conventional span. Out of this Rs. 15.00 crores was in foreign exchange due to import of technology.

(ii) Cable stayed bridge module was estimated to take one to one half years extra construction time as compared to the present arrangement of conventional span.

(c) Estimated cost of the project (Rail-cum-Road Bridge and Road approaches between Jcghopa-Pancharatna) as per original drawing was Rs. 132.58 crores at 1986 price level.

(d) No excess money has been incurred as per new drawing. The bridge has been completed within the sanctioned revised cost, updated only for inflation.

Crash of MIG-21 Fighter

2302. SHRI MANIKRAO HODLYA GAVIT:
SHRI D.S. AHIRE:

Will the Minister of DEFENSE be pleased to state:

(a) whether a MIG-21 Fighter of the Indian Air Force crashed near Pathankot on May 12, 1998;

(b) if so, the details thereof;

(c) the number of civilians and army officials killed and injured;

(d) the compensation paid to the next of the kins of the deceased and the persons injured;

(e) whether any inquiry has been made to investigate the reasons of the crash; and

(f) if so, the outcome thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) On 12 May 98, the engine of MIG-21 IAF aircraft, while on a medium level navigational sortie from Pathonkot airfield, flamed out, approximately 10 seconds after take off. The pilot ejected and sustained compression fracture injuries to the spine. The aircraft crashed near the National Highway outside the airfield in a locality. In the accident, two persons died and two were seriously injured. However, no army personnel was killed/injured in the accident.

For the affected civilians compensation claims will be processed for payment as per Government norms.

(e) and (f) A Court of Inquiry has been ordered and is in progress.

[Translation]

Setting up of Army Recruitment Centre in U.P.

2303. SHRI HARI KEWAL PRASAD: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are considering to set up a Army Recruitment Centre at Devaria district of Uttar Pradesh; and

(b) if so, the time by which the said Centre is likely to be set up?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) does not arise.

[English]

Speed of Trains

2304. SHRI AMAR PAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the speed of trains in the country is very slow as compared to the other developed countries;

(b) if so, whether the Government have conducted any survey in this regard;

(c) if so, the details thereof; and

(d) the action contemplated to accelerate the speed of all trains in the country?

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 & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) No, Sir.

(c) The following maximum permissible speeds are prevailing on the Railway of some developed countries:—

(i) France	—	300 kmph
(ii) Germany	—	200 kmph
(iii) Japan	—	350 kmph

(d) The following action is being taken to accelerate the speed of all trains in India:—

- (i) A decision has been taken by the Railway Board to limit the maximum permissible speed of trains on Indian Railways at 120/130 kmph.
- (ii) Increasing speeds of Goods trains is a mission area of Indian Railways. The measures recommended include; high speed turnouts, increase reliability of equipment, and increase in line capacity, where required. RDSO has also been conducting trials to run freight trains at 100 kmph.
- (iii) Measures are underway to introduce high horse power locos.
- (iv) Improvement in signalling -double distant signalling, Automatic Warning Systems (AWS).
- (v) Introduction of high speed coaches and wagons.
- (vi) Introduction of Air Brake Stock.
- (vii) Measures are underway to remove speed restrictions, upgradation of tracks, and use of concrete sleepers.

Laying of Diversion Line in Vijayawada Yard

2305. SHRI P. UPENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway has proposed to laying a diversion line in Vijayawada yard to facilitate removal of rail line from Satyanarayanapuram area of Vijayawada city;