

(b) what is the number of motors out of each such category that have been damaged in routine service in each of the above years; and

(c) what are the resultant losses including those on account of railway earnings?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): '(a) All traction motors supplied by BHEL to Indian Railways for electric locomotives are manufactured indigenously by them and not completely imported motors have been supplied by them in the past for this application. The number of BHEL's traction motors in service on electric locos are furnished below:—

Year	Type 4939-AZ	Type 165
1980-81	432	83
1981-82	432	84
1982-83	432	63
1983-84 (up to Dec. 83)	432	54

(b) Number of the motors damaged (developed defects) during these years is furnished below:—

Year	Type 4939-AZ	Type 165
1980-81	118	nil
1981-82	136	3
1982-83	174	1
1983-84 (up to Dec., 83)	84	2

(c) To prevent any loss of earnings due to stoppage of locomotives on account of defects developing on motors, adequate provision of spares is always provided specifically so that the defective motors are replaced by spare motors and the locomotives are kept in service.

For repair of motors developing defects, expenditure is incurred in sheds for minor repairs and in Railways' Workshops/BHEL' repair units for major repairs. No separate account of expenditure incurred on repairs of traction motors in the electric sheds is kept and cannot therefore be given. Amount paid to BHEL and expenditure incurred in Railways' workshops on repairs of the motors sent to them for repairs is furnished below:

Year	Rs. in lakhs (approximate)
1980-81	23.83
1981-82	23.69
1982-83	31.35
1983-84 (up to Dec., 83)	14.75

In addition, 3 motors in 1981-82 and 4 motors in 1983-84 were scrapped because of heavy damages.

Establishment of Health Universities

*153. SHRI HARKISHAN SINGH SURIEET: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Central Council of Health and Medical Education Committee has recommended for the establishment of health universities for administration of medical colleges; and

(b) if so, what steps Government have taken or propose to take to implement the recommendation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHAN-KARANAND): (a) and (b) The medical Education Review Committee set up by the Central Government has in its Report, inter alia recommended that the Central Government should establish Universities of Health Sciences to which various medical and health training institutions, failing

within the jurisdiction of such universities should be affiliated. The Government would, take a final view on this recommendation in consultation with the State Governments and other concerned authorities.

Railway accidents

•154. SHRI NAND KISHORE BHATT;

SHRIMATI RATAN KUMARI:

Will the Minister of RAILWAYS be pleased to state;

(a) what are the details of major and minor train accidents, so far during 1984;

(b) what are the details of casualties in each of the accidents;

(c) whether the number of accidents have been on the increase during 1984 as compared to those in the last quarter of 1983;

(d) if so, what are the details thereof;

(e) whether the next of kin of victims of accidents have been paid compensation according to the rules and if not, what are the reasons therefor;

(f) what are the details of damage to railway property as a result of accidents; and

(g) what were the causes of accidents and what remedial measures have been taken to prevent accidents in future?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHARY): (a) and (b) The accidents are classified as 'major' or 'minor' for the limited purpose of appointment of ad hoc Claims Commissioners and pertain to passengers carrying trains only. An accident involving death of 10 or more persons or death or and grievous injuries to 20 or more is termed as 'major' accident.

During January and February, 1984 one major accident involving death of 43 passengers and injuries to 60 (including 5 trivial) took place at Bahadurgarh station of Northern Railway on 10-2-84. The number of 'minor' accidents to passengers carrying trains was 6 involving death of 10 persons and injuries to 91.

(c) and (d) There has been a drop in the total number of train accidents from 746 in 1982-83 (upto February, 1983) to 714 in the corresponding period of the current year, but the trend during January and February has been the same as in the last quarter of 1983.

(e) No compensation has been paid so far to the victims of these major and minor train accidents. However, ex-gratia relief amounting to Rs. 37,950 has been arranged to the families of the victims.

(f) The cost of damage to railway property on account of these major and minor accidents, has been estimated as Rs. 22.43 lakhs.

(g) The cause of major accident at Bahadurgarh station was attributed to failure of railway staff. Of 6 minor accidents, 3 were due to failure of railway staff, causes of 3 accidents are yet to be determined.

Some of the remedial measures taken to prevent such accidents are as under:—

(i) raising the level of safety consciousness among the staff at all levels by intensive and meaningful inspection, surprise checks in the field and monitoring;

(ii) stringent punitive action against the staff responsible for accidents;

(iii) provision of more technological aids like track circuiting, automatic reversal of signals, station master's control over signals etc. to supplement human vigilance in a phased manner;

(iv) installation of Auxiliary Warning System which first gives an audio-visual warning to a Driver if he does not heed a signal at danger, and eventually brings the train to a stop;