

### Extension of MRTS in Chennai

2972. DR. SAROJA V. : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have received approvals from the Government of Tamil Nadu for extension of the MRTS in Chennai from Luz to Vellacheri;

(b) if so, the present status thereof;

(c) whether the Government have taken up their initiative in this regard; and

(d) if so, the details thereof?

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) to (d) Yes, Sir. The project extension from Luz to Vellacheri was sanctioned during the year 1996-97 at an approximate cost of Rs. 605.50 crore including cost of land. The land owned by Government of Tamilnadu will be provided on nominal lease to the Railways. The cost of the project is to be shared by the Railways and Government of Tamil Nadu in the ratio of 1:2 respectively. The total length of the project is 10.31 km. The work is going on in full swing and sufficient amount has been allotted for the year 1998-99.

### Accident in Hyderabad-Bibinagar-Nadikudi-Guntur Line

2973. SHRI S. SUDHAKAR REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) the number of accidents taken place in Hyderabad-Bibinagar-Nadikudi-Guntur line in the last six months;

(b) the reasons of frequent accidents in this line; and

(c) the steps taken for prevention of 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 were four accidents in Hyderabad-Bibinagar-Nadikudi-Guntur line during the last six months (June, 1998 to November, 1998)

(b) The reason of accidents are as under :

Sabotage	-	1
Negligence of Road users	-	1
Track equipment failure	-	1
Failure of Railway staff	-	1

(c) Steps taken to bring down the incidence of train accidents on Indian Railways are as under :

- (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 Mumbai 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, maintenance 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.