

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2710
ANSWERED ON:05.12.2002
MAJOR COLLISIONS IN EASTERN RAILWAY
BASUDEB ACHARIA

Will the Minister of RAILWAYS be pleased to state:

- (a) whether most of the rules, especially classified as 'safety category' are impractical and not supported by corresponding equipments for implementation;
- (b) if so, whether the major collisions in Eastern Railway occurred in the recent past, due to the aforesaid reasons;
- (c) if so, the details thereof; and
- (d) the remedial measure taken/likely to be taken to rectify the short-comings in this regard?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA)

(a) to (d): A Statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.2710 ASKED BY SHRI BASUDEB ACHARIA TO BE ANSWERED IN LOK SABHA ON 05.12.2002 REGARDING MAJOR COLLISIONS IN EASTERN RAILWAY

(a): No, Sir.

(b) & (c): Does not arise.

(d) : Important steps taken or being taken to check accidents are as under :-

(i) A non - lapsable Special Railway Safety Fund of Rs. 17,000/- crs. has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed. Remaining portion of the work is under progress.

(iii) Extended field trials of Anti Collision Device (ACD) have been started on Northern Railway. After successful completion of extended field trials, a decision would be taken for its application on other routes of Indian Railways.

(iv) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(v) Walkie - talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(vi) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.

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

(viii) For detection of rail fractures/weld failures, adequate double rail/Ultrasonic Flaw Detectors have been procured. Self-Propelled Ultrasonic Rail Testing Cars are being procured.

- (ix) Maintenance facilities for coaches and wagons have been modernised and upgraded in many depots.
- (x) Routine Over Hauling Depots have been equipped with Ultrasonic Testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.
- (xi) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (xii) Periodical Safety Audit of different divisions by inter-disciplinary teams from Zonal Headquarters is being conducted.
- (xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.
- (xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.
- (xv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.