GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:2783
ANSWERED ON:05.12.2002
RAIL ACCIDENTS
BASUDEB ACHARIA

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government take disciplinary action against staff held responsible for major Rail Accidents by the inquiry commission set up after such accidents;

(b) if so, whether such inquiry commissions maintains certain other issues and recommends for their proper address;

(c) the details of such recommendations after Gaishal, Khanna, Rajpura, PurusottamExpress, Howrah Rajdhani Express accidents; and

(d) the details of steps taken by the Government for implementation of accident-wise?

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) & (b) OF UNSTARRED QUESTION NO.6593 ASKED BY SHRI KUNWA AKSHILESH SINGH TO BE ANSWERED IN LOK SABHA ON 08.05.2003 REGARDING RAIL ACCIDENTS DURING 2001

(a) The financial loss suffered by the Railways on account of cost of damage to Railway property due to consequential train accidents during 2001-2002 and 2002-2003 is estimated to Rs.94.72 cr. (provisional figures).

(b) Steps are taken on a continuous basis to prevent consequential train accidents on Indian Railways. Some of these are as under:-

(i) A non lapsable Special Railway Safety Fund (SRSF) of Rs.17, 000 cr has been setup to wipe out the arrears of replacement of over aged assets like track, bridges, rolling stock, and signaling gears within a fixed time frame of six years.

The fund has been operational since October, 2001.

(ii) Extended field trials of prototype Anti Collision Device (ACD) have been successfully completed on Northern Railway.

(iii) Fouling Mark to Fouling Mark track circuiting on entire `A`, `B`, `C`, `D` and `DSpl.` routes where speed is more than 75 kmph has been completed.

(iv) Auxiliary Warning System has been commissioned on Mumbai suburban sections.

(v) Last vehicle check by Axle Counter have been introduced on over 190 block sections and is being progressively added.

(vi) To meet the situation arising out of track stresses and fatigue, upgradation of track structure whenever called for is being undertaken on a planned basis by utilisation of 60-kg rails on concrete sleepers. The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications

(vii) For improving maintenance and better asset reliability, Railways are continuing to eliminate fish-plated joints on tracks by welding rails to convert all single rails into long welded rails to the extent possible. During relaying/construction of new lines/gauge conversion, long welded rails are laid on concrete sleepers to the extent possible. Turnouts are also being improved systematically

(viii) `Quality Management Systems` have been developed and implemented as per the ISO 9001 Quality standards in all the

Production Units, majority of the Workshops and some of the sheds/depots. All other important manufacturing/repair units have also been advised to develop and implement Quality Management Systems. Ultrasonic testing equipment is being used fordetection of flaws in the axles.

(ix) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, sophisticated Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, Oscillograph Cars and Portable Accelerometers are being used progressively.

(x) Track renewals are carried out whenever they become due for renewal subject to availability of funds

(xi) Intensive patrolling of railway track is carried out at vulnerable locations during monsoon, summer and winter.

(xii) Interlocking of level crossing gates, provision of telephones at manned level crossings are some of the other safety aids being installed on the Railways.

(xiii) New technological inputs like sold state interlocking, digital axle counter, high performance point machines are being progressively introduced for enhanced safety and reliability of signalling systems

(xiv) Walkie-talkie sets have been provided to Drivers and Guards of all trains forfaster communication. Guards and Drivers are also being progressively provided with LED based electronic flashing lamps and hand signal lamps having bettervisibility than the conventional kerosene lit signal lamps.

(xv) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers. Rs.73 crore have been provided under SRSF for upgradation of Training Institutes andDisaster Management Modules are also being developed.

(xvi) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses. Safety staff overdue for refresher course is not permitted on train duties.

(xvii) Periodical Safety Audit of different divisions by inter-disciplinary teams has beenintroduced. Inter-Railway inspections and inspections by Railway Board teams have also been introduced.

(xviii) Drivers are given Breathalyzer tests to check for alcohol consumption whilesigning on and surprise checks are also done to identify defaulters.

(xix) Emphasis is given on surprise inspections and ambush checks. Night inspections are conducted regularly to eradicate adoption of short cut methods and those found to be slack are taken up.

(xx) With the revamping of Railway Recruitment Boards (RRBs), quality of staffbeing selected through RRBs has substantially improved.