

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

STARRED QUESTION NO:32  
ANSWERED ON:22.02.2001  
TRAIN ACCIDENTS  
RADHA MOHAN SINGH

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the number of accidents/derailments/fire in trains, including goods trains which occurred during the last three years and till date, year-wise, alongwith reasons therefor;
- (b) the number of persons killed/injured and value of Government property damaged thereby;
- (c) the number of Committees appointed to inquire into the causes of such accidents;
- (d) the findings of the Inquiry Committees and the action taken thereon;
- (e) the amount of compensation paid by the Government to the victims; and
- (f) the steps taken by the Government to check accidents in future?

**Answer**

MINISTER OF RAILWAYS (KUMARI MAMATA BANARJEE)

(a) to (f): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.32 ASKED BY SHRI RADHA MOHAN SINGH AND SHRIBABUBHAK KATARA TO BE ANSWERED IN LOKSABHA ON 22.02.2001 REGARDING TRAIN ACCIDENTS

(a) to (e): The number of consequential train accidents including goods trains during the last three years and during the current year upto 31.01.2001 is given below :-

Type of Accident	1997-98	1998-99	1999-2000	2000-01#
	upto 31.01.2001			
Collision	35	24	20	15
Derailments	289	300	329	304
Level Crossing Gate Accidents	66	67	93	73
Fire in Train	6	6	21	13
Miscellaneous				3
Total	396	397	463	408

Each and every accident is inquired either by a Committee of Railway Officers or in case of serious accidents by Commissioner/Chief Commissioner of Railway Safety. In case of very serious accidents, Judicial Commission are also set up.

The broad causes as per the findings of the inquiries into the above accidents year-wise are given as under :-

Causes	Years			
	1997-98	1998-99	99-2000	2000-01#
(i) Failure of Railway Staff	262	268	287	278
(ii) Failure of persons other than Railway Staff	67	63	105	76
(iii) Material/Equipment Failure	38	33	28	03
(iv) Sabotage	13	11	21	20
(v) Combination of Factor	3	1	1	
(vi) Incidental	9	14	15	25
(vii) Not Established	4	7	7	4
(viii) Under Investigation			1	
(ix) Total	396	397	463	408

# Upto 31.01.2001 (Provisional).

The staff held responsible according to the findings of the inquiry committee have been taken up under Discipline and Appeal Rules and the accepted recommendations are implemented.

Year-wise details of casualties, value of Government property damaged and compensation paid are as under :-

Years	Years			
	1997-98	98-99	99-2000	2000-01#
Number of persons killed	332	489	616	182
Number of persons injured	999	852	1121	398
Value of Government property damaged (Rs. In Crores)	56.50	64.32	81.94	44.48
Compensation paid (Rs. in crores)	3.78	10.41	2.60	8.31

# Upto 31.01.2001 (Provisional).

(f): The important steps taken by the Government to check accidents in future are listed below :-

- (i) 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.
- (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 of Mumbai.
- (iv) A pilot project of AWS on trial basis for 'Tughlakabad- Mathura section of Central Railway has been sanctioned on trial basis.
- (v) Last vehicle check by Axle Counter have been introduced on over 150 block sections and is being progressively added.
- (vi) 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.
- (vii) Walkie – talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.
- (viii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which have better visibility than the conventional kerosene lit hand signal lamps.
- (ix) There has been progressive increase in use of Tie Tamping and ballast cleaning machines and track maintenance. Also Track Renewal Trains are being used.
- (x) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.
- (xi) For detection of hidden flaws in rails/welds, adequate double rail Ultrasonic Flaw detectors have been procured. Now Self Propelled Ultrasonic Rail Testing Cars are being procured.
- (xii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (xiii) 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.
- (xiv) Funds being received from the diesel cess will be used for safety related works pertaining to level crossings.
- (xv) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (xvi) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (xvii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.
- (xviii) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xix) Periodical Safety Audit of different divisions by inter- disciplinary teams from Zonal Headquarters has been introduced.
- (xx) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of Simulators for training of drivers.
- (xxi) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.
- (xxii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.
- (xxiii) A pilot project of Anti Collision Device (ACD) has been sanctioned for Northeast Frontier Railway. Trial of prototype ACD equipment has been started. After successful completion of this pilot project, a decision would be taken for its application on other routes of Indian Railways.
- (xxiv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.