

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:749
ANSWERED ON:26.07.2001
TRAIN ACCIDENTS
C. SREENVAASAN

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of train accidents occurred during the last six months, zone-wise;
- (b) the number of persons killed/injured and value of Government property damaged thereby;
- (c) the number of Inquiry Committees appointed by the Government to inquire into the causes of such accidents;
- (d) if so, the findings thereof and action taken thereon;
- (e) the amount of compensation paid to the victims;
- (f) whether the required funds have been allocated for the railway safety during the current year;
- (g) if not, the reasons therefor; and;
- (h) the steps taken by the Government to check accidents in future?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS AND PARLIAMENTARY AFFAIRS (SHRI O. RAJAGOPAL)

(a) to (h): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF UNSTARRED QUESTION NO. 749 ASKED BY SHRI C. SREENIVASAN SHRI A. NARENDRA SHRI MANIKRAO HODLYA GAVIT SHRI CHANDRESH PATEL, SHRI BABUBHAI K. KATARA, SHRI AJAY SINGH CHAUTALA, SHRI DINSHA PATEL, PROF. A.K. PREMAJAM AND SHRI G. PUTTA SWAMY GOWDA TO BE ANSWERED IN LOK SABHA ON 26.07.2001 REGARDING TRAIN ACCIDENTS

(a): The number of consequential train accidents that occurred from 01.01.2001 to 30.06.2001 is given below zone-wise :-

Zone	No. of consequential train accidents#
Central Railway	23
Eastern Railway	14
Northern Railway	38
North Eastern Railway	15
Northeast Frontier Railway	17
Southern Railway	18
South Central Railway	28
South Eastern Railway	23
Western Railway	15
Konkan Railway	2
Total	193

Figures are provisional.

(b): In the above accidents 101 persons were killed and 439 persons were injured. There was a loss of Rs.15.46 crores (provisional).

(c): Each and every accident was inquired into either by a Committee of Railway Officials or by the Commissioner of Railway Safety, depending upon the seriousness of the accident.

(d): As per findings of inquiries, out of the 193 accidents, 123 were due to failure of Railway Staff, 38 accidents were due to persons other than Railway Staff, 3 accidents were due to equipment failure. 15 accidents were due to sabotage. 13 accidents were caused by incidental factors and 1 accident is under investigation.

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

(e): Compensation will be paid soon after receiving the decree from the Railway Claims Tribunal.

(f) & (g): For the financial year 2001-02, a Budget provision of Rs.3621 crores has been made for the safety related Plan-heads. In addition to this, the issue of setting up a non-lapseable safety fund as recommended by the Railway Safety Review Committee in Part-I of their Report as well as the related aspects such as the sources from which the funds to be generated are receiving the attention of the Government.

(h): 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) A pilot project of AWS on trial basis for Tughlakabad- Mathura section of Central Railway has been sanctioned on trial basis. The tender for the same has been invited.

iv) Last vehicle check by Axle Counter have been introduced on over 150 block sections and is being progressively added.

v) 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.

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

vii) 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.

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

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

x) For detection of rail fractures/weld failures, adequate double rail Ultrasonic Flaw detectors have been procured. Now Self Propelled Ultrasonic Rail Testing Cars are being procured.

xi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

xii) 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.

xiii) Funds being received from the diesel cess will be used for safety related works pertaining to level crossings.

xiv) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings.

xv) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

xvi) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

xvii) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.

xviii) Periodical Safety Audit of Different Divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

xix) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

xx) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

xxi) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

xxii) 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.