

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:6050
ANSWERED ON:04.05.2000
DERAILMENT OF AHMEDABAD-JODHPUR SURYA NAGRI EXPRESS
Y.S. VIVEKANANDA REDDY

Will the Minister of RAILWAYS be pleased to state:

- (a) whether 13 bogies of Ahmedabad-Jodhpur Surya Nagari Express derailed between Jawai Bandh and Moribera stations in Pali district of Rajasthan on April 3, 2000;
- (b) if so, the details thereof;
- (c) the total loss of life and Government property due to the accident;
- (d) whether any enquiry has been conducted in this regard;
- (e) if so, the outcome thereof and the action taken thereon; and
- (f) the preventive measures being considered to check the railway accidents?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH)

(a) to (f) A Statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO.6050 BY SHRI Y. VIVEKANANDA REDDY TO BE ANSWERED IN LOK SABHA ON 04.05.2000 REGARDING DERAILMENT OF AHMEDABAD-JODHPUR SURYA NAGRI EXPRESS.

(a) & (b) Yes, Sir. On 03.04.2000 at about 0326 hours, 4846 Down Ahmedabad-Jodhpur Surya Nagari Express derailed between Jawai Bandh and Moribera stations at Kms. 522/0-521/9 on Palanpur-Marwar Non-Electrified, single line broad gauge section of Ajmer Division of Western Railway.

(c) There was no loss of life but one person was grievously injured and 17 persons sustained simple injuries. The loss to railway property was estimated at Rs.7,28,000/-.

(d) Yes, Sir. Commissioner of Railway Safety, Western Circle is conducting inquiry.

(e) The Commissioner of Railway Safety, Western Circle is yet to submit the final report.

(f) The following important steps are being taken to check the railway accidents :

i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

ii) Modification of the signaling circuitry is being carried out to minimize 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) Walkie-Talkie sets are being progressively supplied to Drivers and Guards on selected routes.

v) There has been progressive increase in use of Tie Tamping and Ballast Cleaning machines for track maintenance.

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

vii) For detecting rail fractures and weld failures, 96 more double rail Ultra Sonic Flaw Detectors are being procured.

viii) In addition to the above, 2 Self Propelled Ultra Sonic Rail Testing Cars are also being procured.

ix) Maintenance facilities for coaches and wagons are being modernized and upgraded at many depots.

- x) To prevent cases of cold breakage of axles, Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
- xi) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- xii) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- xiii) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- xiv) Periodic Safety Audit of different divisions by inter- disciplinary teams from zonal headquarters has been introduced.
- xv) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.
- xvi) Refresher courses are regularly organized at specified intervals.
- xvii) Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for attending crash courses..
- xviii) Periodical safety drives are launched to inculcate safety consciousness among the staff.