

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:838
ANSWERED ON:23.11.2000
TRAIN ACCIDENTS
PADAMSEN CHAUDHARY

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 months and till date, train-wise along with reasons therefor;
- (b) the number of persons killed/injured and value of Government property damaged thereby;
- (c) the number of Committees appointed to inquire in 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;
- (f) the steps taken by the Government to check such type of accidents in future;
- (g) whether the Supreme Court has asked her Ministry to furnish the details of the steps taken on the basis of recommendation made by the various Commissions that were set up to probe into the major train accidents; and
- (h) if so, the steps taken by the Ministry in this regard?

Answer

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

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF UNSTARRED QUESTION NO.838 BY SHRI PADAMSEN CHAUDHRY, SHRI SADASHIVRAO DADODA MANDLIK, SHRIRAMJI LAL SUMAN, SHRI ZORA SINGH MANSURINARESH PUGLIA, SHRIMATI MINATI SEN AND SHRIMATI SHYAMA SINGH TO BE ANSWERED IN LOK SABHA ON 23.11.2000 REGARDING TRAIN ACCIDENTS.

(a) to (d) During the period from 01.08.2000 to 15.11.2000, there was no major accident. The zone-wise details of consequential train accidents during this period is attached as Annexure. During the period number of consequential train accidents has decreased from 159 in 1999-2000 to 154 in 2000-2001.

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. Out of 154 cases, 7 cases were inquired by Commissioner of Railway Safety. As per the findings of the inquiry committees the reason for the above accidents are as follows :-

(i) Failure of Railway staff	74
(ii) Failure of persons other than Railway staff	27
(iii) Material/Equipment failure	6
(iv) Sabotage	2
(v) Combination of factor	-
(vi) Incidental	7
(vii) Under investigation	38

Details of persons killed and injured in these accidents are given below:

	Passenger Staff	Others	Railway	Total
Killed	-	43#	1	44+
Injured	56	40	4	100@

@ Figures are provisional

Most of the casualty is due to negligence of road users at unmanned level crossings.

Value of Government property damaged Rs.12.33 Crores (Provisional)

The staff held responsible according to findings of inquiry committees have been taken up under Discipline and Appeal Rules.

(e) No compensation has been paid to the victims for accidents which occurred between 1.8.2000 to 31.10.2000, so far. Compensation is paid after claims are decreed by Railway Claims Tribunals.

(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 70 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 is being launched on trial basis. The tender for the same has been invited.

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 for 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 rail fractures/weld failures, 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 have been 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 modernised 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.
- (g) The Supreme Court has directed Ministry of Railways (respondent) to submit a chart indicating various reports, which have been submitted relating to the rail accidents, the recommendations made therein and action taken thereon. If no action has been taken pursuant to the acceptance of recommendations, explanation has to be given therefor.
- (h) The requisite information regarding the status of various Committee reports has been submitted to the Government Advocate who is pleading the case, for its submission with the Supreme Court.
- (Annexure referred to in reply to parts (a) to (d) of the Lok Sabha Unstarred Question No.838 for 23.11.2000)

Annexure

Consequential Train Accidents During 1/8/2000 and 15/11/2000

	Railway	CR	ER	NR	NER	NFR	SR	SCR	SER	WR	MTP	KRC	Total
1	Passe Collision	1		1			1						3
	Others	1							2				3
	Total	2		1			1		2				6
2	Passe Derail ment	6	4	4	7	16	7	4	7	3		2	60
	Others	6	3	6			22	6	6	7	1		59
	Total	12	7	10	7	39	13	10	14	4		4	119
3	L-Xing I Manned Gates Passe				1		1	1					3
	Others												
	Total	1		1	1								3
II	Passe Unmanned nger			5	5	3	2	2	2				19
	Others	1						1					2
	Total	1		5	5	3	2	3	2				21
	Passe Total nger	1		6	6	3	2	2	2				22
	Others	1						1					2

Total 2 6 6 3 2 3 2 24

Passe 2 2
4 Fire in nger
Train Others 1 1 2

Total 3 1 4

Passe 1 1
Miscella nger
neous Others
Total 1 1

Passe 10 4 11 13 19 10 7 9 3 2 88
5 Grand nger
Total Others 9 3 6 22 6 7 9 1 3 66

Total 19 7 17 13 41 16 14 18 4 5 154