

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4103
ANSWERED ON:14.12.2000
TRAIN ACCIDENT
AMBATI BRAHMANAIAH

Will the Minister of RAILWAYS be pleased to state:

- (a) whether a train accident was occurred in Monghyr district of Bihar on November 11, 2000;
- (b) if so, the details thereof and the reasons therefor;
- (c) The number of persons killed/injured and value of Government property damaged therein;
- (d) whether any overall plan has been devised to arrest growing accidents; and
- (e) if so, the details thereof?

Answer

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

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.4103 BY SHRI ABRAHMANAIAH TO BE ANSWERED IN LOK SABHA ON 14.12.2000 REGARDING TAIN ACCIDENT

(a): No, Sir.

(b): Does not arise.

(c): Does not arise.

(d) & (e): Yes, Sir. Following steps have been taken to arrest growing accidents as under :-

(i) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes, wherespeed 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 as 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.