

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:718
ANSWERED ON:27.07.2000
TRAIN ACCIDENTS
CHANDRESH PATEL KORDIA

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 month 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 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 such type of accidents in future ?

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.718 BY SHRI CHANDRE PATEL AND SHRI AJAY SINGH CHAULAT ON 27.07.2000 REGARDING TRAIN ACCIDENTS.

(a) to (d) The number of consequential train accidents from 01.04.2000 to 15.07.2000 is given below :-

Type of Accident	Passenger	Goods	Total
Collision	3	3	6
Derailments	48	61	109
Level Crossing Gates	16	5	21
Fire in Train	5	1	6
Total	72	70	142

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 142 cases, 8 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 53
- (ii) Failure of persons other than Railway Staff 22
- (iii) Material/Equipment failure 13
- (vi) Sabotage 4

(v) Combination of factor	3
(vi) Incidental	6
(vii) Under investigation	41
Number of persons killed	18
Number of persons Injured	61
Value of Government property damaged (Provisional)	Rs.9,23,93,089

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

(e) The compensation in the above accidents will be paid as per the decree received from Railway Claims Tribunal.

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

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

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.

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 accelerometers are being progressively used.

vii) For detecting rail fractures and weld failures, 96 more double rail Ultra Sonic Flaw Detectors are being procured. In addition, 2 Self Propelled Ultra Sonic Rail Testing Cars are also being procured.

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

ix) 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.

x) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

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

xii) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

xiii) Periodic Safety Audit of different divisions by inter-disciplinary teams from zonal headquarters has been introduced.

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

xv) Refresher courses are regularly organised at specified intervals.

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

xvii) Periodical safety drives are launched to inculcate safety consciousness among the staff.