

Train Accidents

Membership in 1954	Term expires on 31 December
Mexico	1996
Morocco	1996
Namibia	1995
Netherlands	1995
Nigeria	1994
Norway	1994
Pakistan	1995
Philippines	1994
Poland	1995
Republic of Korea	1995
Russian Federation	1995
Singapore	1994
Sri Lanka	1994
Tunisia	1995
Turkey	1995
Uganda	1996
United Kingdom of Great Britain and Northern Ireland	1996
United Republic of Tanzania	1996
United States of America	1996
Uruguay	1995
Vanuatu	1994
Venezuela	1996

*26. MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents and derailments during 1994 till date in each zone;

(b) the main causes of these accidents;

(c) the number of persons killed and injured and the total loss suffered by the Railways, zone-wise;

(d) the amount of compensation paid to the victims; and

(e) the concrete measures proposed to be taken to check the increasing trend of accidents and derailments?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (e). The details of consequential train accidents, derailments, number of persons killed and injured therein, and the cost of damage to railway property zone-wise, from January to May, 1994 and the broad causes of these accidents are as under:

Railway	Total No. of accidents including derailments	Total No. of derail- ments	No. of casualties		Cost of damage to railway property (Rs. in lakhs)
			Killed	Injured	
Central	16	12	18	54	82.93
Eastern	19	14	6	10	61.00

Railway	Total No. of accidents including derailments	Total No. of derailments	No. of casualties		Cost of damage to railway property (Rs. in lakhs)
			Killed	Injured	
Northern	27	13	23	17	234.77
North Eastern	13	6	29	18	6.90
Northeast Frontier	23	22	3	56	2.21
Southern	18	13	4	5	47.53
South Central	22	16	49	27	41.37
South Eastern	45	41	1	18	1735.40
Western	26	21	18	64	134.56
	209	158	151	269	2346.67

The main causes of these accidents are broadly classified as under:

(1) Failure of Railway staff	116
(2) Failure of persons other than Railway staff	25
(3) Equipment failure (Mechanical, track and electrical)	32
(4) Combination of factors	4
(5) Incidental	3
(6) Cause could not be established conclusively	4
(7) Under investigation	25
Total	209

In these accidents, no compensation has yet been paid to the victims. However, an amount of Rs.3,51,000/- has been paid as ex gratia to the dependents of deceased and to the injured persons.

Though the trend of accidents has been constantly on the decline for the last 9 years, intensive safety measures are continuously undertaken to prevent all types of accidents including derailments. As mishaps at unmanned and manned level crossings are on the increase which involve heavy casualties and are caused due to negligence of the road users, wide spread publicity campaigns through audio-visual means have been launched targetting the travelling public and road users to negotiate unmanned and manned level crossings with due care and precaution. The involvement of village panchayats is also being organised in this

area. The provision of whistle boards, speed breakers and road signs at the approaches of unmanned level crossings and improving the visibility of road users and train drivers is getting continuous attention of railways.

As the railway staff failure continues to be the single largest factor in causing accidents, staff in running and operational categories are being given intensive training on a sustained basis. An out-of-course non-scheduled screening of drivers and station staff has recently been conducted. Two high level safety teams have been constituted in Railway Board to conduct on the spot inspections of field installations and operating practices to enhance safety consciousness at the grass root level.

With a view to providing more technical aids for prevention of accidents, such as Auxiliary Warning System, Axle Counters, Route Relay Interlocking and Track Circuiting are being extended. Ultrasonic testing of rails and axles is conducted to identify fractures. The renewal and rehabilitation of overaged assets like track, bridges and rolling stock is done on a planned and sustained manner. The day-to-day inspections of track and examination of coaches, wagons and locomotives have been intensified with a close monitoring by the railways.

Khajuraho Temple

*27. SHRI R. SURENDER REDDY:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are aware that a lot of damage has been done to the world-famous temple at Khajuraho in Madhya Pradesh due to overflying of aircraft by the pilots of the Indian Airlines Corporation;

(b) if so, the details thereof;

(c) whether despite assurances from the Civil Aviation authorities to the Archaeological Survey of India at Bhopal in this regard, the overflying of aircraft still continues;

(d) if so, the reasons therefor; and

(e) the steps taken or proposed to be taken to save the temple from further damage?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) No damage has so far been noticed to the temples at Khajuraho due to overflying of aircrafts by the pilots of the Indian Airlines.

(b) Does not arise.

(c) and (d) Yes, Sir. The matter has again been brought to the notice of concerned authorities to ensure that the instructions already issued to Indian Airlines pilots are strictly adhered to.

(e) It is proposed to constitute a committee of experts to study the intensity of vibration, its effect on the temples and remedial measures.

Admission in Professional Colleges

*28. SHRI C. P. MUDALA GIRIYAPPA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have approved the draft guidelines regarding the admissions in professional colleges;

(b) whether the All India Council for Technical Education and University