

(c) whether any advertisement has been given in the newspapers by the Railway Service Commission inviting applications for these categories ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

**Measures to check Railway accidents due to human failure**

2740. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the three major accidents in the recent months involving loss of life and damage to Railway property have one thing in common, namely the human failure ;

(b) if so, what effective measures have been evolved to check rising incidence of 'human failure' and innovations made in modernisation with respect to checking fatigue, the introduction of gadgets, to keep a tab on locomotive drivers and train crew against drunken driving while on duty and strengthening of the psycho-technical cells on the Zonal Railways ;

(c) whether there have been instances where the crucial, operating staff like Switchmen, Cabinmen, Pointsmen and Levermen have contributed towards these 'human failures' and whether these were due to 'fatigue' by heavy rosters or otherwise ; and

(d) the steps being taken in this direction ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 2 out of the 3 major accidents since January 1985 were caused by human failure. The third accident is under investigation by the Commissioner of Railway Safety.

(b) To check the incidence of human failure, a 10-point Action Plan was laun-

ched recently concentrating on intensive inspections at all levels, counselling of staff in the field, surprise checks on observance of safety rules and safeguards, foot-plate inspections to ensure that the drivers obey signals and observe speed restrictions. To supplement human vigilance, more technological aids like route relay interlocking, track circuiting, automatic reversal of signals after passing of a train, panel interlocking, axle counters, etc. have been provided. It is also planned to provide Auxiliary Warning System in busy areas.

To prevent fatigue, strict observance of duty hours is checked from time to time and conditions in the Running Rooms are also maintained at a satisfactory level to enable staff to take proper rest.

Breathlyser tests are carried out at crew booking points to check whether the drivers are under the influence of alcoholic drinks.

Strengthening of Psycho-Technical Cells in Research, Design & Standards Organisation will be reviewed based on the workload.

(c) and (d). Accidents have been mostly caused due to error of judgement and negligence on the part of Operating Staff. The crucial Operating Staff like Switchmen, Cabinmen & Pointsmen are not generally subjected to long hours of duty. Hours of work, periods of rest etc of such staff are regulated by the Railway Servants Hours of Employment Regulation. Provision of rest givers, leave reserve has been adequately made and checks are made to see that Operating Staff are not subjected to long hours of duty.

**Conversion of Quilon-Madras line into Broad Gauge**

2741. SHRI N. DENNIS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under the consideration of Government to convert Quilon-Madras Metre-Gauge to Broad-