

1	2	3	4	5	6	7
26. A&N Islands		—	—	—	7.50	7.50
27. Chandigarh		2.00	0.45	0.45	0.48	1.38
28. D & N Haveli		1.90	1.45	1.70	2.46	5.61
29. Daman & Diu		0.80	0.34	0.34	0.35	1.03
30. Delhi		—	—	—	20.72	20.72
31. Lakshdweep		—	—	0.82	0.85	1.67
32. Pondicherry		—	—	—	—	—
Total UTs		4.70	2.24	3.31	32.36	37.91
Total (States + UTs)		3066.10	462.60	416.85	953.91	1832.84

Statement-II

Connectivity of No. of Villages with Population 1000 & above with all weather areas under the minimum needs programme (Rural Areas)

S. No.	States	Total No. of Villages	Total No. of* Villages connected by 1995-96
1	2	3	4
1.	Andhra Pradesh	13467	1047
2.	Arunachal Pradesh	81	71
3.	Assam	3719	3719
4.	Bihar	14332	9559
5.	Goa	226	201
6.	Gujarat	8300	8292
7.	Haryana	3470	3468
8.	Himachal Pradesh	459	450
9.	Jammu & Kashmir	1178	1035
10.	Karnataka	8396	6915
11.	Kerala	1262	1262
12.	Madhya Pradesh	7337	5742
13.	Maharashtra	11328	11162
14.	Manipur	277	268
15.	Meghalaya	109	109
16.	Mizoram	342	342
17.	Nagaland	240	240
18.	Orissa	6173	5811

1	2	3	4
19.	Punjab	3346	3346
20.	Rajasthan	5707	5280
21.	Sikkim	69	64
22.	Tamil Nadu	6432	6424
23.	Tripura	535	535
24.	Uttar Pradesh	22295	18529
25.	West Bengal	10428	6705
Total States		129506	110976

Union Territories

26.	A&N Island	31	31
27.	Chandigarh	16	16
28.	Dadra & Nagar Haveli	38	38
29.	Daman & Diu	15	15
30.	Delhi	160	160
31.	Lakshdweep	—	—
32.	Pondicherry	84	84
Total U.T.		344	344
Grand Total (State+U.T.)		129852	111320

*Anticipated.

Train Accident

*22. SHRI AYYANNA PATRUDU :
SHRIMATI BHAVNA BEN DEVRAJ BHAI
CHIKHALIA :

Will the Minister of RAILWAYS be pleased to state:

(a) the details of train accidents/derailments including goods trains during the last three months till date, train/location-wise;

(b) the reasons of such accidents;

(c) the number of persons killed/injured in each of such accidents and the value of Government property damaged thereby;

(d) the number of commissions appointed to enquire into causes of accidents during the above period;

(e) the findings of the enquiry commissions and the action taken by the Government on the recommendations made by these commissions;

(f) the amount of compensation given by the Government to the victims; and

(g) the steps taken by the Government to check such accidents?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) and (b) Information is given in Statement-I.

(c) Information is given in Statement-II.

(d) No commission of enquiry has been appointed during these three months.

However, each accident is inquired into by a Committee of Officers. Serious accidents are enquired into by the Commission of Railway Safety, which functions independent of the Ministry of Railways.

(e) Does not arise, since no such commission has been appointed.

However, departmental accident inquiry committees fix responsibility for each accident based on which the railway staff at fault are taken up. Recommendations of the Commission of Railway Safety are also implemented by the large over a period of time.

(f) No compensation has been paid so far. Compensation will be paid after the claims are decided by the Railway Claims Tribunal.

(g) Information is given in statement-III.

Statement-I

Type & Zone-wise Consequential Train Accidents

August 1997-October 1997

		Railways	CR	ER	NR	NER	NFR	SR	SCR	SER	WR	MTP	KRC	Total
		97	97	97	97	97	97	97	97	97	97	97	97	97
1. Collision	Passenger	--	--	1	--	1	--	--	--	--	--	--	--	2
	Others	--	2	--	--	--	--	--	1	1	--	--	--	4
	Total	--	2	1	--	1	--	--	1	1	--	--	--	6
2. Derailment	Passenger	3	2	4	2	5	6	1	3	3	--	--	1	30
	Others	9	3	3	--	2	9	4	9	5	--	--	--	44
	Total	12	5	7	2	7	15	5	12	8	--	--	1	74
3. L-Xing Gates	Passenger	1	--	2	--	1	3	--	--	4	--	--	--	11
	Others	--	--	1	--	--	--	--	--	1	--	--	--	2
	Total	1	--	3	--	1	3	--	--	5	--	--	--	13
4. Fire in Train	Passenger	--	--	1	--	--	--	--	--	--	--	--	--	1
	Others	--	--	--	--	--	--	--	--	--	--	--	--	--
	Total	--	--	1	--	--	--	--	--	--	--	--	--	1
5. Grand Total	Passenger	4	2	8	2	7	9	1	3	7	--	--	1	44
	Others	9	5	4	--	2	9	4	10	7	--	--	--	50
	Total	13	7	12	2	9	18	5	13	14	--	--	1	94

Accidents took place due to human failure, equipment failure, sabotage and other miscellaneous factors.

Statement-II

Casualties and cost of damage to Railway property in consequential train accidents during August to October 1997

Railway	Passengers		Rly. Staff		Others		Total		Cost of Damages (Rs. in Lakhs)
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
Central	NIL	10	NIL	NIL	3	NIL	3	10	90.8
Eastern	NIL	NIL	2	1	NIL	NIL	2	1	315.46
Northern	NIL	16	NIL	1	17	11	17	28	107.3
N.E	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	5.17
N.F.	8	8	2	NIL	1	1	11	9	54.99
Southern	NIL	NIL	NIL	NIL	1	3	1	3	50.42
S.C.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	176.07
S.E.	84	361	4	9	NIL	NIL	88	370	597.24
Western	NIL	13	NIL	17	6	19	6	49	20.2
Metro	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
KRC	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	4.5
TOTAL	92	408	8	28	28	34	128	470	1422.15

Statement-III

Some of the steps taken to prevent accidents are as under:

- | | |
|---|--|
| <p>(i) The Work of track circuiting has been accelerated on the trunk routes and other important main lines.</p> <p>(ii) Modification of the signalling circuitry is being carried out to minimise chances of human errors in causing accidents.</p> <p>(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.</p> <p>(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.</p> <p>(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.</p> <p>(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.</p> | <p>(vii) To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.</p> <p>(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.</p> <p>(ix) Audio-visual publicity campaigns to educate road user on how to make a safe crossing are conducted.</p> <p>(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.</p> <p>(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of simulators for training of drivers.</p> <p>(xii) Refresher courses are regularly organised at specified intervals.</p> <p>(xiii) Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for crash training.</p> <p>(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.</p> |
|---|--|