

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:176

ANSWERED ON:24.02.2000

TRAIN ACCIDENTS

AMBATI BRAHMANAIAH;CHANDRESH PATEL KORDIA;CHINTAMAN NAVSHA WANAGA;RAGHUNANDAN LAL BHATIA;SURESH CHANDEL

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 months and till date, train/location/State-wise along with reasons therefor;
- (b) the number of persons killed/ injured in each of such accidents and the value of Government property damaged thereby ;
- (c) the number of Committees appointed to inquire into the causes of such accidents ;
- (d) the findings of the inquiry Committees and action taken thereon;
- (e) the amount of compensation given by the Government to the victims ; and
- (f) the steps taken by the Government to check such accidents?

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.176 BY SHRI L. BHATIA, SHRI CHANDRESH PATEL, SHRI A. BRAHMANAIAH, SHRI CHINTAMAN WANGA AND SHRI SURESH CHANDEL TO BE ANSWERED IN LOK SABHA ON 24.02.2000 REGARDING TRAIN ACCIDENTS

(a) The statistics for consequential Railway accidents are maintained not by train/location/state-wise but by Zone-wise. During the period November, 1999 to January, 2000, 125 consequential accidents occurred out of which 86 were derailments and there were 3 cases of fire. Zone-wise position is as follows :-

Railway	Number of Consequential Derailments Fire Accidents		
Central Railway	15	9	2
Eastern Railway	5	4	0
Northern Railway	24	14	0
North Eastern Railway	5	2	0
Northeast Frontier Railway	21	21	0
Southern Railway	18	13	0
South Central Railway	11	8	0
South Eastern Railway	20	10	0
Western Railway	6	5	1
Metro Railway	0	0	0
Konkan Railway Corporation	0	0	0
TOTAL	125	86	3

(b) During these three months, 70 people were killed and 139 were injured. Property damaged was approximately Rs.21.4 cr (Provisional).

(c) Each and every accident is inquired into by Committees of Railway officers or Commissioner of Railway Safety or Chief Commissioner of Railway Safety depending upon the gravity of the accident.

(d) As per inquiries conducted, the accidents were due to following causes :-

Cause	No. of accidents
Failure of Railway Staff	22
Failure of other than Railway Staff	21
Equipment failure	8
Incidental	4
Under investigation	70

(e) No compensation has been paid till date to the victims of aforesaid accidents. The compensation to the victims will be paid on receiving the decree from the Railway Claims Tribunal.

(f) Steps taken to prevent accidents are briefly as follows :-

1. The work of track circuiting has been accelerated on the trunk routes and other important main lines.
2. Modification of the signaling circuitry is being carried out to minimize chances of human errors in causing accidents.
3. 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.
4. Railway Board has cleared a pilot project of AWS for Tughlaqabad-Mathura section of Central railway on a trial basis.
5. Walkie-Talkie sets have been supplied to Drivers and Guards of all Passenger carrying trains. The same is presently being supplied to Drivers and Guards of goods trains also and the same is likely to be completed by 31st March, 2000.
6. There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
7. For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.
8. For detecting rail fractures and weld failure 96 more double rail Ultra Sonic Flaw Detectors are being procured.
9. Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
10. To prevent cases of cold breakage of axles, ROH Depot have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
11. Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
12. Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
13. Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
14. Periodic Safety Audit of different divisions by inter-disciplinary teams from zonal headquarters has been introduced.
15. Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.
16. Refresher courses are regularly organized at specified intervals.
17. Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for crash training.
18. Periodical safety drives are conducted to inculcate safety consciousness among the staff.