

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2496
ANSWERED ON:07.08.2003
REPORTS ON RAILWAY ACCIDENTS
CHANDRA BHUSHAN SINGH

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways set up enquiry committee for each accident happened in the country;
- (b) if so, whether all the committees have submitted their reports;
- (c) if so, the details thereof and the action taken by the Government on each report submitted so far;
- (d) whether none of the committees even reported any sabotage relating to any accident but error was noticed in all accidents; and
- (e) if so, the steps taken by the Railways to overcome this problem ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA)

(a) to (e). A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.2496 BY SHRI CHANDR BHUSHAN SINGH, TO BE ANSWERED IN LOK SABHA ON 07.08.2003 REGARDING REPORTS ON RAILWAY ACCIDENTS

(a) to (c) : Each and every train accident on Indian Railways is inquired into either by a Committee of Railway Officers, or by the Commissioner of Railway Safety, or by a Judicial Commission, depending upon the gravity of the accident. These investigations and inquiries into various accidents are conducted as and when any accident takes place, and inquiry reports are submitted thereafter. Recommendations, if any, made in these reports are examined for their feasibility and practicality, and suitable action is initiated thereafter.

(d): No, Sir. During the years 2000-01, 2001-02, and 2002-03 19, 14 and 18 cases of consequential train accidents have been attributed to sabotage respectively. In addition, 293, 248 and 198 cases respectively of failure of Railway Staff have been accounted for in the same period. (Provisional figures)

(e) : In order to prevent accidents on Indian Railways, the following measures are being taken:

(i) A non lapsable Special Railway Safety Fund (SRSF) of Rs.17, 000 crores has been setup to wipe out the arrears of replacement of over aged assets like track, bridges, rolling stock, and signaling gears within a fixed time frame of six years. The fund has been operational since October 2001.

(ii) Extended field trials of prototype Anti Collision Device (ACD) have been successfully completed on Northern Railway. Works for provision of ACD covering about 3500 route kms on Northeast Frontier, Southern, South Central, South Western, and Northern Railway have been sanctioned. ACD survey for 10,000 route kms has also been sanctioned.

(iii) Fouling Mark to Fouling Mark track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph has been completed.

(iv) Auxiliary Warning System has been working on Mumbai suburban sections.

(v) Last vehicle check by Axle Counters has been introduced on over 200 block sections and is being progressively added.

(vi) To meet the situation arising out of track stresses and fatigue, upgradation of track structure whenever called for is being undertaken on a planned basis by utilization of 60-kg rails on concrete sleepers. The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications

- (vii) For improving maintenance and better asset reliability, Railways are continuing to eliminate fish-plated joints on tracks by welding rails to convert all single rails into long welded rails to the extent possible. During relaying/construction of new lines/gauge conversion, long welded rails are laid on concrete sleepers to the extent possible. Turnouts are also being improved systematically
- (viii) "Quality Management Systems" have been developed and implemented as per the ISO 9001 Quality standards in all the Production Units, majority of the Workshops and some of the sheds/depots. All other important manufacturing/repair units have also been advised to develop and implement Quality Management Systems. Ultrasonic testing equipment is being used for detection of flaws in the axles.
- (ix) There has been progressive increase in the use of Tie Tamping and ballast cleaning machines for track maintenance. Also, sophisticated Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, Oscillograph Cars and Portable Accelerometers are being used progressively.
- (x) Track renewals are carried out whenever they become due for renewal.
- (xi) Modern bridge inspection and management system is being adopted, which will involve non-destructive testing techniques, under water inspections, fibre composite wrapping, mapping unknown foundations and integrity testing, etc.
- (xii) Intensive patrolling of railway track is carried out at vulnerable locations during monsoon, summer and winter.
- (xiii) Interlocking of level crossing gates, provision of telephones at manned level crossings are some of the other safety aids being installed on the Railways.
- (xiv) New technological inputs like solid state interlocking, digital axle counter, high performance point machines are being progressively introduced for enhanced safety and reliability of signalling systems
- (xv) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster communication. Guards and Drivers are also being progressively provided with LED based electronic flashing lamps and hand signal lamps having better visibility than the conventional kerosene lit signal lamps.
- (xvi) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers. Rs.73 crore have been provided under SRSF for upgradation of Training Institutes and Disaster Management Modules are also being developed.
- (xvii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses. Safety staff overdue for refresher course is not permitted on train duties.
- (xviii) Periodical Safety Audit of different divisions by multi-disciplinary teams has been introduced. Inter-Railway inspections and inspections by Railway Board teams have also been introduced.
- (xix) Drivers are given Breathalyzer tests to check for alcohol consumption while signing on and surprise checks are also done to identify defaulters.
- (xx) Emphasis is given on surprise inspections and ambush checks. Night inspections are conducted regularly to eradicate adoption of short cut methods and those found to be slack are taken up.
- (xxi) Introducing anti-climbing features in coaches to minimize effects of accidents. Coaches with Center Buffer Coupler (CBC) are being manufactured.
- (xxii) Development of fire proof coaches is being done utilizing the latest technology available in respect of materials, fire proofing technique, etc.
- (xxiii) Development of design of passenger coaches with features of crashworthiness which will absorb most of the impact energy leaving the passenger area unaffected.
- (xxiv) With the revamping of Railway Recruitment Boards (RRBs), quality of staff being selected through RRBs has substantially improved.
- (xxv) Use of fire retardant materials for coach furnishings
- (xxvi) Fire resistant PVC flooring, interior paneling, ceiling, upholstery etc.
- (xxvii) Improvement in materials used in electrical fittings, fixtures such as MCB, light fittings, terminal boards, connectors etc.
- (xxviii) Intensive publicity campaigns to prevent the traveling public from carriage of inflammable goods