

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:44
ANSWERED ON:20.02.2003
MAJOR RAIL ACCIDENTS
CHANDRA NATH SINGH

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of major train accidents since December, 2002 till date, state-wise;
- (a) the number of persons killed and injured as a result of these accidents;
- (c) the compensation paid to the relatives of those killed/injured;
- (d) whether any inquiry has been conducted by the Government in this regard;
- (e) if so, the outcome thereof and the action taken thereon; and
- (f) the steps taken by the Government to avoid accidents in future?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (f): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF LOK SABHA STARRED QUESTION NO.44 ASKED BY SHRI C. N. SINGH AND SHRI SADASHIVRAO DADIBA MANDLIK TO BE ANSWERED IN THE LOK SABHA ON 20-02-2003 REGARDING MAJOR RAIL ACCIDENTS

(a) & (b): There have been two major accidents on Indian Railways since December 2002 to 15th February 2003. The details are as under :-

(i) The train Locomotive and nine coaches of 7685 Kacheguda- Bangalore Express derailed at km 23/8-5 between Pendekallu and Pagidirai stations on Dronachellam-Pendekallu-Gooty Broad Gauge single line electrified sections of Guntakal Division on South Central Railway at 00.35 hours on 21.12.2002. In this unfortunate accident, 19 persons lost their lives and 78 persons were injured.

(ii) 7064 Secunderabad-Manmad Express collided in the rear of Pali BOXN Up goods train at Ghatnandur station on Vikarabad-Parli Vaijnath Broad gauge single line non- electrified section of Secunderabad Division of South Central Railway at 1.23 hours on 3.1.2003. In this unfortunate accident, 20 persons lost their lives and 72 persons were injured.

The position regarding train accidents are maintained zone-wise, and not as state-wise.

(c): Compensation for death or injury of rail passengers in train accidents are decided by Railway Claims Tribunal. So far no compensation has been paid in the two accidents. Compensation will be paid soon after the claims are decreed by the Tribunal.

However, enhanced ex-gratia has been paid to the tune of Rs.22.90 lakhs in the accident on 21.12.2002 and in the case of collision at Ghatnandur Rs.23.30 lakhs so far for the immediate relief of affected persons.

(d) & (e): Statutory inquiries into the two accidents are being conducted by the Commissioner of Railway Safety/South Central Circle. He has submitted his Preliminary Inquiry reports and has concluded in provisional findings that :

(i) 'Derailment of 7685 Kacheguda-Bangalore Express occurred due to tampering with the track by way of cutting off of left hand side rail by hacksaw and thereafter pushing its Pagidirai end inside by an unauthorized persons other than Railway Staff'. The accident falls under the category of "tampering with track by persons other than Railway Staff".

(ii) 'Rear end collision occurred due to human failure, reception signals for main line, which was already occupied by Up Parli N Goods train most probably were taken off for 7064 Up. The accident falls under the category of "Failure of Railway Staff".

Action on the immediate recommendations made by the Commissioner of Railway Safety, in his preliminary reports, has been initiated.

(f) To prevent accidents, following measures are taken:-

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/- crore. has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Enhanced financial powers to the General Managers for faster implementation of safety works.

(iii) Safety Department to be made broad based.

(iv) Safety Officers is to be given powers to recommend punishments on the lines of the Vigilance advice.

(v) All safety related vacancies will be filled up on a programmed basis.

(vi) Extended field trials of Anti Collision Device (ACD) have been completed on Northern Railway. Installation of Anti Collision Device (ACD) in certain section is being planned.

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

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

(ix) Driver and Guards are being progressively provided with LED based electronic flashing lamps and hand signal lamps having better visibility.

(x) Close liaison is being maintained with State Police Departments, wherever required for prevention of crime on Railway tracks and Bridges.

(xi) Instructions have been issued to reduce the number of fish plated joints, wherever feasible and for burring of two fish bolts, one on each rail, at joints located in the stretches considered vulnerable.

(xii) An anti-theft elastic rail clips and fish bolt fastening is under development.

(xiii) There has been progressive increase in use of Tie Tamping and Ballast Cleaning Machines for track maintenance. Track Renewal Trains are also being used.

(xiv) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(xv) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xvi) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality maintenance system.

(xvii) Derailment prone four wheeler wagons (CRT wagons) are being phased out of service.

(xviii) Periodic Safety Audit by inter-disciplinary teams is being conducted.

(xix) Training facilities for drivers, guards and staff connected with train operation are being modernized, including use of Simulators for training of drivers.

(xx) Stringent penalty to the extent of removal/dismissal from service is being imposed on officials causing serious accidents.

(xxi) Comprehensive safety drives are conducted covering various aspects of safe passage of trains, involving cross sections of inspectors, supervisors and officers.

(xxii) Train passing staff are screened for their Safety consciousness and efficiency and categorised accordingly. Those found deficient are monitored closely and retained and appropriately counseled.