

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4908
ANSWERED ON:24.04.2003
DERAILMENTS SINCE JANUARY, 2002
ANANTRAO GUDHE

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of derailments which affected train services in the country since January, 2002, zone-wise;
- (b) the causes of these derailments;
- (c) the amount of loss suffered by Government on account of disruption of train traffic, during the above period; and
- (d) the measures Government propose to take to check derailments?

Answer

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

(a) to (d): A Statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.4908 ASKED BY SHRI ANA GUDHE TO BE ANSWERED IN LOK SABHA ON 24.04.2003 REGARDING DERAILMENTS SINCE JANUARY 2002

(a) & (b). The number of derailments that occurred on Indian Railways since January 2002 to March 2003 (Figures are provisional), Zone wise, are as follows: -

S. NO.	RAILWAY	NO. OF DERAILMENTS
1.	CENTRAL	31
2.	EASTERN	40
3.	EAST CENTRAL	11
4.	NORTHERN	34
5.	NORTH EASTERN	20
6.	NORTHEAST FRONTIER	40
7.	NORTH WESTERN	4
8.	SOUTHERN	22
9.	SOUTH CENTRAL	29
10.	SOUTH EASTERN	29
11.	WESTERN	18
12.	KONKAN	2
	TOTAL	280

The derailments are caused by a variety of factors, which broadly include failure of Railway staff, equipment failure, and sabotage, etc.

(c). The figures relating to indirect losses on account of accidents are not maintained. However in the period January 2002 to January 2003, direct losses to the tune of Rs. 29.81 cr (Provisional) have been estimated on account of damage to Railway property due to derailments.

(d). To prevent derailments and reduce their impact, some of the measures being taken are as under:

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

(iii) Procurement of new generation diesel locomotives with enhanced safety features such as multi-re-setting vigilance control device, computer controlled brake system, extended dynamic brake and creep control to avoid wheel slipping.

(iv) Fitment of micro processor control speed recorders to monitor speed of the train.

(v) Procurement of simulators as training aid to improve training of running staff.

(vi) Odour-cum-fume type hot box detectors are under lab tests for timely detecting and detaching hot boxes thereby preventing breakage of axle/ journals on the run.

(vii) New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie Mounted Brake System on wagons has also been developed . The use of Composition Brake Blocks on wagons is being progressively increased.

(viii) Improvement in rolling stock design to reduce the impact of accidents and resultant casualties.

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

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

(xi) 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.

(xii) Regular inspection of track at various levels is undertaken.

(xiii) Training to Railway staff is provided immediately after their recruitment and thereafter their knowledge is refreshed periodically. Seminars, Workshops and field demonstrations are also organized for 'permanent way' staff from time to time to enhance and update their knowledge.

(xiv) Patrolling of Railway track by gangmen is carried at vulnerable locations during monsoon, summer and winter.

(xv) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(xvi) The track structure is upgraded on planned basis.

(xvii) To keep the track in good condition , track renewals are carried out whenever it becomes due subject to availability of funds.

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

(xix) Closer liaison is being maintained with State Police Departments, wherever required for prevention of crime on Railway tracks and bridges.

(xx) 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.

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

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