

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

STARRED QUESTION NO:147

ANSWERED ON:15.07.2004

TRAIN ACCIDENTS

Chandrappan Shri C.K.;Satheedevi Smt. P.

**Will the Minister of RAILWAYS be pleased to state:**

:

- (a) the details of minor/major train accidents reported since January, 2004 including Matsyagandha Express train accident alongwith the causes of each accident;
- (b) the loss of Railway property and the number of persons killed/injured alongwith the compensation paid to victims and their kin, accident-wise;
- (c) the details of the inquiry ordered into each accident, their findings and the action taken against the persons found guilty;
- (d) whether the recommendations of the inquiry commissions/committees on earlier accidents have not been implemented so far;
- (e) if so, the reasons therefor, particularly on Konkan Railways; and
- (f) the safety measures taken/to be taken by the Government to check recurrence of such accidents including adopting new technology to avoid derailment in the railways, particularly in Konkan Railways?

**Answer**

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF STARRED QUESTION NO.147 BY SHRI C.K. CHANDRAPPAN AND ADVOCATE (SHRIMATI) P. SATHEEDEVI TO BE ANSWERED IN LOK SABHA ON 15.07.2004 REGARDING TRAIN ACCIDENTS

(a) to (c): There have been 132 consequential train accidents on Indian Railways during the period 1.1.2004 to 30.06.2004, which include 7 collisions, 77 derailments, 2 manned level crossing accidents, 38 unmanned level crossing accidents, 7 incidents of fire in train, and 1 miscellaneous accident. Of these 3 were major train accidents attended with 10 or more fatalities. The details of these 3 major accidents are as under :-

1. On 27.2.04 a minibus dashed against the train engine of 5657 Exp. at unmanned level crossing No. SK-333 of Katihar Division of Northeast Frontier Railway, resulting in 10 deaths and 37 injuries. The accident was caused by the "Negligence of road user".
2. On 12.5.04, a three wheeler dashed against the train engine of 4015 Exp. at Unmanned Level Crossing No. 30 of the Varanasi Division of North Eastern Railway, leading to 10 deaths and 2 injuries. The accident was on account of "Negligence of road user".
3. On 16.6.04, while on run, the train engine and next 10 coaches of the 2620 Up Matsyagandha Express, derailed between the Veer-Karanjadi stations of the Ratnagiri-Roha region of Konkan Railway. The accident resulted in 15 deaths and 106 injuries. The accident was caused by boulder and soil fall, resulting in obstruction on track.

Each and every consequential train accident is inquired into either by a departmental Committee of Railway Officers, or by the Commission of Railway Safety or by a Judicial Commission specially appointed for the purpose. Of the 132 consequential train accidents between 01.01.2004 and 30.06.2004, 12 have been statutorily inquired into by the Commissioners of Railway Safety.

The prima facie cause-wise details of these accidents are as under:-

Railway Staff	69
Other than Railway Staff	40
Sabotage	8
Incidental	11
Equipment failure	3
Under investigation	1

Total 132#

(# = Provisional figures)

From 01.01.2004 to 31.5.2004, the period for which the data is available, 224 railway employees have been taken up for various lapses resulting in consequential train accidents.

(# do not necessarily relate to the period of accident).

The cost of damage to Railway property in these accidents is approx. Rs. 31.38 crore. These 132 accidents have resulted in 109 deaths and 352 injuries. Compensation claims are being processed as they are filed at the various Railway Claims Tribunals. However, an ex gratia payment of Rs. 24.26 lacs has been made in the case of the Matsyagandha Express derailment of 16.6.04 on Konkan Railway. (# = Provisional figures)

(d) & (e): Implementation of the recommendations of various Committees/Commissions is an ongoing process and all necessary preventive steps are taken. On Konkan Railway all relevant recommendations have also been implemented.

(f): Safety is the prime concern of Indian Railways and continuous initiatives are undertaken to prevent accidents. Safety measures including adoption of suitable and modern technology for interlocking and signalling systems, upgradation of standards of track and rolling stock, modernization of maintenance practices, replacement of overaged assets, upgradation of training aids like simulators and checks on observance of safety precautions have been taken. Also steps to prevent derailments by mechanised maintenance of track, improvement in quality of rails, Ultrasonic Flaw Detectors, speedier track renewals, use of long welded rails, improved maintenance practices of rolling stock, use of bogie mounted brakes, use of composite brake blocks, improvement in quality of wheels, etc. have been taken. A Corporate Safety Plan (2003-2013) has also been prepared and is followed.

Following immediate preventive safety measures have been taken by Konkan Railway :-

(1) 75 kmph speed restriction has been imposed throughout the Veer (km 46/8) to Udipi (km 691/9) section.

(2) Imposition of 50 kmph speed restriction at the cuttings having height more than 5 m which are within 200 metres vicinity of major bridges so that a driver can control & stop short of bridge, in case required.

(3) Passenger carrying trains are being piloted in Veer- Udipi section by light engine/Goods train during night hours from 19.00 hrs. to 07.00 hrs. if no train has passed the section for 40 minutes prior to the passenger train. It may be mentioned that at all cuttings which are higher than 12 metres and were considered vulnerable, had been taken up for provision of safety nets. In addition, all cuttings wherever the height is more than 5 metres are also being provided with safety nets of adequate strength as per site requirement as soon as possible. Pending completion of this work, stationary watchmen have been posted wherever cutting leads to major bridges.

(4) Monsoon patrolling (men going on foot from one station to other) in vulnerable locations between Veer (km 46/8) to Karmali (km 413/8) and Madgaon (km 442/4) to Thokur (km 738/4) has also been introduced.