

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:3512  
ANSWERED ON:15.12.2014  
ACCIDENTS OF GOODS TRAINS  
Hansdak Shri Vijay Kumar

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

- (a) the number of incidents of derailment/ accidents of goods trains along with the loss incurred during the last three years, Zone-wise and year-wise;
- (b) whether the Railways have set up an inquiry to find out the reasons for such incidents and if so, the details thereof;
- (c) whether overloading of wagons is one of the reasons for the derailment/ accidents of goods trains and if so, the details thereof;
- (d) whether the railway tracks have been inspected to check their feasibility and if so, the details thereof; and
- (e) the steps taken/ being taken by the Railways to check recurrence of such incidents in future?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 3512 BY SHRI VIJAY KUMAR HANSDAK TO BE ANSWERED ON 15.12.2014 IN LOK SABHA REGARDING ACCIDENTS OF GOODS TRAINS.

(a): During the last three years, i.e. 2011-12, 2012-13, 2013-14 and the current year (upto November, 2014), 88 consequential derailments of goods trains took place on Indian Railways. Zone-wise and year-wise break-up of these consequential derailments of goods trains, is given below:

Zonal Railway	2011-12	2012-13	2013-14	2014-15
(Upto Nov. 2014)				
Central	2	1	3	0
East Coast	3	8	3	4
East Central	1	3	1	2
Eastern	2	1	0	0
North Central	3	1	0	1
North Eastern	1	1	0	3
Northeast Frontier	5	1	1	1
Northern	3	1	1	2
North Western	1	0	0	0
South Central	3	1	1	1
Southeast Central	0	0	2	0
South Eastern	0	1	2	0
Southern	0	1	1	0
South Western	1	1	1	2
West Central	2	2	1	0
Western	1	0	1	0
Konkan	0	0	0	3
Total	28	23	18	19

Loss to railway property in consequential derailments of goods trains during 2011-12, 2012-13, 2013-14 and the current year from April to November, 2014, has been estimated to 9.84 crore, 3.07 crore, 1.49 crore and 0.28 crore, respectively.

(b): Out of these 88 consequential derailments of goods trains during the last three years and the current year (upto November, 2014), 87 derailments have been inquired into by the Departmental Inquiry Committees and 01 derailment was inquired by the Commissioner of Railway Safety under the Ministry of Civil Aviation. As per the inquiry reports, 63 derailments of goods trains were caused due to failure of railway staff, 03 due to failure of other than railway staff, 05 due to equipment failure, 13 due to sabotage and 04 derailments were caused due to incidental factors.

(c): No, Madam.

(d): A regular and rigorous schedule of inspection of track has been laid down right from the level of Keyman. Apart from daily foot patrolling by the Keyman, monsoon patrolling, hot weather patrolling and cold weather patrolling is also done by trackmen as per inspection schedule laid down in Indian Railway Permanent Way Manual.

(e): Measures being taken by the Indian Railways to prevent derailments of goods trains include the following:

# Upgradation of Track Structure consisting of Pre Stressed Concrete (PSC) sleepers, 52 kg/60 kg, high strength (90kg/mm<sup>2</sup> ultimate tensile strength) rails on concrete sleepers, fanshaped layout on PSC sleepers, Steel Channel Sleepers on girder bridges adopted on most of the routes.

# Track structure is being standardized with 60 kg rails and PSC sleepers on all the Broad Gauge routes, especially on high density routes to reduce fatigue of rails under higher axle-load traffic.

# New construction and replacement is done with PSC sleepers only.

# Long rail panels of 260 Meters/130 Meters length are being manufactured at the steel plants to minimize number of welded joints.

# Reduction in Thermit welded joints on rails; use of Self Propelled Ultrasonic Rail Testing (SPURT) Cars for Rail flaw detection.

# All rails and welds are ultrasonically tested as per laid down periodicity.

# Progressively shifting to flash butt welding which is superior in quality compared to Alumino Thermit (AT) welding.

# Progressive use of modern track maintenance machines viz. Tie Tamping, Ballast Cleaning Machines, Track Recording Cars, Digital Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, etc.

# Electronic monitoring of track geometry is carried out to detect defects and plan maintenance.

# Modern Bridge inspection techniques for determining health of the bridges.

# Introduction of Wheel Impact Load Detector (WILD)

# Regular patrolling of railway tracks at vulnerable locations including night patrolling and intensifying patrolling during foggy weather.

# To minimize effects of accidents, coaches with Centre Buffer Couplers are being manufactured with anti-climbing features.