

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.758
TO BE ANSWERED ON 26.06.2019**

CASUALTIES IN TRAIN ACCIDENTS

†758. SHRI RAJAN VICHARE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number and details of the persons died and injured in the train accidents since the year 2017 till now in the State of Maharashtra, year-wise;**
- (b) whether there has been a rapid increase in the number of deceased and injured persons due to train accidents;**
- (c) the reasons for such increase in the number of casualties including the deaths and injuries taking place in the train accidents during the last two years; and**
- (d) the steps being taken by the Government to reduce the number of train accidents and casualties?**

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

- (a) : One person died in a train accident in the State of Maharashtra in 2018 and 6 people have received injuries since 2017 till now.**
- (b) : No, Sir.**
- (c) : Does not arise.**
- (d) : Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continuous basis to prevent accidents and to enhance safety. These include timely replacement of over-aged**

assets, adoption of suitable technologies for up-gradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives, greater emphasis on training of officials and safety inspections at regular intervals to monitor and educate staff for observance of safe practices. Preventive and predictive maintenance of the Railway assets is undertaken to ensure safe train operation. Safety devices/systems being used to prevent accidents include Electronic Interlocking, track circuiting, provision of Block Proving Axle Counters, Colour Light LED Signals, Train Protection and Warning System, Vigilance Control Device, Fog Pass Device, usage of 52 kg/60 kg, 90 or higher UTS rails and pre-stressed Concrete Sleepers, use of Ultrasonic Flaw Detection of rails and welds at predefined periodicity to detect internal flaws in rails/welds. Electronic monitoring of track geometry is carried out to detect defects and plan maintenance. Steel Channel Sleepers on girder bridges are being used while carrying out primary track renewals. Further, it has been decided to lay Thick webs switches, Weldable Cast Maganese Steel crossings on identified routes. Progressive use of Linke Hofmann Busch Coaches, use of Centre Buffer Couplers with Integral Coach Factory Coaches, etc. Railway tracks are replaced on age-cum-condition basis through track renewal works which is an ongoing process. Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examination etc. Besides, patrolling of tracks, footplate inspections and safety reviews at various levels, etc. are regularly conducted to continuously monitor and improve safety aspects of the Indian Railways.