

not State-wise. The Zone-wise statistics of accident that have occurred at unmanned level crossings on Zonal Railways parts of which from parts of Andhra Pradesh and Tamil Nadu are as follows:

Year	Southern Railway	South Central Railway	South Eastern Railway	Total
1997-98	9	6	5	20
1998-99	4	10	8	22
1999-2000 Upto Oct., 99	3	6	2	11

(c) 46 unmanned level crossings in Andhra Pradesh and 19 unmanned level crossings in Tamil Nadu have been proposed for manning in the next financial year, subject to availability of funds.

Prized posting of officers responsible for train accident

526. SHRIMATI VEENA VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether as reported in the Hindu of August 5, 1999, in the context of recent worst train disaster on August 2, 1999, any officers indicted as responsible for the rail accident had been given a prized posting at railway headquarters;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps taken and being taken to avert such disasters in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) A statement is enclosed.

Statement

Brief steps taken to prevent accidents

1. The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(2) Modification of the signaling circuitry is being carried out to minimize chances of human errors in causing accidents.

3. Auxiliary Warning System (AWS) for giving advance warning about 'signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.

[3 December, 1999]

RAJYA SABHA

4. Railway Board has cleared a pilot project of AWS for Tughlaqabad-Mathura section of Central Railway on trial basis.

5. Walkie-Talkie sets have been supplied to Drivers and Guards of all Passenger carrying trains. The same is presently being supplied to Drivers and Guards of goods trains also and the same is likely to be completed by 31st March, 2000.

6. Progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

7. For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.

8. For detecting rail fractures and weld failures 96 more double rail Ultra Sonic Flaw Detectors are being procured.

9. Two Self Propelled Ultrasonic Rail Testing Cars are also being procured.

10. Maintenance facilities for coaches and wagons have been modernized and upgraded at many depots.

11. To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

12. Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

13. Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

14. Steps have been take to prevent inflammable and explosive materials from being carried in passenger trains.

15. Periodic safety Audit of different divisions by inter-disciplinary teams from zonal headquarters has been introduced.

16. Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

17. Refresher courses are regularly organized at specified intervals.

18. Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for crash training.

19. Periodical safety drives are conducted to inculcate safety consciousness among the staff.