

| 1 | 2 | 3 | 4 |
|---------|------------------------|----------|----------|
| 4. | Bihar | 8518.93 | 37.63 |
| 5. | Chhattisgarh | 1961.53 | 2867.51 |
| 6. | Gujarat | 0.00 | 1440.13 |
| 7. | Haryana | 727.59 | 511.12 |
| 8. | Himachal Pradesh | 146.34 | 0.00 |
| 9. | Jammu and Kashmir | 0.00 | 887.24 |
| 10. | Jharkhand | 2576.09 | 46.42 |
| 11. | Karnataka | 4562.92 | 0.00 |
| 12. | Madhya Pradesh | 2070.01 | 3216.34 |
| 13. | Maharashtra | 479.54 | 0.00 |
| 14. | Meghalaya | 362.02 | 0.00 |
| 15. | Nagaland | 196.26 | 0.00 |
| 16. | Odisha | 0.00 | 664.38 |
| 17. | Punjab | 1561.33 | 0.00 |
| 18. | Rajasthan | 0.00 | 8111.12 |
| 19. | Tamil Nadu | 1139.63 | 0.00 |
| 20. | Uttarakhand | 190.93 | 2841.73 |
| 22. | Uttar Pradesh | 0.00 | 15542.10 |
| 23. | Dadra and Nagar Haveli | 17.95 | 0.00 |
| TOTAL : | | 34322.87 | 42620.64 |

Frequent train accidents

581. SHRI T.M. SELVAGANAPATHI: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there were three major train accidents in less than a week in July, 2011;

(b) if so, the details thereof;

(c) whether it is also a fact that Railways have not met with much success when it comes to accident prevention; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) and (b) Yes, Sir. On 10.07.2011 at 12.20 hrs., while the Train No. 12311 Kalka Mail was passing through Malwan station of Allahabad Division of North Central Railway, its locomotive and 15 coaches derailed blocking both up and down lines. In this unfortunate accident, 71 persons lost their lives, 91 suffered grievous injuries and 173 suffered simple injuries. Statutory inquiry into the derailment of Kalka Mail has been conducted by the Chief Commissioner of Railway Safety (CCRS) under the Ministry of Civil Aviation based at Lucknow. CCRS, in his Preliminary Report has concluded that the accident had occurred due to breakage of rail across the weld between left tongue and lead rails and accordingly, he has attributed the cause of the accident to 'Failure of Equipment-Permanent Way'.

In the second incident, on 10.07.2011 at about 20.15 hrs., while the train No. 15640 Guwahati-Puri Express was on run between Rangiya and Ghograpar stations of Rangiya Division of Northeast Frontier Railway, there was an explosion on the track and due to its impact, the locomotive alongwith four coaches derailed and four other coaches were thrown off the track. In this incident, no fatality took place; 03 persons suffered grievous injuries and 13 others received simple injuries. Statutory inquiry into the derailment of Guwahati-Puri Express has been conducted by the Commissioner of Railway Safety (CRS), Northeast Frontier Circle under the Ministry of Civil Aviation based at Kolkata. In his preliminary report, CRS has stated that the derailment was caused due to an act of train wrecking by planting certain explosive device/bomb in the track and triggering the same by a remote control or otherwise in the face of the approaching train by some unknown person(s). Accordingly, the cause of the accident has been attributed to 'Sabotage'.

Another unfortunate incident took place at an unmanned level crossing wherein one Bus carrying a marriage party dashed against Train No. 15108 Mathura-Chhapra Express at about 01.47 hrs. on 07.07.2011 between Patiyali and Daryaoganj stations of Kasganj-Farrukhabad Section of Izatnagar Division of North Eastern Railway. In this incident, 39 persons travelling in the Bus lost their lives and 31 persons were injured, out of which 7 suffered grievous injuries. No passenger or railway personnel of the train suffered any injury. This incident has been inquired into by the Commissioner of Railway Safety (CRS), North Eastern Circle based at Lucknow. In its preliminary report, Commissioner of Railway Safety, North Eastern Circle has observed that the above accident had occurred due to the negligent driving by the driver of the bus. The bus driver did not stop his bus at the Stop Board at the level crossing to check for approaching train as prescribed under Section 131 of the Motor Vehicles Act, 1988.

(c) No, Sir. The number of consequential train accidents on account of Collisions, Derailments, Fire, Manned Level Crossings and other Miscellaneous reasons on Indian Railways

have declined from 335 in 2001-02 to 269 in 2002-03, 239 in 2003-04, 169 in 2004-05, 169 in 2005-06, 123 in 2006-07, 129 in 2007-08, 115 in 2008-09, 100 in 2009-10 and further to 93 in 2010-11, registering a decline of 7% in comparison to the previous year. In the current year during April to 15th November 2011 also, number of these consequential train accidents have come down from 62 to 48 in comparison to the corresponding period of the previous year. The above figures do not include incidents of trespassing at unmanned level crossings caused due to negligence of road vehicle users.

(d) Does not arise.

High density routes

582. SHRI ANIL MADHAV DAVE: Will the Minister of RAILWAYS be pleased to state:

- (a) the number of high density routes in entire railway network; and
- (b) the steps taken by Government to improve the carrying capacity of the congested sections on these routes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) There are 7 High Density routes on the Indian Railway network which are Delhi — Howrah, Delhi — Mumbai, Mumbai — Howrah, Howrah — Chennai, Mumbai — Chennai, Delhi — Guwahati and Delhi — Chennai.

(b) Railways are undertaking a large number of capacity augmentation works such as doubling, new lines, gauge conversion, construction of 3rd and 4th lines, provision of automatic signalling, upgradation of station signals, provision of loop lines, conversion of halt to crossing stations, provision of Intermediate block signalling, electrification, strengthening of tracks, yard remodelling, construction of fly-overs and bye-pass lines to ease congestion on the network especially on the High Density routes.

Security arrangements at Railway Stations

583. PROF. ANIL KUMAR SAHANI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether in the aftermath of terrorist attack on 26th November, 2008 at Mumbai Chhatrapati Shivaji Terminal (CST) station, it was decided to strengthen security at railway stations to check recurrence of such terrorist attacks;
- (b) if so, measures taken to strengthen security and vigil at railway stations;
- (c) whether entry and exit points at stations are unmanned and there is no check on ingress and egress of unauthorised vendors, etc.; and
- (d) whether CAG conducted a sample check of 74 stations to ascertain measures taken by Railways to strengthen security at railway stations and if so, the findings thereof?