

SAFETY DEPARTMENT

There were 8 numbers of consequential train accidents during 2014-15 as compared to 7 numbers during the previous year 2013-14.

Train accidents per million Train Km on E Co R for the year 2014-15 is 0.15 as compared to 0.17 as compared to 0.15 for the year 13-14.

1. Category wise analysis of Train Accidents

Category of train accidents	No of accidents	
	2013-14	2014-15
Collision	01	Nil
Derailments	03	05
Accident at Unmanned Level crossings	03	02
Accident at Manned Level crossings	Nil	01
Fire in trains	Nil	Nil
SPAD	Nil	Nil
Miscellaneous	Nil	Nil
Total	07	08

2. Cause wise analysis of Train Accidents :

Sn	Cause of train accidents:	No of accidents	
		13-14	14-15
1	Human failure.		
	a) Failure of Railway staff.	01	03
2	b) Failure of persons other than Railway staff.	04	02
	Equipments Failure.		
3	a) Rolling stock.	Nil	Nil
	b) Track.	Nil	02
4	Sabotage/Miscreant activity.	02	01
4	Natural calamity (Boulder fallen on track)	Nil	Nil
	TOTAL	07	08

3. Casualties :

Causalities		2013-14	2014-15
Passengers	Killed	Nil	Nil
	Injured	Nil	Nil
Railway employees	Killed	Nil	Nil
	Injured	Nil	01
Others	Killed	10	06
	Injured	04	06

4. Damage to Railway property

The cost of damage to Railway property and duration of interruption to through communication caused by consequential train accidents during 2013-14 and 2014-15 are as under.

Year	Cost of damage in Rs.			Interruption to through communication (Hours)
	Rolling stock inclusive of engines (Rs.in lakh)	Permanent way (Rs.in lakh)	OHE (Rs.in lakh)	
2013-14	175.15	363.30	1.55	86.25
2014-15	1510.90	87.45	0	113.34

5. INNOVATIONS DONE BY ZONE:

- ♦ Repeater Whistle Boards at a distance of 250 meters from gate in addition to existing whistle board at 600 m have been provided at all L.C. Gates on all sections of all Divisions..
- ♦ A total of 202 UMLCs identified as vulnerable on the basis of accident history, plying of school buses/tempos and meeting the extant norms for manning have all been provided with Gate Counselors (from outsourced agencies or Gr 'D' staff) from 06.00 AM to 06.00 PM.
- ♦ Conversion of 89 nos Non –interlocked manned LC gates from normally closed to normally open to road Traffic for better safety.
- ♦ In order to reduce cases of accidents at U.M.L.Cs ,Public Awareness Campaigns are being conducted to sensitize road users through:
Newspaper advertisement, Poster/Pamphlet distribution, Display in Cinema Halls, Radio/TV talks, Announcement at Public places, Counseling at LCs, markets and in schools & Ambush checks in co-ordination with State Government authorities viz. RTOs and MVIs
- ♦ Modified Four-beam Headlight electric Locos introduced on K.K Line to enable Crew to see the track ahead on curves which helps in avoiding derailments because of sabotage.
- ♦ Pilot Project of Drivers Unsatisfactory Management System (DRUMS) launched in KUR-PSA section of KUR division and shortly being extended to whole of KUR division.
- ♦ To reduce Rail Fractures & Weld Failures, fracture prone stretches are identified. Weld renewal done and intensive patrolling conducted at those identified stretches.
- ♦ To prevent SPAD cases, close monitoring of long hours duty and analysis of excessive PDD cases has been done and crews were counseled regarding movement of trains in abnormal conditions.
- ♦ In order to reduce cases of accidents at U.M.L.Cs ,Public Awareness Campaigns are being conducted to sensitize road users through Newspaper advertisement, Poster/Pamphlet distribution, Display in Cinema Halls, Radio/TV talks, Announcement at Public places, Counseling at LCs, markets and in schools & Ambush checks in co-ordination with State Government authorities viz. RTOs and MVIs.

6. Progress of S & T Safety works for the financial year 2014-15

Sn.	Name of the work	Work executed
1	Interlocking of LC gates	10
2	Electronic Interlocking/ Panel Interlocking/RRI	11
3	Automatic Block Signaling	2 Block Section (11.1 Km.)
4	Block Proving axle counter/L.V.C.D	11

7. Progress of engineering safety works for the financial year 2014-15

Sn.	Name of the work	Work Executed
1	Through Weld Renewal in Km.	68.55
2	Complete track renewal.	TRR (Primary) in Km 59.56 TRR (Secondary) in Km 22.79 TSR (Primary) in Km 30.77 TSR (Secondary) in Km 6.59 Total in Km 119.71
3	Conversion of fan shaped points and crossings.	147 Nos.
4	Deep screening (Km)	373.75
5	Tamping of track. (Both by CSM and Dogmatic) (Km)	5126.34
6	Bridge timbers converted to Channel Sleepers.	Nil (All are converted)