

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4334

ANSWERED ON:20.04.2015

DEHRADUN VARANASI TRAIN ACCIDENT

Gavit Dr. Heena Vijaykumar;Gopalakrishnan Shri R.;Kamal Nath Shri ;Mahadik Shri Dhananjay Bhimrao;Maragatham Smt. K.;Owaisi Shri Asaduddin;Patil Shri A.T. (Nana);Patil Shri Vijaysinh Mohite;Poddar Smt. Aparupa;Pradhan Shri Nagendra Kumar;Radhakrishnan Shri T.;Raut Shri Vinayak Bhaurao;Satav Shri Rajeev Shankarrao;Scindia Shri Jyotiraditya Madhavrao;Shewale Shri Rahul Ramesh;Shinde Dr. Shrikant Eknath;Singh Deo Shri Kalikesh Narayan;Sule Smt. Supriya Sadanand;Venkatesh Babu Shri T.G.;Verma Shri Rajesh

Will the Minister of RAILWAYS be pleased to state:

- (a) whether a large number of people were killed and injured in a recent train accident of Dehradun-Varanasi Janata Express near Rae Bareli in Uttar Pradesh and if so, the details thereof;
- (b) whether the Railways have constituted any inquiry to look into the reasons of the said accident and if so, the outcome thereof;
- (c) the details of compensation announced for the victims of the accident and actually paid so far; and
- (d) the steps taken/ being taken by the Railways to prevent such accidents in future?

Answer

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

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 4334 B Y DR. HEENA VIJAYKUMAR GAVIT, SHRI SATAV RAJEEV, SHRI KAMAL NATH, SHRI MOHITE PATIL VIJAYSINH SHANKARRAO, SHRI VINAYAK BHAURAO RAUT, SHRI JYOTIRADITYA M. SCINDIA, DR. SHRIKANT EKNATH SHINDE, SHRI ASADUDDIN OWAIISI, SHRI DHANANJAY MAHADIK, SHRI VENKATESH BABU T.G., SHRIMATI SUPRIYA SULE, SHRIMATI K. MARAGATHAM, SHRI T. RADHAKRISHNAN, SHRI NAGENDRA KUMAR PRADHAN, SHRIMATI APARUPA PODDAR, SHRI RAHUL SHEWALE, SHRI RAJESH VERMA, SHRI KALIKESH N. SINGH DEO, SHRI A.T. NANA PATIL AND SHRI R. GOPALAKRISHNAN TO BE ANSWERED IN LOK SABHA ON 20.04.2015 REGARDING DEHRADUN-VARANASI TRAIN ACCIDENT.

(a): On 20.03.2015 at about 09.10 hours, while the train No.14266 Dehradun-Varanasi Express was being received in line No. 1 (Loop Line) at Bachhrawan station on Lucknow- Rae Bareli single line non-electrified section of Lucknow Division for its scheduled stoppage, the Loco Pilot of the train engine overshot the Signal and entered into the sand hump causing derailment of train engine and two coaches including second class- cum-luggage coach. In this unfortunate accident, 39 passengers lost their lives, 24 passengers suffered grievous injuries and 14 passengers suffered simple injuries.

(b): Statutory inquiry into the above accident is being conducted by Commissioner of Railway Safety, South Central Circle under the Ministry of Civil Aviation. Commissioner of Railway Safety, South Central Circle, in his provisional findings has observed that the derailment was caused due to the failure of Train No. 14266 Dn. Express to stop at the starter signal on the Loop Line which was 'RED'. The train could not be controlled on account of non-functioning of train brakes from the locomotive due to discontinuity of brake pipe pressure between the train engine and the trailing load of passenger coaches. The accident has been classified under the category of 'Error in Train working'.

(c): On humanitarian grounds, Hon'ble Minister of Railways has announced an enhanced ex-gratia of ` 2 Lakhs to the next of kin of each deceased, ` 50,000/- to each grievously injured passenger and ` 20,000/- to each simple injured passenger. An amount of ` 74 Lakhs was paid to the relatives of 37 deceased passengers and an amount of ` 14.40 lakhs was paid to 24 passengers with grievous injuries and 12 passengers with simple injuries. Ex-gratia payment could not be made to relatives of two deceased passengers due to non -identification and two passengers with simple injuries who had left hospital without information. Compensation is paid to the victims only on the basis of claims to be filed by them in Railway Claims Tribunal (RCT) and decrees as awarded by the Tribunal is decided to be satisfied by the Railways.

(d): Technological aids of Automatic Train Protection System to Loco Pilots to avoid Signal Passing at Danger (SPAD) have been taken up for appraisal on Indian Railways. These technological aids include Train Protection Warning System (TPWS) and Train Collision Avoidance System (TCAS). Two pilot projects of Train Protection Warning System (TPWS) have been implemented

(i) between Chennai Central and Gummidipundi

(50 Route KMs) on suburban section of Southern Railway and

(ii) Non-suburban Delhi – Agra Section (200 Route KMs) of Northern/North Central Railway where service trials are in progress. Further, works have been approved for provision of TPWS (ETCS Level 1) on 3330 RKMs at a cost of ` 1740 Crore on Indian Railways covering Automatic Signalling Sections / High Density Network (HDN) of eight Zonal Railways.

Train Collision Avoidance System (TCAS) shall be a fusion of functionalities of TPWS and Anti Collision Device (ACD) and shall prevent Signal Passing at Danger (SPAD) and collisions. RDSO has finalized the specification of TCAS and proof of concept trials were successfully carried out during October/November 2012 on South Central Railway. Extended field trials on 250 km section Lingampalli- Vikarabad- Wadi- Bidar Section of South Central Railway have been planned by RDSO and work has been awarded to three indigenous firms. Operational deployment of TCAS on Indian Railways will be considered after successful extended field trials.

Measures being taken by the Indian Railways to prevent derailments of trains include the following:

Upgradation of Track Structure consisting of Pre Stressed Concrete (PSC) sleepers, 52 kg/60 kg, high strength (90kg/mm² 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.