

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

STARRED QUESTION NO:45

ANSWERED ON:21.11.2002

ENQUIRY INTO RAIL ACCIDENT OF HOWRAH NEW DELHI RAJDHANI EXPRESS

HANNAN MOLLAH;VILAS BABURAO MUTTEMWAR

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the number of persons killed/injured alongwith with the value of Government property damaged in the accident of Howrah-New Delhi Rajdhani Express in September, 2002 ;
- (b) the compensation/relief given to the victims of the said accident;
- (c) whether any inquiry/investigation has been conducted to know the causes of the said accident;
- (d) if so, the outcome thereof alongwith the action taken thereon;
- (e) whether the bridge, where the said accident occurred, was identified as 'distressed' by the Railway Safety Review Committee; and
- (f) if so, the steps taken/proposed to be taken to avert such type of accidents in future ?

**Answer**

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (f) : A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF STARRED QUESTION NO.45 BY SHRIVILAS MUTTEMWAR AND SHRI HANNAN MOLLAH, TO BE ANSWERED IN LOK SABHA ON 21.11.2002 REGARDING ENQUIRY INTO RAIL ACCIDENT OF HOWRAH-NEW DELHI RAJDHANI EXPRESS

(a) : In the derailment of 2301 Up Howrah-New Delhi Rajdhani Express near Rafiganj on Gaya-Mughalsarai section of Mughalsarai Division on 9.9.2002, 107 persons lost their lives, and 165 got injured, including 60 with grievous injuries. The cost of damage to the railway property has been assessed to the tune of Rs. 9,42,18,000.

(b) : Compensation Claims for train accidents are decided by the Railway Claims Tribunal. As on 13.11.2002, 72 Claim cases have been filed in the Railway Claims Tribunal, Patna for death and injuries. Compensation shall be arranged soon after the claims cases are decreed by the Tribunal.

An enhanced 'ex-gratia' of Rs.1 lakh for those dead, Rs. 25000 to the grievously injured and Rs.5000 to those having simple injuries, was announced. Rs 1,07,00,500 has been paid in 217 cases of death and injured by 15.11.2002.

134 of injured persons were admitted to various hospitals /nursing homes and were given best possible treatment as per need. Other injured persons were rendered first aid, as not requiring hospitalisation.

(c) &(d): Yes, Sir. Commissioner of Railway Safety/Eastern Circle conducted the statutory inquiry into this accident. In his Inquiry report he has attributed the accident to "Opening of fish Plates and elastic rail clips of the cess side single rail in Howrah end approach of bridge No. 445 by miscreants." He has classified the accident under the category of "Sabotage".

He has fixed the "primary responsibility" on the 'Unknown' persons, who willfully tampered with the track with the intent of causing harm to the traveling public and damage to the Railway property.

Following steps were taken on the basis of 'immediate recommendations' by the Commissioner of Railway Safety in his Preliminary Report :-

(i) Speed restriction of 75 kilometres per hour was imposed on Mughalsarai, Dhanbad, Danapur Divisions and Madhupur- Jhajha Section of Asansol Division during night time from 2000 Hrs. to 0500 Hrs for all trains.

(ii) Running of a pilot engine, ahead of all Rajdhani Expresses, passing through the aforesaid identified sections during night time viz. 2000 Hrs. to 0500 Hrs.

(iii) Burring of fish bolts in the vulnerable sections.

(iv) Random Security patrolling during night time on identified sections was undertaken.

(v) Stationary watchmen at all important and major bridges /tunnels, during night, were deputed in these sections.

The recommendations made and other issues raised in his final inquiry report are under examination.

(e) : No Sir,

(f) : Following steps are being taken to prevent probability of similar accidents caused by "Sabotage" :-

(i) Instructions have been issued to reduce the number of fish plated joints, wherever feasible and for burring of two fish bolts, one on each rail, at joints located in the stretches considered vulnerable.

(ii) Efforts are also being made to develop an anti-theft elastic rail clip and fish bolt fastening .

(iii) Close liaison is being maintained with State Police Departments, wherever required, for prevention of crime of such types on Railway tracks and bridges.

(iv) Comprehensive safety drives are conducted covering various aspects of safe passage of trains, involving cross sections of inspectors, supervisors and officers.