

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:33

ANSWERED ON:09.08.2012

TRAIN MISHAPS

Singh Shri Radha Mohan;Singh Shri Yashvir

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of persons died/injured in collision of Hampi express with a goods train at Penukonda station in Andhra Pradesh and derailment of Doon express in Jaunpur district of U.P. in the month of May, 2012;
- (b) whether compensation has been paid to the victims/kin of the deceased of these accidents;
- (c) if so, the details thereof;
- (d) whether any inquiry has been conducted by the Railways on these accidents;
- (e) if so, the details thereof including the action taken/ proposed to be taken against the persons found guilty;
- (f) the reasons for increasing number of such rail accidents; and
- (g) the action taken by the Railways to check recurrence of such accidents?

Answer

MINISTER OF RAILWAYS (SHRI MUKUL ROY)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF STARRED QUESTION NO.33 BY SHRI YASHVIR SINGH AND SHRI RADHA MOHAN SINGH TO BE ANSWERED IN LOK SABHA ON 09.08.2012 REGARDING TRAIN MISHAPS.

(a): 25 passengers lost their lives, 14 suffered grievous injuries and 19 suffered simple injuries in the rear-end collision of 16591 Hubli - Bangalore City Hampi Express with a stationary Goods Train at Penukonda Station of Dharmavaram - Bangalore section of Bangalore Division of South Western Railway on 22.05.2012. In other accident of derailment of 13009 Howrah-Dehradun Express on 31.05.2012 between Mehrawan and Khetasarai stations of Varanasi-Faizabad-Lucknow section of Lucknow Division of Northern Railway, 3 passengers lost their lives, 4 suffered grievous injuries and 23 suffered simple injuries.

(b) & (c): Compensation is payable only after a claim is filed in the Railway Claims Tribunal (RCT) and a decree is awarded by the Tribunal. In the rear end collision of 16591 Hampi Express with a stationary Goods Train at Penukonda Station on 22.05.2012, only four claims have been filed in the Tribunal and decrees are yet to be awarded by the Tribunal. However, enhanced ex-gratia at the rate of Rupees five lakhs to the next of kin of each deceased, Rupees one lakh to each grievously injured and ` 50,000/- to each simple injured has been announced. Ex-gratia has since been paid to all the victims except in 8 cases of simple injury as the addresses of these injured persons are not known.

In the derailment of 13009 Howrah - Dehradun Express on 31.05.2012, no claim for compensation has been filed by the victims so far. However, enhanced ex-gratia at the rate of Rupees five lakhs to the next of kin of each deceased, Rupees one lakh to each grievously injured and ` 25,000/- to each simple injured has been announced. Ex-gratia has since been paid to all the victims.

(d) & (e): Statutory inquiry into the rear-end collision of 16591 Hampi Express with a stationary Goods train on 22.05.2012 is being conducted by the Commissioner of Railway Safety, Southern Circle under the Ministry of Civil Aviation and its report is awaited. In the derailment of 13009 Howrah-Dehradun Express on 31.05.2012 also, statutory inquiry is being conducted by the Commissioner of Railway Safety, Northern Circle and its report is awaited. Disciplinary action shall be initiated after receipt of the final report and fixing of responsibility against the officials found guilty.

(f): The number of consequential train accidents excluding cases of trespassing at unmanned level crossings decreased from 93 in 2010-11 to 77 in 2011-12. Collisions increased from 5 in 2010-11 to 9 in 2011-12 due to failure of railway staff. However, in the current year during April to July, 2012, such collisions decreased from 3 to 2 in comparison to the corresponding period of the previous year. Derailments decreased from 80 in 2010-11 to 55 in 2011-12 and in the current year during April to July, 2012, derailments increased marginally from 16 to 17 in comparison to the corresponding period of the previous year.

(g): Measures taken to prevent collisions include provision of Complete Track Circuiting of the station section, Fouling Mark to Fouling

Mark track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes, provision of Anti - Collision Device (ACD)/Train Collision Avoidance System (TCAS), Train Protection and Warning System (TPWS), Auxiliary Warning System (AWS), Vigilance Control Device, Block Proving Axle Counters (BPAC), etc. Measures taken to prevent derailments include:

- (i) Upgradation of track structure consisting of PSC sleepers, 52 kg/60 kg high strength rails for higher axle loads and high density routes; new construction and replacement is done with PSC sleepers only,
- (ii) Long rail panels of 260 Meters/130 Meters length to minimize number of welded joints to avoid rail fractures,
- (iii) Upgradation of Alumino Thermit Welding and increased use of mobile flash butt welding,
- (iv) Progressive mechanization of track maintenance using sophisticated machines to provide safe and efficient output,
- (v) Wheel Impact Load Detectors (WILD) alongside tracks to detect unsafe movement of flat wheels over the track.
- (vi) Regular patrolling of railway tracks at vulnerable locations including night patrolling and winter patrolling.
- (vii) Special Safety Inspection Drive has been launched for inspection of the cuttings and vulnerable locations.