

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:3410
ANSWERED ON:13.12.2012
TRAIN COLLISION NEAR SIWAN
Ramasubbu Shri S.

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways are aware of the recent incident of train collision with a college bus near Siwan (Bihar) in which some students lost their lives and scores of them injured;
- (b) if so, the details thereof and the details of compensation paid to the dead/injured;
- (c) whether any probe is ordered to ascertain the cause of the accident and the steps taken to prevent the recurrence of such incidents; and
- (d) if so, the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY)

(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. 3410 BY SHRI S.S. RAMASUBBU TO BE ANSWERED IN LOK SABHA ON 13.12.2012 REGARDING TRAIN COLLISION NEAR SIWAN.

(a) & (b): On 26.09.2012 at 15.05 hrs., while the train No. 13019 Howrah – Kathgodam Bagh Express was on run between Siwan and Pachrukhi stations of Chhapra Kacheri - Gorakhpur section of Varanasi Division of North Eastern Railway, one Bus dashed against the train engine at Manned Level Crossing Gate No. 90 'A' Special. As a result, 10 persons lost their lives, 6 persons sustained grievous injuries and 2 persons sustained simple injuries (all occupants of the bus). Railway has no statutory liability under the Railways Act, 1989 or Claims Tribunal Act, 1987, for payment of compensation in case of accidents at level crossings caused due to negligence of road vehicle users in which railway passengers are not involved. However, the victims or their dependants can claim compensation by moving Motor Accident Claims Tribunal (MACT)/Courts of law and the compensation is paid if any contributory negligence is proved on the part of the Railway Administration. However, considering the severity of the incident, an ex-gratia relief amounting to ` five lakhs each to the next of kin of each deceased, ` one lakh to each grievously injured and ` 25,000/- to each simple injured person has been announced by the Ministry of Railways as a special case on humanitarian grounds in this incident. Accordingly, a total amount of ` 66,75,000/- has been disbursed by the Railways to all the victims, except one grievously injured person who could be paid ` 25000/- only and balance amount of ` 75000/- could not be paid as he left the hospital without information.

(c) & (d): This accident has been inquired into by a Senior Administrative Grade level Departmental Enquiry Committee. As per report of the Inquiry Committee, the accident was caused due to failure of Loco Pilot (LP) and Assistant Loco Pilot (ALP) in observing the gate signals and failure of Station Master (SM)/Siwan in ensuring the closure of the gate.

The Loco Pilot, Assistant Loco Pilot and Station Master/Siwan have been held primarily responsible, and Sectional Junior Engineer/Permanent Way and the Gateman have been held secondarily responsible. Measures have been taken to prevent cases of signal passing at danger by loco pilots which include the following:-

- (i) Proper counselling of Loco Pilots and Assistant Loco Pilots by their designated Loco Inspectors and Branch Officers.
- (ii) Provision of Vigilance Control Device on diesel and electric locomotives to keep the Loco Pilots vigilant.
- (iii) Structured training at various stages for safety category staff including Loco Pilots and Assistant Loco Pilots at initial/promotional stages alongwith refresher courses to help them in assimilating transfer of technology and skill upgradation. Training modules of LPs and ALPs have been revised and special emphasis is being given to practical training.
- (iv) Simulation training for Loco Pilots and Assistant Loco Pilots.
- (v) Periodic medical examination of Loco Pilots and Assistant Loco Pilots at a fixed periodicity and holding of Breathalyzer test on them before taking them on duty.
- (vi) Adequate rest to the running staff is provided at stations as well as at outstations as per rules; running rooms have been upgraded

to provide conducive environment to the running staff at outstations.

(vi) Provision of Auxiliary Warning System (AWS) in Mumbai suburban area so that motorman maintains speed as per aspect of the signal.

(vii) Provision of Train Protection Warning System (TPWS) and development of Train Collision Avoidance System (TCAS) to prevent Signal Passing at Danger as well as collisions.