# GOVERNMENT OF INDIA
# RAILWAYS
# LOK SABHA

UNSTARRED QUESTION NO:1252
ANSWERED ON:12.12.2013
MANGLA EXPRESS ACCIDENT
Antony Shri Anto;Choudhary Shri Bhudeo;Devi Aswamedh;Kateel Shri Nalin Kumar;Mani Shri Jose K.;Sugavanam Shri E.G.

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

(a) whether the Railways are aware about the Mangla Express derailment accident that occurred near Nashik in Maharashtra on 15 November, 2013;

(b) if so, the details thereof along with loss of life and property and the preventive steps taken by the Railways to check recurrence of such incidents;

(c) whether any inquiry has been conducted to find out the cause of the said derailment and if so, the details thereof; and

(d) the details of the compensation provided to the victims of the said accidents?

## 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.1252 BY SHRIMATI ASHWAMEDH DEVI, SHRI BHUDEO CHOUDHARY, SHRI ANTO ANTONY, SHRI JOSE K. MANI, SHRI NALIN KUMAR KATEEL AND SHRI E.G. SUGAVANAM TO BE ANSWERED IN LOK SABHA ON 12.12.2013 REGARDING MANGLA EXPRESS ACCIDENT.

(a): Yes, Madam.

(b): On 15.11.2013 at 06.20 hours, while the Train No.12618 Up Nizamudin-Ernakulum Mangala Lakshdweep Express was on run between Ghoti and Igatpuri stations of Bhusawal division of Central Railway, its train engine and 13 coaches derailed out of which 3 coaches capsized. In this accident, 3 passengers lost their life, 10 passengers suffered grievous injuries and 13 suffered simple injuries. Cost of damage to railway assets due to this accident is part of the CRS inquiry.

Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. Measures taken by Indian Railways to prevent derailments are as under:

i. Upgradation of track structure consisting of Pre Stressed Concrete (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. Use of modern diagnostic aids like Ultrasonic Rail Flaw Detectors (USFD) for testing of rails to detect flaw,

v. Use of Rail Grinding Machines to enhance safety against rail fractures.

vi. Progressive mechanization of track maintenance using sophisticated machines to provide safe and efficient output,

vii. Wheel Impact Load Detectors (WILD) alongside tracks to detect unsafe movement of flat wheels over the track,

viii.Regular patrolling of railway tracks at vulnerable locations including night patrolling and winter patrolling,

ix. Special Safety Inspection Drive at regular intervals.

(c): A statutory inquiry into the above accident is underway by the Commissioner of Railway Safety (CRS)/Central Circle under the Ministry of Civil Aviation.

(d): Compensation for death/injury in train accidents/untoward incidents (as defined under Sections 124/124-A of the Railways Act, 1989) is paid by the Railways after a claim for compensation is filed in Railway Claims Tribunal (RCT) and the decree so awarded by the Tribunal in favour of the claimant is decided to be satisfied by the Railway. No compensation has been paid by the Railway as no decree has so far been received by the Railways for award of compensation for the said accident. However, ex-gratia relief as per rules has been granted.