

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:1309

ANSWERED ON:01.12.2014

TRAIN ACCIDENTS

Scindia Shri Jyotiraditya Madhavrao;Shewale Shri Rahul Ramesh;Venkatesh Babu Shri T.G.

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the train accidents in the country including the State of Maharashtra during the last three years, Zone and Year-wise and the recent one in which Barauni Express collided with Krishak Express near Gorakhpur Cantonment railway station recently;
- (b) whether the number of accidents has increased during the last three years and if so, the details thereof, Zone and Year-wise;
- (c) whether the Railways have paid compensation to the next of kin of the victims and injured and if so, the details thereof; 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. 1309 BY SHRI VENKATESH BABU T. G., SHRI JYOTIRADITYA M. SCINDIA AND SHRI RAHUL SHEWALE TO BE ANSWERED ON 01.12.2014 IN LOK SABHA REGARDING TRAIN ACCIDENTS.

(a): Category-wise and year-wise number of consequential train accidents excluding incidents of trespassing at unmanned level crossings caused due to negligence of road vehicle users, during the last three years and the current year (upto October, 2014), is given below:

Type of	2011-12	2012-13	2013-14	2014-15
Accident				(Upto October, 2014)
Collision	9	6	4	4
Derailments	55	49	53	49
Manned Level Crossing	7	5	4	4
Accidents				
Fire in	4	9	7	3
Train				
Miscellaneous	2	0	3	1
Total	77	69	71	61

Number of consequential train accidents excluding incidents of trespassing at unmanned level crossings in the state of Maharashtra during 2011-12, 2012-13, 2013-14 and the current year (upto October, 2014) were 07, 09, 11 and 12, respectively.

Zone-wise and year-wise number of these consequential train accidents during the last three years and the current year (upto October, 2014), is given below:

Railways	2011-12	2012-13	2013-14	2014-15
				Upto October, 2014
No. of	No. of	No. of	No. of	
Accidents	Accidents	Accidents	Accidents	
Central	5	7	7	9
East Coast	8	8	4	6
East Central	7	7	7	8
Eastern	6	4	5	3
North Central	9	6	2	4
North Eastern	2	2	1	7
Northeast	7	3	3	3
Frontier				
Northern	9	7	10	7
North Western	4	1	4	1
South Central	5	4	4	3
Southeast	1	3	6	0
Central				

South Eastern	1	2	6	3
Southern	3	1	3	0
South Western	2	6	3	3
West Central	7	3	1	1
Western	1	4	4	0
Konkan	0	1	1	3
Total	77	69	71	61

An unfortunate accident of side collision of Train No. 15007 Up Manduadih-Lucknow Krishak Express with Train No. 15204 Dn. Lucknow-Barauni Express took place at Gorakhpur Cantonment Station on Gorakhpur Cantonment - Chhapra Section of Lucknow Division of North Eastern Railway on 30.09.2014. On 30.09.2014 at 22.50 hrs, while Train No. 15007 Up Manduadih-Lucknow Krishak Express was required to stop at Up Home Signal of Gorakhpur Cantonment, it overshot the Up Home Signal and side collided with Train No. 15204 Dn Lucknow-Barauni Express which was leaving Gorakhpur Cantonment station towards Chhapra. As a result, one Second Class coach of Train No. 15204 derailed and another two Second Class Coaches (6th and 7th from train engine) capsized. In this unfortunate incident, 13 passengers lost their lives, 17 passengers suffered grievous injury and 30 passengers suffered simple injury. As per the preliminary report of Commissioner of Railway Safety/North Eastern Circle, the accident was caused due to disregard of Home Signal of Gorakhpur Cantonment Station by the Engine Crew of train No. 15007 Up. Krishak Express.

(b): Consequential train accidents excluding incidents of trespassing at unmanned level crossings, decreased from 77 in 2011-12 to 69 in 2012-13. However, these accidents increased from 69 in 2012-13 to 71 in 2013-14.

(c): The amount of compensation paid to the victims for death/injury in train accidents (under Section 124 of the Indian Railways Act, 1989) during the last three years i.e., 2011-12, 2012-13, 2013-14 and the current year (upto 24th November, 2014) has been estimated to 510.78 lakhs (approx.), 319.63 lakhs (approx.), 149.22 lakhs (approx.) and 102.18 lakhs (approx.), respectively. Compensation paid during a year relates to the cases settled and not necessarily to accidents during that year.

(d): 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. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/ systems being progressively installed to prevent accidents include provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), LED Signals, Vigilance Control Device (VCD). Certain Safety devices/systems are under development stage and these include Train Collision Avoidance System (TCAS), Train Protection and Warning System (TPWS), etc.