

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:1125

ANSWERED ON:17.07.2014

DERAILMENT OF DELHI DIBRUGARH RAJDHANI EXPRESS

Adhikari Shri Suwendu;Mahadik Shri Dhananjay Bhimrao;Nayak Shri B.V.;Owaisi Shri Asaduddin;Puttaraju Shri C.S.;Satav Shri Rajeev Shankarrao;Sule Smt. Supriya Sadanand;Yeddyurappa Shri B. S.

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

- (a) the details of number of persons injured and killed in the recent derailment of New Delhi-Dibrugarh Rajdhani Express train near Chhapra in Bihar;
- (b) whether any inquiry has been conducted to identify reasons for the accident;
- (c) if so, the details thereof and if not, the reasons therefor; and
- (d) the steps taken/ being taken by the Railways to ensure passenger safety to prevent such accidents in the future?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA)

(a): 4 passengers lost their lives, 6 passengers sustained grievous injury and 17 passengers sustained simple injury in the recent derailment of New Delhi- Dibrugarh Rajdhani Express train near Chhapra in Bihar on 25.06.2014.

(b) to (d): Statutory inquiry into the derailment of Train No.12236 Dn New Delhi-Dibrugarh Rajdhani Express between Chhapra Kacheri and Goldenganj stations on Chhapra-Sonepur Section of Sonepur Division of East Central Railway at 02:12 hours on 25.06.2014 is being conducted by the Commissioner of Railway Safety (CRS), North Eastern Circle under the Ministry of Civil Aviation and the report is awaited. However, measures taken to prevent derailments include: (1) Upgradation of Track Structure consisting of Pre Stressed Concrete (PSC) sleepers, 52 kg/60 kg, high strength (90kg/mm<sup>2</sup> ultimate tensile strength) rails on concrete sleepers, fanshaped layout on PSC sleepers, Steel Channel Sleepers on girder bridges adopted on most of the routes. (2) Track structure is being standardized with 60 kg rails and PSC sleepers on all the Broad Gauge routes, especially on high density routes, to reduce fatigue of rails under higher axle-load traffic. (3) New construction and replacement is done with PSC sleepers only. (4) Long rail panels of 260 Meters/130 Meters length are being manufactured at the steel plants to minimize number of welded joints. (5) Reduction in Thermit welded joints on rails, use of SPURT Cars for Rail flaw detection. (6) All rails and welds are ultrasonically tested as per laid down periodicity. (7) Progressively shifting to flash butt welding which is superior in quality compared to Alumino Thermit (AT) welding. (8) Progressive use of modern track maintenance machines viz. Tie Tamping, Ballast Cleaning Machines, Track Recording Cars, Digital Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, etc. (9) Two Rail Grinding Machines are being procured. Rail Grinding and rail lubrication for enhanced rail life and reliability has been recently introduced. (10) Electronic monitoring of track geometry is carried out to detect defects and plan maintenance. (11) Modern Bridge inspection techniques for determining health of the bridges. (12) Introduction of Wheel Impact Load Detector (WILD). (13) Regular patrolling of railway tracks at vulnerable locations including night patrolling and intensifying patrolling during foggy weather. (14) To minimize effects of accidents, LHB coaches with Centre Buffer Couplers and having anti-climbing features, are being inducted in the fleet of coaching stock of Indian Railways.