GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 861
TO BE ANSWERED ON 20.12.2017

DERAILMENT IN CHITRAKOOT

861.SHRI MALYADRI SRIRAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a train derailment in Chitrakoot district of Uttar Pradesh on November 24, 2017;

(b) if so, whether this derailment was due to track fracture and if so, the details thereof;

(c) the reasons for the persistent recurrence of 'track fracture' leading to rail accidents;

(d) whether there is no scientific track fracture detection mechanism in place since January 1, 2017 and if so, the reasons therefor; and

(e) steps proposed to enhance safety of Railways?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 861 BY SHRI MALYADRI SRIRAM TO BE ANSWERED IN LOK SABHA ON 20.12.2017 REGARDING DERAILMENT IN CHITRAKOOT

(a) & (b): Yes, Madam. 14 coaches of Train No.12741 Down Vasco Da Gama-Patna Express derailed at Manikpur Station between Manikpur-Allahabad Section over Allahabad Division of North Central Railway on 24.11.2017 in Chitrakoot District of Uttar Pradesh. A statutory inquiry into the said derailment has been ordered to be conducted to determine the reasons of the accident by the Commissioner of Railway Safety (CRS) North Eastern Circle, Lucknow under the Ministry of Civil Aviation.

(c) & (d): Track fracture occurs due to wear of track, corrosion, rolling stock defects, sudden material failure etc. Indian Railways have a system of daily inspection of railway tracks by keyman to detect fractures as per provisions of Indian Railway Permanent Way Manual (IRPWM). In addition, cold weather patrolling of track during specific period is done as per instructions of manual of long welded rail. Also, trial of Broken Rail Detection System based on guided ultrasonic waves to detect fractures in rail has been undertaken on 25 km railway track length on Northern Railway and North Central Railway.

(e): 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. Preventive and predictive maintenance of the Railway assets is undertaken to ensure safe train operation. Safety devices/systems being used to prevent accidents include Electronic Intelocking, track circuiting, provision of Block Proving Axle Counters (BPAC), Colour Light LED Signals, Train Protection Warning Systems (TPWS), Vigilance Control Device (VCD), Fog Pass Device, usage of 52kg/60 kg, 90 or higher UTS rails and Pre-stressed Concrete Sleepers, use of vehicular digital types of machines for ultrasonic flaw detection (USFD), Technology of Alumino Thermit welds has been upgraded by introduction of Auto weigh method, pre-heating with compressed air petrol and 3 piece moulds, so as to upgrade the quality and reliability of welds. Electronic monitoring of track geometry is carried out to detect defects and plan maintenance. Steel Channel Sleepers on girder bridges is being used while carrying out primary track renewals. Further it has been decided to lay Thick webs switches, Weldable Cast Maganese Steel crossings on identified routes. Progressive use of Linke Hofmann Busch

(LHB) Coaches, use of Centre Buffer Coupler with Integral Coach Factory (ICF) Coaches, etc. Railway tracks are replaced on age cum condition basis through track renewal works which is an ongoing process. Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examinations etc. Besides, patrolling of tracks, footplate inspections and safety reviews at various levels, etc are regularly conducted to continuously monitor and improve safety aspects of the Indian Railways.

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