

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 897  
TO BE ANSWERED ON 20.12.2017**

**DERAILMENT OF VASCO DA GAMA -PATNA EXPRESS**

**897.SHRI S.P. MUDDAHANUME GOWDA:**

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

- (a) whether Vasco Da Gama-Patna Express derailed recently and if so, the reasons therefor;**
- (b) the number of people injured/died in this accident and the amount of compensation paid, if any;**
- (c) whether any investigation has been initiated/conducted in regard to the said accident;**
- (d) if so, the details and outcome thereof; and**
- (e) the steps taken/being taken by the Railways to avoid such rail accidents in future?**

**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. 897 BY SHRI S.P. MUDDAHANUME GOWDA TO BE ANSWERED IN LOK SABHA ON 20.12.2017 REGARDING DERAILMENT OF VASCO DA GAMA-PATNA EXPRESS**

**(a): 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. Statutory inquiry into the derailment of Train No.12741 Down Vasco Da Gama-Patna Express 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.**

**(b): As a result of this accident, four (04) rail passengers lost their lives and eight (08) were injured, in derailment of Vasco Da Gama Patna Express. Ex-gratia of ₹ 26,50,000/- has been paid by Railways to the next of kin of the passengers who lost their lives and to the passengers who sustained injuries. Compensation is paid on the decree awarded by Railway Claims Tribunal (RCT).**

**(c) & (d): A statutory inquiry into the derailment of Train No.12741 Down Vasco Da Gama-Patna Express 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. The Commissioner of Railway Safety (CRS) North Eastern Circle, Lucknow under the Ministry of Civil Aviation has not submitted its report.**

**(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 Interlocking, 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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