

**Doubling and electrification of Ghaziabad-Meerut
railway line**

†3057. SHRI MAHENDRA SINGH MAHRA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the task of doubling and electrification of railway line between Ghaziabad and Meerut has been completed;
- (b) whether the number of passengers travelling by this train route has decreased;
- (c) if not, the reasons for new passenger trains not being introduced between New Delhi and Meerut;
- (d) by when is the operation of new passenger trains expected to commence between New Delhi and Meerut; and
- (e) the details of alternative arrangements for the increasing number of passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) Ghaziabad-Meerut rail line is already double lined. Electrification work of the section is in advance stage of completion.

(b) Yes, Sir. There has been a decrease in the number of passengers who travelled between Ghaziabad-Meerut-Ghaziabad sector during the period from April, 2013 to January, 2014 as compared to the corresponding period of last year.

(c) to (e) At present, Delhi is well connected with Meerut. Recently, 22917/22918 Bandra (T)-Haridwar Express and 14521/14522 Delhi-Ambala Cantt. Express, announced in Railway Budget 2013-14 and in Parliament have been introduced *w.e.f.* 25.09.2013 and 14.09.2013 respectively. Besides, introduction of trains is an ongoing process on Indian Railway subject to operational feasibility, commercial viability, availability of resources etc.

Train fire accidents

3058. SHRI DEVENDER GOUD T.: Will the Minister of RAILWAYS be pleased to state:

- (a) the reasons that trains, in recent months, are catching fire and killing number of people;
- (b) the details of each of the fire accident that took place in the last three years, year-wise and incident-wise;

†Original notice of the question was received in Hindi.

(c) the reasons for each of such accident and remedial measures taken thereafter to contain future accidents; and

(d) what special emphasis is given on fire safety in Twelfth Plan not only in trains but also at stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) During the period from 1st December, 2013 to 31st January, 2014, there have been 03 consequential train accidents involving fire in trains over Indian Railways. On 28.12.2013, one Air Conditioned 3 Tier coach of Train No. 16594 Bangalore-Nanded Express caught fire over Bangalore Division of South Western Railway causing loss of lives of 26 passengers, grievous injury to 05 passengers and simple injury to 01 passenger. As per preliminary report of Commissioner of Railway Safety (CRS)/Southern Circle, this accident was probably caused 'due to the advertent act or by an act of negligence on the part of unidentified passenger(s) or person(s)'.

On 06.01.2014, one General Class Coach of Train No. 12809 Mumbai - Howrah Mail caught fire over Bhusawal Division of Central Railway wherein no loss of life or injury was involved. Departmental inquiry into this accident is underway

Further, on 08.01.2014, three Sleeper Class Coaches of Train No. 19019 Mumbai-Dehradun Express caught fire over Mumbai Division of Western Railway resulting into loss of lives of 09 passengers. Statutory inquiry into this accident by the Commissioner of Railway Safety/Western Circle is underway.

(b) and (c) Year-wise, Zone-wise and Section-wise details of consequential fire incidents on Indian Railways alongwith their cause analysis during the last three years *i.e.* 2010-11 to 2012-13, is given below:

2010-11

Date	Zone	Section	Description	Casualty	Level of inquiry	Cause
1	2	3	4	5	6	7
07.06.2010	West Central	Khandwa-Etarasi	Fire in the rear SLR of Train No. 5017 Gorakhpur Express	Nil	Departmental	Failure of other than Railway staff
07.03.2011	South Central	Manoharabad-Secunderabad	Fire under one Diesel Power Coach of Train No. 77623 Passenger	Nil	Commissioner of Railway Safety (CRS), Southern Circle	Failure of Railway staff

2011-12

18.04.2011	West Central	Nagda-Kota	Fire in two 3 AC Coaches and one pantry car of Train No. 12951 Mumbai Rajdhani Express	Grievous-01, Simple-01	CRS/Western Circle	Failure of other than Railway staff
25.10.2011	West Central	Itarsi-Jabalpur	Fire in one General Coach of Train No. 11061 Muzaffarpur Express	Simple-01	Departmental	Failure of other than Railway staff

22.11.2011	East Central	Gomoh-Gaya	Fire in two 3AC Coaches of 13009 Doon Express	Killed-09 Simple-02	CRS/Eastern Circle	Failure of other than Railway staff
13.01.2012	East Coast	Bhadrak-Duvada	Fire in one General Sleeper coach of 12842 Coromandel Express	Nil	Departmental	Failure of Railway staff
2012-13						
18.05.2012	Central	Nagpur-Amla	Fire in Parcel Van of Train No. 16031 Andaman Express	Nil	Departmental	Failure of other than Railway staff
30.05.2012	West Central	Bhopal-Itarsi	Smoke was observed from the Track Recording Car in RDSO Special Train	Nil	CRS/Southern Circle	Failure of Railway staff
30.05.2012	Western	Indore-Ratlam	Fire in one coach of Train No. 52976 Akola-Ujjain Fast Passenger	Nil	Departmental	Failure of other than Railway staff
07.06.2012	North Central	Bina-Jhansi	Fire in one General Coach of Train No. 12943 Udyogkarmi Express.	Nil	Departmental	Failure of other than Railway staff
30.07.2012	South Central	Vijaywada- Gudur	Fire in one Sleeper Coach of Train No. 12622 Tamil Nadu Express	Killed-30, Grievous-06, Simple-22	CRS/Southern Circle	Failure of other than Railway staff

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1	2	3	4	5	6	6
30.11.2012	North Central	Jhansi-Gwalior	Fire in one 3 AC Coach which also spread to the next 3AC coach of Train No. 12615 Grand Trunk Express	Nil	Departmental	Failure of other than Railway staff
04.12.2012	Central	Panvel-CSTM	Fire in Motor Coach of Train No. AD-30.	Grievous-03, Simple-08	CRS/Central Circle	Failure of Railway staff
14.01.2013	North Central	Kanpur-Jhansi	Fire in 04 empty Sleeper Class Coaches of train No. 11123 Barauni-Gwalior Mail	Nil	Departmental	Failure of Railway staff

Railways have taken various measures to prevent incidents of fire in trains, which include the following:—

- (i) Indian Railways have always endeavoured to enhance fire worthiness of coaches by using fire retardant furnishing materials such as Compreg Board/ PVC for coach flooring, laminated sheets for roof, ceiling wall and partition panelling, Rexene and cushioning material for seats and berths, FRP Windows and UIC Vestibule etc.
- (ii) Railways have also taken measures to prevent fire due to electrical short circuits in coaches, which include (a) Multi-tier electrical protection system and fire retardant cables are used in all coaches working on Indian Railways for prevention of fire due to any electrical defect, (b) separation of positive and negative wires, (c) use of fire retardant material in all electrical items.
- (iii) With a view to improve fire safety in running trains, a pilot project for Automatic Fire and Smoke detection system has been provided on coaches of one rake of Train No. 22812 and 22824 New Delhi — Bhubaneswar Rajdhani Express and one rake of Train No. 12425 New Delhi — Jammu Tawi Rajdhani Express. Based on the feedback, technical specification has been revised and air brake system has been interfaced with this system for stoppage of trains in emergency situations. Similar automatic fire alarm system in 20 more rakes for extended field trials has also been decided. The system will provide advance warning in case of any fire hazard in running train and thus enable the passengers to protect them from fire.
- (iv) Portable dry chemical powder type fire extinguishers are being provided in all air-conditioned coaches, second class-cum-guard and luggage van, pantry cars and train locomotives in all mainline trains.
- (v) Introduction of electrical induction based cooking appliances in replacement of LPG based equipment in a phased manner.
- (vi) Detailed instructions have been issued to zonal railways for observance of safe practices in handling of pantry cars and for ensuring periodical inspection of electrical and LPG fittings in the pantry cars.
- (vii) Prohibition of petrol/diesel in two wheelers booked as luggage/parcel.
- (viii) Intensive publicity campaigns to prevent the travelling public from carrying inflammable and explosive goods are regularly undertaken.
- (ix) Strict enforcement of no smoking policy inside trains and on railway premises.

- (x) Two separate Fire Safety Audit Teams have been constituted recently to plan safety audit in selective stations, coaching depots and workshops, etc.
- (d) The Twelfth Five Year Plan in its Section on Railway Safety has enumerated various key areas relating to safety to be taken up during the plan period including provision of all furnishing materials in the coaches with superior fire retardant properties in line with international norms to prevent incidents of fire in trains and provision of Intelligent Fire Surveillance and Extinguishing System in locos.

Target for railway route electrification

3059. SHRI Y.S. CHOWDARY: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has fixed any target for railway route electrification, during the last three years, if so, the details thereof;
- (b) the details of target fixed/achieved, during the last three years;
- (c) the details of target fixed/achieved for the current financial year 2013-14; and
- (d) whether Government is satisfied with the targets achieved, so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) to (c) Yes, Sir. The target set and achievements made during the last three years and current year *i.e.* 2013-14 (upto January 2014), for Railway Electrification are as under:—

Year	Target (in Route Kilometres)	Achievement (in Route Kilometres)
2010-11	1000	975
2011-12	1000	1165
2012-13	1200	1317
2013-14	1300	774 (upto January, 2014)

- (d) Yes, Sir. As against cumulative target of 3200 Route Kilometres in past three years (2010-11 to 2012-13) the achievement has been 3457 Rout Kilometres; *i.e.*, more than the target.

Death on railway tracks

3060. SHRI D.P. TRIPATHI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that more then 15,000 people die on the tracks in the country every year, if so, the reasons therefor; and