

Derailment of new Farakka express

†2683. CH. SUKHRAM SINGH YADAV:

SHRIMATI CHHAYA VERMA:

SHRI VISHAMBHAR PRASAD NISHAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the findings of the inquiry into the derailment of new Farakka Express in Rae Bareilly in October, 2018;

(b) the number of rail accidents in Uttar Pradesh in last five years and the number of cases in which human negligence has been a factor;

(c) whether maintenance of railway lines is being carried out by private contractors;

(d) the number of posts of track maintainer (gangman) sanctioned in Indian Railways and the number of persons working against them; and

(e) the stretch of track which a gangman has to maintain on daily basis and whether the work is being done as per Engineering Code?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) The statutory inquiry into the derailment of Train No.14003 Up Malda Town-New Delhi (New Farakka) Express at East Yard of Harchandpur Station of Lucknow-Rae Bareilly section Broad Gauge, Single Line, Non-Electrified section of Lucknow Division of Northern Railway on 10.10.2018 has been conducted by the Commissioner of Railway Safety (CRS), Northern Circle, New Delhi under the Ministry of Civil Aviation. The Commission has submitted the preliminary inquiry in respect of the said derailment, wherein its provisional findings, it has been provisionally concluded that the said derailment occurred due to loss of integrity of the interlocking system of signalling by human interference either in Relay Room or in Location box by railway staff and has classified the said accident as “failure of railway staff.”

(b) Details of train accidents are maintained Zonal Railway-wise and not State-wise. North Central Railway, North Eastern Railway and Northern Railway cover most of the part of Uttar Pradesh State. The number of consequential train accidents and the number of accidents attributed to human negligence, over these Zonal Railways during the last five years are as under:—

† Original notice of the question was received in Hindi.

Year	Number of consequential accidents				Number of consequential accidents on account of human negligence
	North Central Railway	North Eastern Railway	Northern Railway	Total	
2013-14	4	6	16	26	24
2014-15	7	14	20	41	36
2015-16	4	9	20	33	31
2016-17	7	3	14	24	22
2017-18	5	5	16	26	25

(c) On Indian Railways, majority of regular systematic track maintenance activities are done by track machines owned and operated by permanent railway staff. Other maintenance activities as required are carried out mostly by sectional gangs. However, some of the activities mostly pertaining to track renewal and incidental to track maintenance have been identified for execution through contracts under the supervision of railway staff.

(d) Staff strength position of Track Maintainer Grade-I, II, III, IV (Mate, Keyman, Trackman, Gateman, Patrolman, Trolleyman) as on 01.10.2018 is as under:—

Sanctioned strength	Men on roll	Vacancy
268009	211191	56818

(e) The track is maintained as per the provisions contained in Indian Railway Permanent Way Manual and Manual of Long Welded Rails etc. Length of track with each gangman varies from about 5 to 8 km.

Audio-visual warnings at level crossings

2684. SHRI VIVEK K. TANKHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Standing Committee on Railways recommended audio-visual warnings to be implemented at level crossings to warn road users about approaching trains but the Ministry has not been able to achieve the target; and

(b) if so, the details of the implementation of such warnings in the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) Standing Committee on Railways has recommended provision of audio-visual warning to road users about an approaching train at all level crossings