

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:3849

ANSWERED ON:08.08.2002

LAYING OF OLD TRACK

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Will the Minister of RAILWAYS be pleased to state:

- (a) whether tracks on busy routes outlived their utility but not discarded;
- (b) whether these removed tracks from one place are re-laid on routes that are not so busy;
- (c) if so, the details thereof and the reasons therefor;
- (d) whether tracks manufactured in 1947 were removed from somewhere and installed in the Jodhpur division in 1987 which ultimately resulted in derailment of 11 coaches and the engine;
- (e) if so, the details thereof and the loss suffered by the Railways on this account; and
- (f) the reasons for which the use of outdated tracks had been allowed?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA)

(a) to (f): The released rails and sleepers from busy lines are segregated into second hand serviceable rails and sleepers i.e. rails and sleepers still having balance life and scrap rails and sleepers i.e. rails and sleepers not having balance life. The released serviceable rails are scanned ultrasonically before using them for renewal on routes having lighter traffic. The Phulera-Degana Metre Gauge sections of Jodhpur Division was renewed in 1987 with second hand 90R rails manufactured in 1947 and released from Broad Gauge sections. At the time of gauge conversion, the same rails were used. The cause of the derailment of Delhi-Mandore Express in October, 2001 has been held as "fracture of Alumino- Thermit welded joint of rail". The total cost of damages to Railway assets was assessed at Rs.65.43 lakh.