

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:387
ANSWERED ON:20.02.2003
DERAILMENT OF KAMRUP EXPRESS
SWADESH CHAKRABORTTY

Will the Minister of RAILWAYS be pleased to state:

- (a) whether attention of the Government has been drawn to the derailment of Kamrup Express on January 10, 2003;
- (b) if so, whether due to severe cold chinks developed in rail lines resulting in derailment;
- (c) if so, the practice for weather/climatic acclimatization of rail lines for years has been abandoned; and
- (d) if so, the reasons therefor?

Answer

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

(a): Yes, Sir.

(b) to (d): As per provisional findings contained in Preliminary Inquiry Report of Commissioner of Railway Safety/Northeast Frontier Circle, derailment of Kamrup Express on New Bongaigaon-Guwahati Section of Alipurduar Division on 10.01.2003, was due to failure of the right hand rail in the heat affected zone. Hence, the cause of accident is attributed to the 'failure of equipment'.

Rail steel is subject to contraction and expansion depending upon temperature. In case, the rail temperature goes beyond the specified limits, hot weather and cold weather patrolling is introduced as per laid down instructions. Rail, as a material, neither needs weather/climatic acclimatization nor had there been ever such a practice.