

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2
ANSWERED ON:19.11.2009
FRACTURE OF RAIL TRACKS IN WINTER
Reddy Shri Anantha Venkatarami

Will the Minister of RAILWAYS be pleased to state:

- (a) whether due to temperature fall, Railways are facing problems of rail line fracture, particularly during the winter months in northern parts of the country;
- (b) if so, the total number of cases of rail line fractures reported from different parts of the country during the period 2008-2009 and the damage caused by these fractures;
- (c) whether the Railways have conducted any survey in this regard; and
- (d) if so, the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA)

(a) to (d): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.2 BY SHRI A. VENKATARAMI REDDY TO BE ANSWERED IN LOK SABHA ON 19.11.2009 REGARDING FRACTURE OF RAIL TRACKS IN WINTER.

- (a): Yes, Madam. Railway is aware of the effect of fall in temperature, especially during winter season, on rails and rail joints.
- (b): The total number of cases of rail fractures reported from different parts of the country during the period 2008-2009 is 5353nos. The main effect of these fractures is on punctuality of trains. However, there have also been stray cases of accidents due to rail fractures. These fractures have caused an approximate damage of Rs.5.79crore.
- (c): Yes, Madam.
- (d): Following action is taken to reduce such fractures/failures:-
 - 1) Identification of fracture prone stretches.
 - 2) Effective painting of rails and welds in corrosion prone areas. Special painting and greasing to check corrosion in liner contact area.
 - 3) Ultrasonic Flaw Detection testing as per laid down schedules.
 - 4) Provision of Joggled Fishplates over overaged and defective Alumino Thermic welds.
 - 5) Rail renewal in identified stretches prone to rail fractures in corrosion prone areas.
 - 6) Through Weld Renewal in identified stretches of weld failures.
 - 7) Intensive patrolling of identified Rail/Weld fracture prone stretches.
 - 8) Destressing of Long Welded Rails where abnormal behavior is noticed.