

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:29  
ANSWERED ON:05.12.2013  
TRAIN DERAILMENT  
Patil Shri A.T. Nana

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the derailment of passenger trains such as derailment of Assam bound Danapur-Kamakhya Express in 2013 are taking place;
- (b) if so, the details thereof along with the findings of the enquiry made in this regard; and
- (c) the steps taken by the Railways to prevent such incident of derailment?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY)

(a) to (c): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 29 BY SHRI A.T. NANA PATIL TO BE ANSWERED ON 05.12.2013 IN LOK SABHA REGARDING TRAIN DERAILMENT.

(a) & (b): During April to October 2013, 22 consequential derailments of passenger trains including derailment of Train No. 13248 Dn. Danapur- Kamakhya Capital Express on 15.10.2013, took place on Indian Railways. Based on the inquiry reports including prima-facie cause, out of these 22 derailments, 17 derailments were attributed to failure of railway staff, 1 due to failure of other than railway staff, 3 due to incidental factors and 1 due to equipment failure.

On 15.10.2013 at 23.50 Hrs., while the Train No. 13248 Dn. Danapur-Kamakhya Capital Express was on run between Gulzarbagh and Patna Saheb stations of Danapur Division of East Central Railway, its 13 coaches derailed. No loss of life or injury took place in this accident. Prima-facie cause of the accident is stated to be multiple rail failure.

(c): Measures taken by Indian Railways to prevent derailments, are as under:

- i. Upgradation of track structure consisting of Pre Stressed Concrete (PSC) sleepers, 52 kg/60 kg high strength rails for higher axle loads and high density routes; new construction and replacement is done with PSC sleepers only,
- ii. Long rail panels of 260 meters/130 meters length to minimize number of welded joints to avoid rail fractures,
- iii. Upgradation of Alumino Thermit Welding and increased use of Mobile Flash Butt Welding,
- iv. Use of modern diagnostic aids like Ultrasonic Rail Flaw Detectors (USFD) for testing of rails to detect flaw,
- v. Use of Rail Grinding Machines to enhance safety against rail fractures.
- vi. Progressive mechanization of track maintenance using sophisticated machines to provide safe and efficient output,
- vii. Wheel Impact Load Detectors (WILD) alongside tracks to detect unsafe movement of flat wheels over the track,
- viii. Regular patrolling of railway tracks at vulnerable locations including night patrolling and winter patrolling,
- ix. Special Safety Inspection Drive at regular intervals.