

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:828
ANSWERED ON:23.11.2000
ENQUIRY REPORT ON GAISAL TRAIN ACCIDENT
RUPCHAND PAL

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the enquiry commission set up to enquire into the causes of Gaisal train accident has submitted its report;
- (b) if so, the details thereof; and
- (c) the action taken thereon?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH)

- (a) No, Sir.
- (b) & (c) Do not arise.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO.1841 ASKED BY SH. RAMSHETH THAKUR BE ANSWERED IN LOK SABHA ON 08.03.2001 REGARDING INCIDENTS CAUSED BY DERAILMENT

(a) to (c): Yes, Sir. Railways give top priority to safety, with particular emphasis on derailments, in view of the fact that derailments constitute about 75% of consequential train accidents. Review of safety measures is a continuous and ongoing process and railways always endeavour to further improve their safety performance. Following are some of important measures being adopted to curb derailments :-

(i) Up-gradation of track structure is being undertaken by replacing 90R rails by heavier rails of 52 kg and 60 kg per metre weight. Even the strength of rails has been increased from the earlier 72 UTS to 90 UTS at present.

(ii) State of the art Pre-Stressed Concrete (PSC) sleepers are presently being used.

(iii) Short welded 3-rail panels are gradually being converted into long welded rails (LWR) and continuously welded rail (CWR) panels by welding and removing of fish-plated joints for greater reliability.

(iv) There has been progressive increase in use of the Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.

(v) For detection of rail fractures/weld failures, Ultrasonic Flaw Detectors are being used. Now Self Propelled Ultrasonic Rail Testing Cars are being procured.

(vi) Maintenance facilities for coaches and wagons have been modernized and upgraded at many depots.

(vii) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

As a consequence of the above mentioned measures, the number of derailments during last 10 years have reduced from a level of 446 in 1990-1991 to a level of 329 in 1999-2000.