

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:239
ANSWERED ON:24.11.2005
ACTION ON KHANNA RAIL ACCIDENT REPORT
Jha Shri Raghunath

Will the Minister of RAILWAYS be pleased to state:

to the reply given to Unstarred Question No.1247 dated March 10, 2005 regarding Khanna Rail Accident Report and state :

- (a) whether the Government has examined the findings and follow-up action on the Khanna railway accident report;
- (b) if so, the details thereof; and
- (c) the action taken thereon ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU)

(a) to (c): A Statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (c) OF UNSTARRED QUESTION NO.239 BY SHRI RAGHUNATH JHA TO BE ANSWERED IN LOK SABHA ON 24.11.2005 REGARDING ACTION ON KHANNA RAIL ACCIDENT REPORT.

(a) to (c): Justice G C Garg Commission in his report submitted on 16.07.2004 has concluded that, the rail accident near Khanna occurred on 26.11.1998 on account of a gap created in the continuity of the long welded right rail of the up track. Rear right trolley of coach No.10 of the Up train derailed in the first instance and coaches following that coach continued to derail and started moving in an unguided manner for some distance. One or more than one derailed coaches in that process also capsized and infringed the adjoining down track. Transverse fatigue cracks are the cause of rail failure. The initiation of flaws, which assumed the shape of transverse fatigue cracks, was because of excessive non-metallic inclusions. As a result of derailment of the coaches of the Up train, the down track was infringed and the down train hit the derailed/capsized coaches of the Up train. The cause as established by the Commission has been accepted by the Government.

Directorate of Track Procurement of Railway Board, Northern Railway, Director General of Supplies & Disposal and Bhilai Steel Plant of Steel Authority of India Limited have been held equally responsible. Primary responsibility of engine crew of Up train has also been accepted.

In this report total 44 recommendations were made out of which 23 have been accepted, 17 were partially accepted and 4 have not been found feasible for acceptance.

The report with Action Taken by the Government thereon was laid in the Lok Sabha on 12.05.05.