

O.I.H.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 768**  
**ANSWERED ON 25.07.2025**

**WELFARE OF TRACK SAFETY STAFF**

768#. SMT. DARSHANA SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) The total number of employees working as track maintainers, keymen, gatemen and trolley men in Indian Railways, division-wise and category-wise;
- (b) the number of employees, out of the above, who have been injured or lost their lives while working on the track on duty during the last five years, year-wise;
- (c) the provisions made by Government, so far, for the safety and welfare of these employees; and
- (d) whether these employees can appear in departmental examinations of other departments of the Railways apart from the current (engineering) department, if so, the details thereof?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): Presently, more than 2.13 lakh Track Maintainers (including keymen, gatemen and trolley men) are working in Indian Railways.

Indian Railways is committed to the betterment of Track Maintainers including Keymen, Gatemen & Trolley men. Following measures have been taken for the safety and welfare of these employees:

- (i) Track Maintainers have been equipped with essential safety gears while working in hazardous environments. The major safety equipments like Retro Reflective Safety Jackets (luminous vests), safety shoes, gloves, safety helmets with detachable miner's

light, Tricolour Light Emitting Diode (LED) 3 cell Torch, rain coats, winter jackets etc. have been provided to them.

- (ii) In order to enhance efficiency and reduce physical strain of these employees, light weight tools and equipments like spanner, hammer, crowbar etc. have been provided. In addition, battery/hydraulic operated machines and automated systems have been devised for light maintenance tasks like extracting/ inserting fittings, tightening bolts, lubrication of rails joints etc. to minimize physical fatigue and improve productivity.
- (iii) Mechanized maintenance of tracks using various types of track machines have been introduced for all types of strenuous jobs such as tamping, ballast cleaning, lifting & aligning of tracks as well as grinding, cutting, drilling of rails etc. to reduce the manual efforts. Multi utility/rail borne vehicles have been provided for track maintenance by mobile gangs.
- (iv) To re-inforce safety practices, regular counselling, training sessions and medical examinations are being conducted to raise awareness about potential hazards. The "Personal Safety First" programme with proper safety protocols is being conducted through seminars and workshops, where these employees are trained on how to stay safe while working on or near the tracks.
- (v) Regular training programs on track safety rules, use of machines/ tools, first-aid etc. are conducted through Zonal Training Centres (ZTC) with practical and visual training aids for better appreciation.
- (vi) As regard to welfare measures to these employees, they have been provided gang tools-cum-rest rooms, gang huts, toilet facilities at manned level crossings, water bottles (2 litre, heat insulated), family accommodation to take care of education and health of dependents etc. Further, risk and hardship allowances have also been provided according to nature of duty of the Track Maintainers.
- (vii) Flexibility in duty roster as per climatic conditions and requirements is permitted. Recognition and awards for exemplary performance in safety and maintenance of tracks are given for encouragement to Track Maintainers.
- (viii) Adoption of advance technology to assess the health of track using integrated track health monitoring system which helps to plan the works of Track Maintainers in systematic manner.

- (ix) VHF based Approaching Train Warning System gives an advance warning to staff through handheld VHF Receiver device on changing Advance Starter Signal to Green for coming train in block section. These devices are being provided to staff working on railway track of all routes for added safety in addition to normal protection precautions.
- (x) Regular counselling, safety seminars, periodical medical examination, providing warning hooters etc. are also organized.

As a result of the above safety measures, there has been reduction in number of Track Maintainer run-over during duty from 196 in 2013-14 to an average of 67 per year during the last five years, which is a reduction of over 65%.

Track Maintainers of all grades in Indian Railways who possess the requisite educational qualifications are eligible to participate in the selection for the post of Junior Engineer (P.Way) under the 20% Limited Departmental Competitive Examination (LDCE) quota. This provision ensures that eligible and qualified staff within the department have an opportunity for career advancement through internal departmental selection. In addition to the LDCE channel, Track Maintainers working in lower grades and possessing the prescribed qualifications are also eligible to apply for posts in higher grades in other department through the General Departmental Competitive Examination (GDCE). The GDCE scheme facilitates fast-track promotion opportunities by allowing eligible employees to compete for posts outside their parent cadre or department, subject to availability of vacancies and fulfilling the prescribed eligibility criteria.

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