

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.138
TO BE ANSWERED ON 27.12.2017**

OVER-AGED RAILWAY TRACKS

***138. SHRI MALLIKARJUN KHARGE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of over-aged railway tracks, bridges, wagons, coaches and signalling systems separately in the Railways;**
- (b) whether the Railways proposes to replace them with new ones; and**
- (c) if so, the details thereof and if not, the reasons therefor?**

ANSWER

MINISTER OF RAILWAYS AND COAL

(SHRI PIYUSH GOYAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 138 BY SHRI MALLIKARJUN KHARGE TO BE ANSWERED IN LOK SABHA ON 27.12.2017 REGARDING OVER-AGED RAILWAY TRACKS

(a) to (c) Railway tracks are replaced through Track Renewal Works, which is an ongoing process. Track Renewal Works are undertaken as and when stretch of track becomes due for renewal on the basis of criteria laid down in Indian Railway Permanent Way Manual on age/condition basis viz. traffic carried in terms of gross million tonnes, incidence of rail fracture/failure, wear of rails, corrosion of rails, maintainability of track as per standards, etc except Meter Gauge (MG) track and Narrow Gauge (NG) track which are sanctioned for Gauge conversion. Track Renewal Works are planned in advance every year and their execution is prioritized according to the condition of track and various other factors ensuring all the time that track is in a sound condition for safe running of trains. In case any stretch of track is not renewed in time due to various reasons, suitable speed restrictions, if required are imposed to ensure safe running of trains. As on 01.04.2017, 7546 km of track length on Indian Railways is sanctioned for renewal. Budget Outlay for the year 2017-18 for track renewal is ₹ 9960 Crore and a target of 3600 km for track renewal has been kept.

Repair/strengthening/rehabilitation/rebuilding of bridges is a continuous process on Indian Railways and is undertaken whenever so warranted by their physical condition as ascertained during regular inspection by the designated officials. During the last five years (2012-13 to 2016-17), 3675 railway bridges have been

strengthened/rehabilitated/rebuilt on Indian Railways. As on 01.04.2017, 3017 bridges are sanctioned for repair/strengthening/rehabilitation/rebuilding. Budget Outlay for the year 2017-18 for bridge repair/strengthening/rehabilitation/rebuilding is ₹ 746 Crore and a target for bridge is 800.

There were total 3059 over-aged wagons on Indian Railways as on 31.03.2017. Disposal of over-aged wagons and their replacement is a regular process under which the over-aged wagons are assessed for their condition and decision is taken for their condemnation and disposal. Accordingly, over-aged wagons are assessed and suitable decision taken as part of the continuing process.

As on 31.03.2017, there were 959 over-aged main-line coaches on Indian Railways. However, over-aged coaches are utilized for services other than passenger service after completing their codal life. Replacement of coaches on age cum condition basis is a continuous process. Systems are in place for production of required number of coaches for replacement of over-aged coaches. As on date number of coaches (EMU & Metro type) having more than codal life is Total-188 (EMU-121, Kolkata Metro-67). As per codal provision, the prescribed life is only for the purpose of general guidance to make broad assessments for planning and replacements; coaches however are condemned and withdrawn from service only on the basis of condition and intensity of utilization. Old EMU and metro coaches are being replaced on age cum condition basis with new coaches manufactured at Integral coach factory, Chennai & Trade for which three year

production program for year 2017-18, 2018-19 and 2019-20 has been issued.

Replacement of over-aged Signalling System in Railways with new Multiple Aspect Colure Light Signalling System (MACLS) and Electronic/Panel/Route Relay Interlocking System is being carried out progressively on age cum condition basis. A total 235 Nos. of stations are remaining with Semaphore Signals as on 31.03.2017. These are targeted for replacement with Panel/Electronic Interlocking or Route Relay Interlocking in next three years.
