

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5330
TO BE ANSWERED ON 28.03.2018**

MAINTENANCE OF OLD TRACKS

**5330. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRIMATI NEELAM SONKER:
DR. PRITAM GOPINATH MUNDE:
DR. SHRIKANT EKNATH SHINDE:
SHRI ANANDRAO ADSUL:
SHRI SHRIRANG APPA BARNE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways is facing major problem due to old and outdated tracks;**
- (b) if so, whether most of the tracks were laid before independence and if so, the details of the length added after independence;**
- (c) whether the Railways has made any study of finding out the main deterrent factor in developing new railway lines and modernising very old railway lines, if so, the details and the outcome thereof;**
- (d) whether these old tracks caused many serious railway accidents and also has resulted in speed restrictions and if so, the facts in this regard;**
- (e) whether it is a fact that Railways continues to use same old railway lines, though they were reported unsafe for travel and regular accidents occurred on these old rail lines and if so, the reasons behind it; and**
- (f) the plan prepared by the Railways to resolve this problem and the action taken thereon?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) No, Madam. Railway tracks are replaced through Track Renewal Works,

which is an ongoing process. Track Renewal Works are undertaken as and when a 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 tones, incidence of rail fracture/failure, wear of rails, corrosion of rails, maintainability of track as per standards, etc.

(b) No, Madam. At the time of independence, 60,116 track km were available in the country. After independence of the country, 61,291 track km has been further added making it cumulative 1, 21,407 track km.

(c) Although no specific study has been done by Railway to find out main deterrent factors in developing new railway lines, but there are many important factors such as various clearances related to acquisition of land, forestry and wildlife, cutting trees, shifting utilities and construction of road over bridges and road under bridges which affects the progress of developing new lines.

(d) and (e) There is no track in unsafe condition in the country. Renewal of track is an ongoing process. If 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. Temporary speed restrictions (TSRs) are imposed for short duration to carry out planned track renewals works, emergent works etc. These TSRs are removed once work is completed.

In the current year, 2017-18 (upto 15.03.2018) out of 71 consequential train accidents, 14 accidents are on account of track defects.

(f) For the year 2017-18, a target of 3600 km of Track Renewal in CTR units has been kept against which progress of 3493 km of track renewal has been achieved upto February, 2018. Track renewal target for 2018-19 has been kept as 3900 km in Complete Track Renewal (CTR) units (One km of Through Rail Renewal is counted as 0.5 km CTR units and one km of Through Sleeper Renewal is counted as 0.5 km CTR units).
