GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 581
TO BE ANSWERED ON 23.07.2025

RE-ENGAGEMENT OF RETIRED RAILWAY EMPLOYEES

581. SHRI SELVAGANAPATHI T.M. :

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the railways has taken a decision to re-engage retired Railway employees against the vacant non-gazetted posts, if so, the details thereof;

(b) whether the Divisional Railway Managers are empowered to appoint them on a contract basis as volunteers, if so, the details thereof;

(c) whether it is also a fact that there are more than three lakh posts are lying vacant in the Railways and this method is being adopted for filling the vacant posts, if so, the details thereof;

(d) whether it is also a fact that human error due to shortage of staff was the major cause of all the train accidents that took place during the last few years; and

(e) if so, the details of corrective steps taken by the Railways in this regard?

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

(SHRI ASHWINI VAISHNAW)

(a) to (c) : Occurrence and filling up of vacancies is a continuous process on Indian Railways considering its size, spatial distribution and criticality

of operation. Adequate and suitable manpower is provided to cater to the regular operations, changes in technology, mechanization and innovative practices. The vacancies are filled up primarily by placement of indents by Railways with Recruitment agencies as per operational and technological requirements.

After easing of restrictions imposed on account of COVID 19, two major examinations involving more than 2.37 crore candidates had been conducted successfully during 2020 to 2022.

Exam	Candidates	Cities	Centers	Days	Shifts
L2 - L6	1.26 cr	211	726	68	133
L1	1.1 cr	191	551	33	99

Based on these exams, 1,30,581 candidates have been recruited in Railways.

The RRB examinations are quite technical in nature entailing large scale mobilization of men and resources and training of manpower. Railway overcame all these challenges and successfully conducted the recruitment in a transparent manner following all laid down guidelines. No instance of paper leakage or similar malpractice has occurred during the entire process.

Recruitment done in Indian Railways during 2004-2014 vis-à-vis during 2014-2024 is given as under:-

Period	Recruitments*
2004-2005 to 2013-2014	4.11 lakh
2014-2015 to 2024-2025	5.08 lakh

***Including Level-1 and security related posts.**

Further, as system improvement, the Ministry of Railways has introduced a system of publishing the annual calendar from 2024 for recruitment to various categories of Group 'C' post. The introduction of the annual calendar will benefit the aspirants in the following manner:

- **More opportunities for candidates;**
- **Opportunities to those becoming eligible every year;**
- **Certainty of exams;**
- **Faster Recruitment process, Training and Appointments**

Accordingly, ten Centralized Employment Notifications (CENs) for 92,116 vacancies have been notified during January to December 2024 for filling up of posts of Assistant Loco Pilots, Technicians, Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate) and Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1.

First stage Computer Based Tests (CBTs) for 55197 posts have been completed in four phases. Details are as under-

Exam	Candidates	Cities	Centers	Days	Shifts
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	346	5	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	312	9	27

1st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	323	3	9
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	306	5	15
CBT for the post of RPF-Constable (4208 vacancies)	45,30,288	147	348	12	36
CBT for Paramedical Categories (1376 vacancies)	7,08,321	143	300	3	9
1st Stage CBT for Non-Technical Popular Category (Graduate) (8113 vacancies)	58,41,774	141	355	16	47

Results of CBTs for the posts of ALP (1st stage), RPF-SI and Constable, JE/DMS/CMA (1st Stage) and Technicians have already been published. 2nd stage CBTs for the posts of ALP and JE/DMS/CMA have also been completed, Details are as under:-

Exam	Candidates	Cities	Centers	Days	Shifts
2nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	213	2	4
2nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	200	2	3

Results for CBTs of ALP (2nd Stage) for all 21 RRBs have been published.

Panels for the posts of Technicians have been sent to indenting Railways.

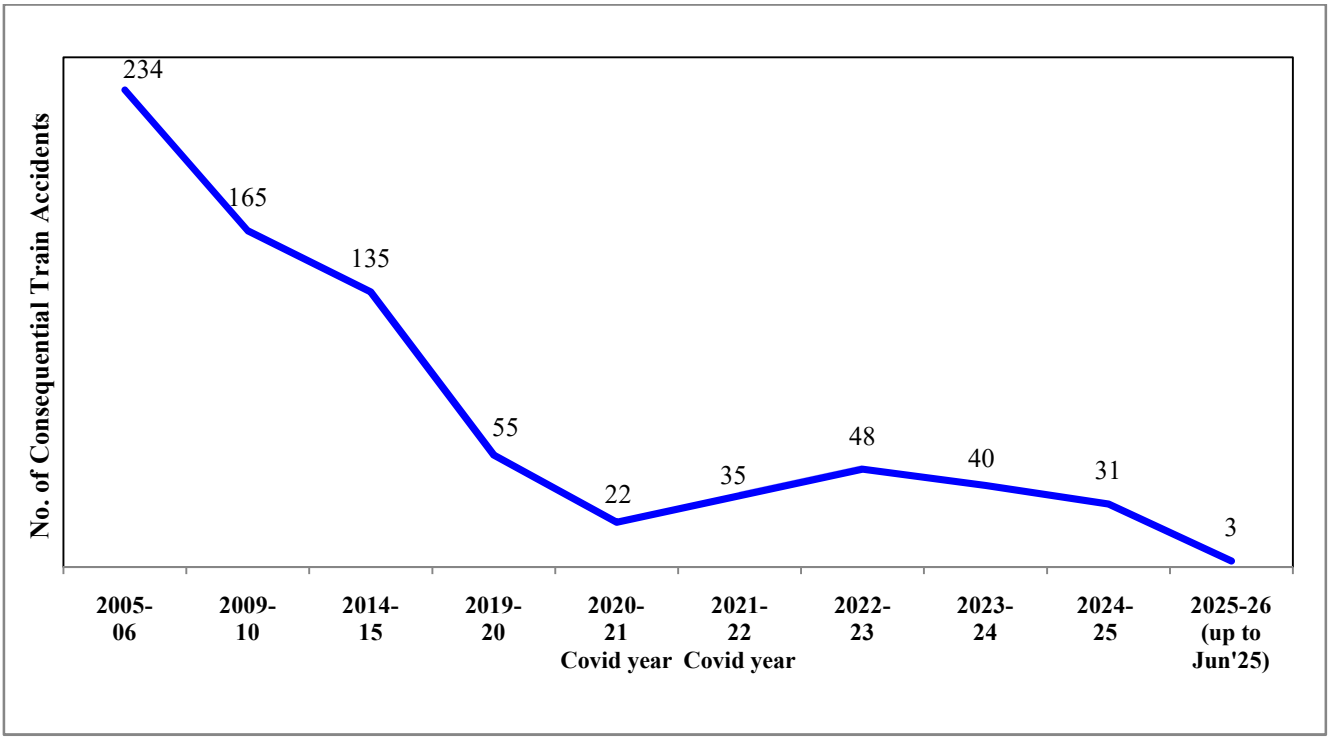
In addition, as per Annual Calendar for the year 2025, following two Centralized Employment Notifications have also been issued-

a. **Centralized Employment Notification (CEN) No. 01/2025 for 9970 vacancies of ALPs has been notified in March 2025.**
b. **Centralized Employment Notification (CEN) No. 02/2025, for 6238 vacancies of Technician has been notified in June 2025.**

However, sometime in order to meet exigencies, retired Railway employees are re-engaged against the vacant posts temporarily based on competency, experience etc. to ensure smooth progress of the developmental and other works till the vacancies are filled up on regular basis as per the laid down rules and procedure. Power to re-engage retired employees in divisions is delegated to Divisional Railway Manager.

(d) & (e) Safety is accorded the highest priority on Indian Railways. It may be noted that the Consequential Train Accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to 3 in 2025-26 (upto June).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.



Consequential Train Accidents on Indian Railways and casualties (including railway passengers and railway personnel) therein are as follows:-

Period	No. of Consequential Train Accidents	No. of Deaths	No. of Injuries
2004-05 to 2013-14	1711	904	3155
2014-15 to 2023-24	678	748	2087

Causes of these accidents include Track defects, Signal failures & Human failures etc.

The various safety measures taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure on Safety related activities (Rs. in Cr.)					
	2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	RE 2024-25	BE 2025-26
Maintenance of Permanent Way & Works	9,172	18,115	20,322	21,800	23,316
Maintenance of Motive Power and Rolling Stock	14,796	27,086	30,864	31,540	30,666
Maintenance of Machines	5,406	9,828	10,772	12,112	12,880
Road Safety LCs and ROBs/ RUBs	1,986	5,347	6,662	8,184	7,706
Track Renewals	4,985	16,326	17,850	22,669	22,800
Bridge Works	390	1,050	1,907	2,130	2,169
Signal & Telecom Works	905	2,456	3,751	6,006	6,800
Workshops Incl. PUs and Misc. expenditure on Safety	1,823	7,119	9,523	9,581	10,134
Total	39,463	87,327	1,01,651	1,14,022	1,16,470

2. **Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,635 stations up to 30.06.2025 to reduce accident due to human failure.**

3. **Interlocking of Level Crossing (LC) Gates has been provided at 11,096 level Crossing Gates up to 30.06.2025 for enhancing safety at LC gates.**

4. **Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,640 stations up to 30.06.2025.**

5. **Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Kavach has already been deployed on 1548 Km on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 RKm). Track side works on these routes have been completed on about 2200 RKm as on 30.06.2025. Regular trials are being done on these sections.**

6. **Detailed instructions on issues related with safety of Signaling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**

7. **System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**

8. **All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**

9. **Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories**

to alert the crew about the signal ahead when visibility is low due to foggy weather.

10. **A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.**
11. **Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.**
12. **Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**
13. **Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
14. **Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
15. **Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**
16. **Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
17. **Patrolling of railway tracks to look out for weld/rail fractures.**
18. **The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
19. **Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**

20. **Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.**
21. **Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**
22. **Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
23. **Replacement of conventional ICF design coaches with LHB design coaches is being done.**
24. **All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
25. **Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.**
26. **Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.**
27. **Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**
28. **Regular counselling and training of staff is undertaken.**

29. **Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.**

30. **The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-**

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25 (till March 25)	2014-25 Vs. 2004-14
	Technological improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	

	Better maintenance practices			
1.	**Primary Rail Renewal (Track Km)**	**32,260 Km**	**49,941 Km**	**1.5 times**
2.	**USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)**	**79.43 Lakh**	**2 Crore**	**More than 2 times**
3.	**Weld failures (Nos.)**	**In 2013-14: 3699 Nos.**	**In 2024-25: 370 Nos.**	**90 % reduction**
4.	**Rail fractures (Nos.)**	**In 2013-14: 2548 Nos.**	**In 2024-25: 289 Nos.**	**More than 88% reduction**

	Better infrastructure and Rolling stock			
1.	**New Track KM added (Track km)**	**14,985 Nos.**	**34,428 Km**	**More than 2 times**
2.	**Flyovers (RoBs)/ Underpasses (RUBs) (Nos.)**	**4,148 Nos.**	**13,808 Nos.**	**More than 3 times**
3.	**Unmanned Level crossing (nos.) on BG**	**As on 31.03.14: 8948**	**As on 31.03.24: Nil (All eliminated by 31.01.19)**	**Removed**
4.	**Manufacture of LHB Coaches (Nos.)**	**2,337 Nos.**	**42,677**	**More than 18 times**

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