

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:57
ANSWERED ON:24.02.2000
LIFE SPAN OF COACHES
CHANDRAKANT BHAURAO KHAIRE

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the CAG has made adverse remarks on the large number of railway coaches falling sick;
- (b) if so, the reaction of the Government thereto;
- (c) the action taken against the coach factories who have been supplying the badly manufactured rail coaches;
- (d) whether large number of coaches fall sick within three months of overhauling;
- (e) if so, the reasons therefor; and
- (f) the steps taken to improve workmanship and ensure longevity of coaches?

Answer

Minister of State in the Ministry of Railways

(SHRI DIGVIJAY SINGH)

(a) Yes, Sir.

(b) The Government have already submitted a reply to the CAG to dispel the doubts raised in the report about the quality of maintenance of coaches. Notwithstanding the fact that the current coach technology is of early fifties and is maintenance intensive; the ineffective coaches, which are not available for running, have been kept well below the permissible norm of 10% thereby ensuring better than 90% availability throughout.

The Coach reliability has also improved during recent years through various actions of system improvement. The parameter of 'Coaches marked sick within 100 days of overhaul' was added to the reliability-monitoring scheme in the year 1996-97 and this parameter has shown reduction of about 11% over the last 3 years. There has been a reduction of 54.5% in en-route coach detachment and 48% in secondary coach detachments in the last 4 years.

(c) Action is taken regularly to improve the areas of weaknesses revealed in the analysis at both manufacturing and repairs facilities. These actions have resulted in significant improvements.

(d) & (e) 'Sick' marking of coaches is normal part of maintenance to ensure that coaches with defects or deficiencies arising out of wear and tear, ill use, vandalism, material failures or poor workmanship are not attached to any running train. The word 'Sick' is used in reference to Railway coaches to describe any coach, which needs to be detached from any train/rake during maintenance for attention at coach repair depot called 'Sickline'.

The parameter of 'Coaches marked sick within 100 days of overhauling' was adopted as an aid to monitor relative quality of work at different workshops. Steady improvement in these parameters over last 3 years indicates that this management strategy has proved useful.

(f) Some of the salient measures which have been taken by Railways for improvement in workmanship and longevity of coaches are as under:

(i) ISO certification of coach Production Units and important Periodic Overhauling Workshops.

(ii) Quality audits of Periodic Overhauling Workshops and Maintenance Depots.

(iii) Strict control on the quality of output from Coach Periodic Overhauling Workshops through the system of Neutral Examiners.

(iv) Review and improvements of existing coach maintenance infrastructure and provision of new facilities for additional trains.

(v) Design improvements and introduction of better material to improve reliability of coaches like Bogie mounted brakes, Composite brake blocks, High capacity couplings etc.

(vi) Broad band analysis of reliability parameters to identify weak systems, depots, workshops, direct efforts and resources to eliminate the same.

(vii) Besides the above improvements in existing coaches and maintenance system, the Railways are also in the midst of Coach Technology Upgradation through induction of State-of-Art coaches and transfer of technology of their design and manufacture.