

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:181
ANSWERED ON:24.02.2000
DETACHMENT OF COACHES
UMMAREDDY VENKATESWARLU

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways have computed the annual losses due to Coach detachment caused by poor maintenance;
- (b) if so, the approximate number of coaches thus detached in 1998-99 and 1999-2000; and
- (c) the remedial measures taken by the Government in this regard?

Answer

Minister of State in the Ministry of Railways (SHRI DIGVIJAY SINGH)

- (a) to (c): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF LOK SABHA UNSTARRED QUESTION NO. 181 BY F UMMAREDDY VENKATESWARLU TO BE ANSWERED IN LOK SABHA ON 24.02.2000 REGARDING DETACHMENT COACHES

(a) Railway coaches, like any other engineering system, have some failures leading to their detachments. In fact, detaching coaches during checks and maintenance is an essential and integral part of the preventive maintenance schedules followed by the Railways. The Coach Technology currently available on Indian Railways is of early fifties and is already under upgradation. Notwithstanding the vintage of the technology the maintenance system aims at ensuring adequate reliability levels to provide better than 90% availability of coaches to ensure full utilization of the fleet. As availability of coaches has remained consistently above 90% over past many years, the question of losses due to detachments does not arise. Also, the passengers are invariably accommodated in other coaches of the same train, in the event of coach detachments enroute.

(b) Overall, 197 coaches were detached during 1998-99 and 124 during 1999-2000 upto December, 1999 from running trains.

(c) The following actions have been taken to sustain the continuous trend of improvements over recent years:

(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 and direct efforts & resources to eliminate the same.

(vii) In addition to the above improvements in existing coaches and maintenance systems, the Railways are also in the midst of Coach Technology Upgradation through induction of State-of-Art coaches and transfer of technology for their design & manufacture.