GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:438
ANSWERED ON:25.04.2013
TRACK MANAGEMENT SYSTEM
Devi Aswamedh;Nagorao Shri Dudhgaonkar Ganeshrao

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the progress made in the maintenance of railway tracks consequent on the introduction of the Track Management System (TMS) in the Railways;

(b) the details of the other measures and technologies being used by the Railways for the maintenance of railway tracks and detecting defects to prevent incidents of derailment /accidents;

(c) the number of incidents of derailment/accidents and consequential loss due to faults in tracks during the last three years, year-wise; and

(d) the other steps being taken by the Railways in this regard?

Answer

MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 438 BY ADV. GANESHRAO DUDHGAONKAR & SHRIMATI ASHWAMEDH DEVI TO BE ANSWERED IN LOK SABHA ON 25.04.2013 REGARDING TRACK MANAGEMENT SYSTEM

(a) : Railways have introduced Track Management System (TMS), which is a web-enabled central server based software application for integrating various track structure data, inspection data & work execution data. Condition of track is noted by way of regular inspections and also by track recording cars and all these are entered in Track Management System by field engineers through small laptop with internet connectivity. After analyzing all such inputs, Track Management System gives different reports which help in better planning of maintenance inputs and repairs which are required to be given at different locations.

So far, the system has been implemented in 28 Divisions of Indian Railways & larger benefits from TMS applications will start coming when this system is implemented in all the 68 Divisions of the Indian Railways.

(b) : Railways have introduced modern and sturdy track structure comprising concrete sleepers, 60 kg. rail, elastic fastenings with proper ballast cushion and long welded rails. Maintenance is being done with mechanized equipments. Periodic observations are also made for rail defects and track geometry with Ultrasonic Flaw Detection Machines &

Track Recording Cars respectively. Indian Railways have 708 nos. of track machines which need to be increased to 2305 nos. by the year 2020 to achieve complete mechanization of track renewal and maintenance as envisaged in the Vision 2020. These measures have helped in preventing incidents of derailment/accidents.

(c) : The number of train accidents including derailments and consequential loss due to defects in track during last three years is tabulated below:

Year	No. of derailment/ accidents due to defects in track derailment/ accidents	Consequential loss of Railway property due to these accidents (in crores of Rs.)
2010-11	30	5.14
2011-12	24	6.88
2012-13	19	17.15

(d) : It has been decided to lay Thick Web Switches, Weldable Cast Manganese steel crossings on identified routes. Number of Alumino Thermit (AT) Welds are also being reduced with the increased use of Flash butt welding process. The technology of AT welds is also being improved. Total no. of rail joints is also being reduced by rolling 65 metre long rails instead of 13 metre earlier.