

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:266
ANSWERED ON:10.08.2000
REPLACEMENT OF OLD COACHES
AMBATI BRAHMANAIAH

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government are aware that old and outmoded rail coaches are being used in the Railways;
- (b) if so, whether the Government propose to change the design of all types of coaches to make them comfortable; and
- (c) if so, the detail thereof?

Answer

MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE)

(a) to (c): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 266 ASKED BY : A.BRAHMANAIAH TO BE ANSWERED IN LOK SABHA ON 10.08.2000 REGARDING REPLACEMENT OF OLD COACHES.

(a) to (c): Coaches have a codal service life of about 25 years after which they are withdrawn from service on age-cum-condition basis. Coaches of different age groups run on train but care is taken to maintain all coaches in good fettle to ensure safety and comfort of passengers. The coaches presently in service belong to a design adopted in early fifties by importing know-how from Switzerland. The design has been improved and adapted over the years through various indigenous modifications to provide better comfort and safety. Some of the recent design improvements under implementation are given below:

- (i) Introduction of Bogies mounted Air Brakes.
- (ii) Modern type UIC vestibule for safe and easy movement from coach to coach.
- (iii) Polyvinyl flooring & Stainless steel toilet inlays.
- (iv) Use of Non-wood materials for coach construction.
- (v) Change over from 24 Volts to 110 Volt s train lighting system.
- (vi) Introduction of Roof Mounted Air-Conditioning system.
- (vii) Introduction of Fire retardant curtains and furnishing etc.

Railways have also inducted different types of coaches like AC 2-tier, AC 3 tier, Second class Day coach, double decker etc. from time to time suit changing passenger needs. Realizing that despite these improvement s, existing coach technology has reached its limits, Indian Railways have entered into a transfer of technology-cum-supply contract with M/s ALSTOM LHB, Germany ir October,1995 in order to indigenously manufacture modern, high speed, light weight and longer coaches with state of the art features for improved safety and passenger comfort. This design will be adopted for different classes of coaches in a phased manner. The new technology will completely modernize Indian Railway Coaches. Some of the salient benefits of these coaches are:

- (i) Better and noise free ride at higher speeds of up to 160 kmph with further potential to increase the speed to 200 kmph with suitable inputs.

(ii) Improved passenger safety with introduction of new type of coupler with anti-climbing features. This minimizes the chances of one coach climbing on another in event of accident resulting in reduction of casualties in serious accidents.

(iii) These coaches have about 16% extra seating capacity which will help railways in clearing increasing passenger rush and also in earning more revenue. The coach is also lighter than existing coaches by about 7 tonnes which results in 27% reduction in energy costs per passenger.

(iv) The coach has brought in new furnishing material like screw-less Glass Reinforced Plastic (GRP) paneling, Epoxy flooring, ergonomically designed chairs, fire retardant furnishing and upholstery to international standards. The coach also has environmentally friendly controlled discharge toilet system.

(v) The coach is corrosion resistant with trough floor and roof made up of Austenitic Stainless Steel and Side & end walls and the frame work for side walls and roofs made up of Ferritic Stainless Steel.