

Sl. No.	Zonal Railway	Name of Stations
		Elphinston Road, Dadar, Matunga Road, Mahim, Bandra Local, Bandra Terminus, Khar Road, Santa Cruz, Vile Parle, Andheri, Jogeshwari, Goregaon, Malad, Kandivali, Borivali, Dahisar, Miraroad, Bhayander, Nayagaon, Basairoad, Nalasupara, Virar, Palghar, Boisar, Dahanuroad.

Deplorable condition of eatables and safety in trains

†1256. SHRI NARESH AGRAWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the condition of most of the trains with regard to eatables and safety is deplorable, if so, the reasons therefor; and

(b) the efforts made by Government to improve the quality of eatables and safety?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) No, Sir.

(b) Improvement of catering services is an on-going process. In its endeavour to provide quality and hygienic food to the passengers, Railways have developed and operationalized an institutionalized mechanism for monitoring of quality and hygiene of catering services through regular inspections at various levels to address catering complaints.

Further, steps taken to ensure good quality and hygienic food served to the passengers *inter-alia* include:- (i) Phased introduction of station based e-catering at all A1 and A category stations for widening the range of options available to passengers for ordering food of their choice. (ii) Introduction of precooked food ('ready to eat' meals). (iii) Operation of Centralized Catering Service Monitoring Cell (CSMC) (toll free number 1800-111-321) for prompt redressal of passenger grievances relating to the catering activities and real time assistance to travelling public. (iv) Imposition of penalties in case of deficiencies detected in services. (v) Operation of All India Helpline (No.138) for rail-users to lodge complaints/suggestions regarding food and catering services (vi) A Twitter handle with the address @IRCATERING has also been made operational to cater to the complaints/suggestions with regard to catering services.

† Original notice of the question was received in Hindi.

Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets. Adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Colour Light LED Signals, Vigilance Control Device (VCD), Usage of 60 kg rails and Pre-stressed Concrete Sleepers, Long Rail Panels, Better Welding Technology, Progressive use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Couplers with Integral Coach Factory (ICF) Coaches, etc.

Replacement of old railway bridges

1257. SHRI K. K. RAGESH: Will the Minister of RAILWAYS be pleased to state:

- (a) how many railway bridges, which are more than 100 years old are still in use in the country;
- (b) the complete list of such bridges;
- (c) whether Government has any concrete proposals to replace such bridges with new ones; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) As on 01.04.2016, there are 38,195 railway bridges, on Indian Railways, which are more than 100 years old. The Zone-wise break-up of such railway bridges is as under:

Zonal Railway	Central	Eastern	East Central	East Coast	Northern	North Central	North Eastern	Northeast Frontier
No. of Bridges more than 100 years old	4710	3020	2778	728	8566	2021	744	199
Zonal Railway	North Western	Southern	South Central	South Eastern	South East Central	South Western	Western	West Central
No. of Bridges more than 100 years old	731	2527	3040	2151	1213	811	3102	1854

(c) and (d) The age of the bridge does not have any direct relevance on the physical condition of the bridge. There is a well established system of inspection of