

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 166
TO BE ANSWERED ON 07.03.2018**

CANCELLATION OF TRAINS

***166. SHRI NISHIKANT DUBEY:
SHRI RAJESH PANDEY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of trains which have been cancelled due to fog this year in the country and the revenue loss incurred by the Railways as a result thereof;**
- (b) whether any strategy has been prepared to combat the problem of delay of trains due to fog and if so, the details thereof;**
- (c) whether any new technology is being implemented to reduce the delay/ cancellation of trains due to fog;**
- (d) if so, the details thereof and if not, the reasons therefor; and**
- (e) the other steps taken/proposed to be taken by the Government to ensure that trains run on time during the winter season?**

ANSWER

MINISTER OF RAILWAYS AND COAL

(SHRI PIYUSH GOYAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 166 BY SHRI NISHIKANT DUBEY AND SHRI RAJESH PANDEY TO BE ANSWERED IN LOK SABHA ON 07.03.2018 REGARDING CANCELLATION OF TRAINS

(a) With a view to manage the operational bottlenecks during foggy weather, Indian Railways had cancelled approx. 40 train services of Mail express trains per day from 1st November 2017 to 13th February 2018 including planned cancellation of 24 pairs of Mail Express trains and frequency reduction of 29 pairs of Mail express trains during the period from 01st December 2017 to 13th February 2018. This also includes day to day operational need based cancellations done due to abnormal late running of trains through fog affected areas from November 2017 to February 2018. The monetary loss to the Railways is not calculated train-wise or on the basis of punctuality of the trains. Therefore, the data regarding loss suffered by the Railways due to cancellation and delay of trains is not maintained.

(b) to (e) Yes, Madam. For smooth and safe movement of trains in fog, the following actions have been taken:

(1) Railways ensure the following during winter:

- (i) Adequate availability of detonators at stations.**
- (ii) Lime marking across the track at the Signal Warning/Sighting Board.**
- (iii) Fresh painting of the Signal Warning (Sighting Board).**
- (iv) Fresh painting of Whistle Board, Fog Signal Posts, Road Signs, Lifting barriers of busy level crossings with Yellow/Black luminous indication strips.**

- (v) Adequate availability of additional staff for placement of detonators either from the Engineering Department or from the Operating Department.**
- (vi) Display of flashing red light tail lamp at the last vehicle of trains even during day time if the dense fog persists in lieu of tail boards in normal working.**
- (vii) Counseling of staff involved in train operation.**
- (viii) Intensive, round the clock monitoring of trains is done during fog at all three levels viz., Divisional, Zonal Head Quarter and Railway Board to ensure their punctuality.**
- (ix) To ensure running of trains right time when pairing trains are running late, scratch rakes are inducted to the extent operationally feasible.**
- (x) To avoid delay of trains due to foggy weather and to enhance level of safety in automatic block signaling sections affected by fog, the modified automatic signaling has been introduced which allows only two trains between stations.**

(2) In addition, the following technological advancements with respect to signaling are being undertaken:

- (i) Indian Railways have implemented Automatic Train Protection (ATP) system conforming to European Train Controlling System (ETCS) Level-I on 342 Route kilometers in which Movement Authority (Distance to travel) displayed in the Loco Cab is updated, whenever Loco passes over a balise fitted on track. This enables loco pilot to know the condition of signals ahead even when the visibility of signals is poor due to fog or any other reasons.**

(ii) Indian Railways is now planning to implement an advanced version of Automatic Train Protection (ATP) system namely European Train Controlling System (ETCS) Level-II on its entire BG network of 60,000 Route Kilometers which will enable continuous updating of Movement Authority in Loco Cab through wireless network. The continuous updating of Movement Authority will ensure improved speed and line capacity as compared to ETCS Level-I.

(iii) A Global Positioning System (GPS) based 'Fog PASS device' has been developed which displays the name and distance of approaching signals and other critical landmarks like Un-manned level crossings etc. in advance during poor visibility conditions. It is expected to help reduce stress on Loco Pilots while running in foggy weather. About 6940 fog safe devices have been commissioned in 6 (Six) Zonal Railways (East Central, Northern, North Central, North Eastern, Northeast Frontier and North Western Railways) where the trains pass through fog affected region.
