

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 816
TO BE ANSWERED ON 07.02.2018**

INCREASING THE SPEED OF TRAINS

†816. SHRI SUSHIL KUMAR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether various zones of the Railways particularly the northern railway has taken several decisions in regard to increasing the speed of trains, increasing the frequency of special trains, adhering to time table and protecting the trains from fog, etc.;

(b) if so, the details thereof;

(c) whether several projects have been approved to protect the trains from fog and increasing the speed of the trains;

(d) if so, whether details in regard to approved projects and the amount of funds allocated and incurred for the said purpose have been collected; and

(e) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.816 BY SHRI SUSHIL KUMAR SINGH TO BE ANSWERED IN LOK SABHA ON 07.02.2018 REGARDING INCREASING THE SPEED OF TRAINS

(a) & (b) Speeding up of trains including on Northern Railway is a constant endeavour and continuous process on Indian Railways and is dependent on constant optimization of the investment made by Railways in modernization of technology, high power locos, modern coaches and better tracks.

Frequency of special trains are increased keeping in view the pattern of traffic, operational feasibility and availability of resources.

Indian Railways makes all possible efforts to ensure that trains run to time. In this regard, various measures such as launching of punctuality drives, sensitising staff involved in train operations, improving asset reliability, rectification of asset failures in the shortest possible time and having better co-ordination with State Governments and civil authorities to deal with law & order problems effectively etc are taken by Indian Railways.

To avoid delay of trains in foggy weather and to enhance level of safety when running in automatic block signaling sections, a modified automatic signaling system has been introduced which restricts the number of trains to two between two stations. Further, Railways have started implementing the provision of automatic train protection (ATP) system i.e.TPWS in selected sections.

TPWS (Train Protection & Warning System) has the facility of controlling the speed based on to status of signals ahead. This helps the loco pilot to confidently run the train even though the actual visibility of the signal may be poor due to fog. For assisting the train crew, especially in foggy weather, retro-reflective Sigma (Σ) boards are being provided on OHE mast two masts prior to the signals in electrified territories to warn the crew about signal ahead. Further, to ensure running of trains on time when pairing trains are running late, scratch rakes are inducted to the extent operationally feasible.

(c) to (e) **Provision of Automatic Train Protection System (ATP) is mandatory for semi high speed trains. Gatiman Express is running at 160 Kmph between Nizamuddin - Agra section, which is fitted with Train Protection warning System equivalent to European Train Control System (ETCS) level -1. The work sanctioned for ATP on Northern Railway are as under:**

S.No.	Name of section	Allocation	Latest Anticipated	Outlay at end of 2017-18
1	Delhi-Ambala-Amritsar:- Train Protection & warning System (TPWS) (424 RKMs)	RRSK*	184.32Cr.	40 Cr.
2	Delhi area upto Ghaziabad & Nizammudin:-Train Protection & warning System (TPWS) on Automatic Signalling routes (118 RKMs).	RRSK	174.09Cr.	35Cr.

*** Rashtriya Rail Sanraksha Kosh (RRSK).**

Apart from the above, a work for providing ATP system, based on ETCS Level- 2 has been proposed as a part of the project for “Modernization of Signaling” on entire Indian Railways.
