

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2518  
TO BE ANSWERED ON 26.12.2018**

**LHB COACHES**

**2518. SHRI MAHEISH GIRRI:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Government has decided to switch over to Linke Hofmann Busch (LHB) coaches over ICF coaches in view of their higher speed and safety;**
- (b) if so, the details thereof;**
- (c) whether the Government has introduced and proliferated any Global Positioning System (GPS); and**
- (d) if so, the details thereof and the aims and objectives for installing the said GPS systems?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS  
(SHRI RAJEN GOHAIN)**

**(a) & (b): The passenger coaches plying over Indian Railways (IR) have been designed with the necessary safety features considering the operating conditions over IR. However, Linke Hofmann Busch (LHB) design coaches have higher speed potential and better safety features than conventional Integral Coach Factory (ICF) design coaches.**

**It has therefore been decided to run more trains with LHB coaches. Trains operating with conventional ICF coaches are getting replaced by LHB coaches in a phased manner. 308 pairs of trains are being operated with LHB coaches as in November 2018.**

**It has also been decided that only LHB coaches would be manufactured by Production Units of IR from April 2018 onwards.**

**(c) & (d): Yes, Madam. Ministry of Railways is implementing the Real-Time Train Information System (RTIS) which involves tracking of train by placing GPS based devices on locomotives. The real-time information on passenger train movement covered under this project will be shared through the existing enquiry system, including the website. Under phase-1 of RTIS, 2,700 locomotives will be covered. Priority will be given to installation in coaching locomotives.**

**In addition to this, two GPS based devices have been introduced for the loco diesel locomotives on IR:**

- (i) Remote Monitoring and Management of Locomotives and Trains (REMMLOT) and**
- (ii) Fog PASS Device**

**The details, aims and objectives for introducing these two devices are as under:**

- **REMMLOT:** It is a **GPS** based system. It enables remote monitoring of health and operational characteristics of diesel locomotives. **REMMLOT** is useful for accident investigation, monitoring of crew performance and loco-location. The above system is already running on about 3,633 (3,520 diesel locomotives and 113 Diesel Electric Multiple Units (DEMU)s).
- **Fog PASS Device:** Fog PASS Device is a **Global Positioning System (GPS)** based hand held portable device, which is not installed on a locomotive as such but is given to **Loco Pilots** in fog affected sections. It serves as an aid for the crew during foggy weather through audio visual alarm, whenever any landmark comes within the **Geo-fence** range. Location of stations, warning boards, signals, level crossing gates and **Whistle for Level crossing (W/L)** boards in the section is fed in the equipment. It displays speed of the locomotive and distance and time to reach landmarks.

**Fog PASS Devices** are being used only in those zones of **IR** where the trains pass through fog affected region. **6,940 Fog Pass Devices** have been procured and provided to **Zonal Railways** so far. **6,000 nos.** more **Fog PASS Devices** have been sanctioned and included in **Pink Book 2018-19**.