

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 265  
TO BE ANSWERED ON 12.12.2018**

**PUNCTUALITY OF TRAINS**

**265. SHRI DIBYENDU ADHIKARI:**

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

- (a) whether it is a fact that chronic train delays are the common problems of the Railways;**
- (b) if so, the reasons behind late running of trains;**
- (c) the zone-wise delay reports of trains during the last two years with quarterly average; and**
- (d) the action taken by the Railways to maintain punctuality of trains particularly during the winter/foggy season?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

**(SHRI RAJEN GOHAIN)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 265 BY SHRI DIBYENDU ADHIKARI TO BE ANSWERED IN LOK SABHA ON 12.12.2018 REGARDING PUNCTUALITY OF TRAINS.**

**(a) and (b) Trains get delayed not only due to the factors related to its internal working but also external factors which are beyond the control of Railways. In addition to asset failures, certain factors such as line capacity and terminal capacity constraints on account of increasing passenger and freight traffic, adverse weather conditions (fog, rains, breaches), intermittent natural calamities such as floods, cyclones, heavy rains, heavy road traffic at level crossing gates across the Indian Railways network, mid-section run over cases involving cattle and humans etc. also adversely affect the Punctuality of trains over Indian Railways.**

**(c) The zone-wise quarterly average trains delayed for the last two years and current year (April-September 2018) is as under:-**

Zone	Quarterly average trains delayed during 2016-17			
	April-June	July-September	October-December	January-March
Central	614	536	548	894
East Coast	906	516	904	1109
East Central	2468	2769	3730	3816
Eastern	330	432	525	647
Konkan	75	134	180	219
North Central	4626	4821	6027	6268
North Eastern	571	793	1370	1512
Northeast Frontier	245	249	452	329
Northern	3368	3750	5766	4885
North Western	230	130	352	357
South Central	303	230	300	352
South East Central	309	157	326	462
South Eastern	331	177	216	301
Southern	686	924	1360	1300
South Western	204	137	197	270
West Central	788	791	969	1364
Western	315	227	227	267

Zone	Quarterly average trains delayed during 2017-18				Quarterly average trains delayed during 2018-19	
	April-June	July-September	October-December	January-March	April-June	July-September
<b>Central</b>	<b>614</b>	<b>959</b>	<b>1072</b>	<b>1158</b>	<b>1561</b>	<b>520</b>
<b>East Coast</b>	<b>1162</b>	<b>696</b>	<b>838</b>	<b>1380</b>	<b>1244</b>	<b>415</b>
<b>East Central</b>	<b>3280</b>	<b>2586</b>	<b>3503</b>	<b>4296</b>	<b>4146</b>	<b>1382</b>
<b>Eastern</b>	<b>738</b>	<b>386</b>	<b>668</b>	<b>2136</b>	<b>2088</b>	<b>696</b>
<b>Konkan</b>	<b>168</b>	<b>219</b>	<b>446</b>	<b>336</b>	<b>313</b>	<b>104</b>
<b>North Central</b>	<b>4463</b>	<b>3872</b>	<b>5075</b>	<b>5967</b>	<b>5736</b>	<b>1912</b>
<b>North Eastern</b>	<b>1024</b>	<b>861</b>	<b>1286</b>	<b>2100</b>	<b>2048</b>	<b>683</b>
<b>Northeast Frontier</b>	<b>284</b>	<b>209</b>	<b>429</b>	<b>1069</b>	<b>988</b>	<b>329</b>
<b>Northern</b>	<b>3325</b>	<b>3680</b>	<b>7622</b>	<b>8542</b>	<b>8474</b>	<b>2825</b>
<b>North Western</b>	<b>226</b>	<b>285</b>	<b>842</b>	<b>957</b>	<b>687</b>	<b>229</b>
<b>South Central</b>	<b>449</b>	<b>360</b>	<b>556</b>	<b>1693</b>	<b>2191</b>	<b>730</b>
<b>South East Central</b>	<b>309</b>	<b>265</b>	<b>540</b>	<b>621</b>	<b>969</b>	<b>323</b>
<b>South Eastern</b>	<b>394</b>	<b>208</b>	<b>358</b>	<b>797</b>	<b>1100</b>	<b>367</b>
<b>Southern</b>	<b>1201</b>	<b>1032</b>	<b>1870</b>	<b>2212</b>	<b>2579</b>	<b>860</b>
<b>South Western</b>	<b>255</b>	<b>212</b>	<b>389</b>	<b>922</b>	<b>1043</b>	<b>348</b>
<b>West Central</b>	<b>1102</b>	<b>831</b>	<b>1211</b>	<b>1705</b>	<b>2331</b>	<b>777</b>
<b>Western</b>	<b>328</b>	<b>382</b>	<b>789</b>	<b>708</b>	<b>590</b>	<b>197</b>

**(d) Punctuality of passenger carrying trains is being monitored rigorously on a daily basis at Divisional, Zonal and Railway Board levels by Divisional Railway Managers (DRMs), General Managers (GMs) and Railway Board Members and Senior officers. To ensure running of trains right time when pairing trains are running late, scratch rakes are inducted and rakes are standardized to the extent operationally feasible. Also various steps have been initiated to improve punctuality such as prioritization of preventive maintenance of assets to minimize asset failures, capacity enhancement projects by construction of additional loop lines at stations, doubling, construction of third line corridors, automatic signaling, construction of limited height subways to replace level crossings, Road Under Bridges (RUB) and Road Over Bridges (ROB) etc. Besides, punctuality drives are launched from time to time and staff involved in train operations are sensitized. In addition, Zonal Railways have also been advised to have better coordination with Civil and Police authorities of States to deal with situations arising out of law and order problems.**

**The following actions have been taken by Indian Railways to prevent unnecessary delay and for smooth and safe movement of trains especially during winter/fog:**

- (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.**
- (xi) In addition, technological advancements with respect to signaling are also being undertaken.**

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