

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 352
TO BE ANSWERED ON 12.12.2018**

LHB COACHES

†352. SHRI NIHAL CHAND:

Will the Minister of RAILWAYS be pleased to state:

- (a) the salient features of LHB coaches being manufactured by using new technique;**
- (b) the manner in which they are different from old and conventional coaches;**
- (c) whether the Railways is contemplating to attach LHB coaches in all the express trains keeping in view the safety of passengers;**
- (d) if so, the details thereof; and**
- (e) the various steps being taken by the Railways to check the accidents and to ensure passenger safety and whether any scheme is being worked out for this purpose and if so, the details thereof ?**

ANSWER

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

(a) & (b): Linke Hofmann Busch (LHB) design coaches are lighter in weight, have higher carrying capacity, higher speed potential, increased codal life and better safety features as compared to Integral Coach Factory (ICF) design coaches.

(c) & (d): The passenger coaches plying over Indian Railways (IR) have been designed with the necessary safety features considering the operating conditions over IR. However, with a view to providing safer and more comfortable journey to passengers, it has been decided to run more trains with LHB coaches and replacing trains operating with conventional ICF coaches by LHB coaches, in a phased manner. Accordingly, as on 30.11.18, 308 pairs of trains are being operated with LHB coaches.

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

(e): Safety is accorded the highest priority by IR 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 safety inspections at regular intervals to monitor and educate staff for observance of safe practices. Preventive and predictive maintenance of the Railway assets is undertaken to ensure safe train operation. Safety devices/systems being used to prevent accidents include Electronic Interlocking, track circuiting, provision

of Block Proving Axle Counters, Colour Light LED Signals, Train Protection and Warning System, Vigilance Control Device, Fog Pass Device, usage of 52 kg/60 kg, 90 or higher UTS rails and pre-stressed Concrete Sleepers, use of Ultrasonic Flaw Detection of rails and welds at predefined periodicity to detect internal flaws in rails/welds. Electronic monitoring of track geometry is carried out to detect defects and plan maintenance. Steel Channel Sleepers on girder bridges are being used while carrying out primary track renewals. Further, it has been decided to lay Thick webs switches, Weldable Cast Maganese Steel crossings on identified routes. Progressive use of LHB Coaches, use of Centre Buffer Couplers with ICF Coaches, etc. Railway tracks are replaced on age-cum-condition basis through track renewal works which is an ongoing process. Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examination etc. Besides, patrolling of tracks, footplate inspections and safety reviews at various levels, etc. are regularly conducted to continuously monitor and improve safety aspects of IR.
