

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2561
TO BE ANSWERED ON 11.12.2024**

DECREASED TRAIN SPEED

2561. DR. KALANIDHI VEERASWAMY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware of decreased speed of the trains on certain routes due to ageing or inadequate railway infrastructure;**
- (b) if so, the routes or zones most affected by this issue;**
- (c) whether any assessment has been conducted to identify the specific infrastructure deficiencies causing speed reductions, if so, the details thereof;**
- (d) the funds allocated and utilized for the infrastructure modernization in the last three years;**
- (e) the steps being taken to upgrade tracks, signalling systems and bridges to ensure higher train speeds in the country, including Tamil Nadu; and**
- (f) whether the Government has set any timeline to eliminate speed restrictions caused by poor infrastructure and if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

- (a) to (f) Indian Railways network consists of various routes with different permissible sectional speed. Increasing the speed**

potential/Upgradation of railway track is a continuous and an ongoing process on Indian Railways.

In 2014, speed potential of only about 31,000 km of track was 110 kmph and above, which has significantly improved to about 80,000 km at present due to following measures taken by Indian Railways:

- i. Laying of track structure consisting of 60 kg longer rails on prestressed reinforced concrete (PSC) sleepers with modern fittings.**
- ii. Use of thick web switches and weldable Cast Manganese Steel (CMS) crossings etc.**
- iii. Providing Long welded rails/Continuous welded rails to eliminate the joints.**
- iv. Use of Flash butt welding in place of thermit welds by providing long rail panels and testing of Flash Butt welds by advanced technology of Phased Array Ultrasonic testing to enhance weld reliability.**
- v. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.**
- vi. Deployment of state-of-the-art modern machines including Rail Grinding machines manufactured in India on Railway network to further improve asset reliability.**
- vii. Mechanization of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to improve progress of track renewal along with ensuring quality and to reduce human errors.**
- viii. Electrical/Electronic Interlocking Systems with centralized operation of points and signals to eliminate human failure.**
- ix. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.**

The various maintenance/ upgradation works are required to be carried out without stopping the train operations. In some cases, trains are required to be permitted at reduced speed (speed restriction) while passing through worksite locations in order to ensure safety of trains. After completion of the work and as per laid down procedures, normal train speed is restored.

On Indian Railways, the investment on safety related activities including track renewal etc. is as under:

	(Rs. in cr.)		
	2022-23 (Act)	2023-24 (Act)	BE 2024-25
Maintenance of Permanent Way & Works	18,115	20,322	21,386
Maintenance of Motive Power and Rolling Stock	27,086	30,864	31,494
Maintenance of Machines	9,828	10,772	11,864
Road Safety LCs and ROBs/RUBs	5,347	6,662	9,980
Track Renewals	16,326	17,850	17,652
Bridge Works	1,050	1,907	2,137
Signal & Telecom Works	2,456	3,751	4,647
Workshops Incl. PUs and Misc. expenditure on Safety	7,119	9,523	9,615
Total	87,327	1,01,651	1,08,776
