

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:5715  
ANSWERED ON:02.05.2002  
LATE ARRIVAL AND DEPARTURE OF TRAINS  
LAXMAN GILUWA

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

- (a) whether late arrival and departure of trains has adversely affected the safety of passengers;
- (b) if so, the details of trains which could not maintain the punctuality during the last three months alongwith reasons therefor;
- (c) the number of various incidents took place in train during the said period; and
- (d) the steps taken by the Government to ensure safety of passengers and punctuality of trains?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY ( RAILWAYS (SHRI O. RAJAGOPAL)

(a): No, Sir.

(b): Does not arise.

(c): Maintenance of law and order and the security of passengers and their belongings in the running trains and railway premises is the constitutional responsibility of the State Governments. The cases of crime on Railways are reported to, registered and investigated by the Government Railway Police (GRP) which functions under the control of the State Governments. However, information available with this Ministry indicates that 1981 cases of theft of passenger belongings including robbery and dacoity were registered by Government Railway Police during last three months i.e. October to December, 2001.

(d): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PART (d) OF LOK SABHA UNSTARRED QUESTION 5715 BY SHRI LAXMAN GILUWA, TO BE ANSWERED ON 02.05.2002 REGARDING LATE ARRIVAL AND DEPARTURE OF TRAINS.

(d): (i) The following steps are being taken to ensure safety of passengers:

1. A non-lapsable Special Railway Safety Fund of Rs. 17,000/- crore has been set up for renewal of over aged assets and for safety enhancement works.
2. Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' Routes, where speed is more than 75 kmph. have been completed. Remaining portion of the work is under progress.
3. State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.
4. There has been progressive increase in use of Tie Tamping and Ballast Cleaning Machines for track maintenance. Track Renewal Trains are also being used. This gives superior track geometry.
5. For detection of hidden flaws in rails/welds, adequate number of Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.
6. At the Rail Rolling Mill at Bhilai, online Ultrasonic Flaw Detection (USFD) and eddy current testing is being done to weed out rails with defects, Vacuum degassing is being done to reduce hydrogen content and thus improve quality of rails. Indian Railways and Bhilai Steel Plant of Steel Authority of India Limited are also planning together to produce longer rails i.e. 26 metre and 65 or 78 metre, instead of the conventional 13 metre length to reduce number of welds in the track.
7. Training facilities for drivers, guards and staff connected with train operation are being upgraded, including use of Simulators for training of drivers.
8. All new coaches are being fitted with Bogie Mounted Brake System. Maintenance facilities for coaches have been modernised and upgraded at many depots.
9. To improve the crash worthiness of coaches, as an immediate measure, coach interiors are being re-designed with improved fittings and features, which would not cause injury. Simultaneously, the coach body will be re-designed to absorb more impact so as to

keep passenger carrying areas intact.

10. To prevent collisions, trials for " Anti-Collision Device" are being done.

(ii) The following steps are being taken to improve the punctuality performance of trains:

1. Intensive, round the clock monitoring of trains at all the three levels viz. Divisional, Zonal Head Quarters and Railway Board.
2. Punctuality drives are being conducted by nominating officials to monitor trains.
3. Running of trains at maximum permissible speed subject to observance of safety limits and speed restriction.
4. Improvement in standard of maintenance to reduce equipment failures.
5. Counseling and motivating staff to ensure punctual running.
6. Liaison with State Government to tackle the Law and Order problems and miscreant activities.