

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:43
ANSWERED ON:25.02.2010
DELAY OF TRAINS DUE TO FOG
Majhi Shri Pradeep Kumar;Singh Shri Bhola

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the scheduled arrivals/departures of a large number of trains were affected due to the fog conditions which prevailed during January, 2010;
- (b) if so, the details thereof;
- (c) the loss suffered by the Railways due to cancellation and delay of trains during the said period;
- (d) whether the Railways have taken remedial measures to check delayed operation of trains due to fog particularly in the Northern parts of the country; and
- (e) if so, the details in this regard?

Answer

MINISTER OF RAILWAYS(KUMARI MAMATA BANERJEE)

(a) to (e): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (e) OF STARRED QUESTION NO.43 BY SHRI PRADEEP MAJHI & DR. BHOLA SINGH TO BE ANSWERED IN LOK SABHA ON 25-02-2010 REGARDING DELAY OF TRAINS DUE TO FOG.

(a) to (e): The punctuality of approximately 15704 passenger carrying trains was affected and about 4371 passenger carrying trains were cancelled due to fog during the month of January, 2010. The monetary loss to the Railways is not calculated train-wise or on the basis of punctuality of the train.

The main reason for slow movement of trains during fog is the inability of the driver to see the track and signals ahead from a safe distance. As safety of trains is attached greater importance than punctuality, speeds of trains during fog are kept restricted up to 60 kmph and further reduced to 30 kmph on passing the Double Yellow and Yellow aspects in Automatic Signalling Territory.

As per railway working, location of an approaching signal can be indicated to the driver by use of fog signal (detonators) placed on the track at sufficient distance in advance of the signal. During dense fog detonators are placed on the track short of the first stop signal of the station in Absolute Block System of working in which there is one train in each Block Section. However, in the Automatic Signaling territory each automatic signal pre-warns the aspect of the signal ahead. As block stations in the Automatic Signaling territory have four or five (or even more) Automatic Signals, there can be as many trains between two Block Stations and detonators are not placed short of signals and speed of the trains is suitably regulated for safe working through different aspects of signals.

The three end-on-collisions in the Automatic territory during January 2010 underlined the paramount need to emphasize on the safety of operations even if it resulted in loss of punctuality of trains. In view of the record fog during January, 2010 in the past 50 years the following instructions were issued to the Zonal Railways:

- (i) Loco Pilots were instructed to proceed at near walking speed (8 kmph) after passing Automatic Signal at red aspect.
- (ii) Red flashing tail lamp to be used in the rear most coach even during fog so that the following trains can see the train standing out of course in mid section.
- (iii) Loco Pilots were initially advised, as a trial measure for taking increased safety precaution in the record levels of fog this year to stop at red aspect of automatic signal for five minutes instead of two minutes or till the signal changes to 'yellow'.
- (iv) When the dense fog persisted for a longer duration Loco Pilots on some critical sections were advised to completely stop at red aspect of automatic signal till it becomes yellow and to proceed only after receiving an authority from the station ahead, at a speed not exceeding 8 kmph.

During January 2010, the cancellation of trains was also done to reduce the total number of passenger carrying trains in very saturated sections with a view to increasing the headway between the trains and reducing the impact of delays due to queuing of trains. When

the passenger carrying trains were running very late, scratch rakes were also inducted by the railways to the extent operationally feasible in order to ensure right time start of the pairing train.