

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:5966

ANSWERED ON:08.09.2011

DELAY IN RUNNING SCHEDULE

Hussain Shri Syed Shahnawaz;Pal Shri Jagdambika;Panda Shri Baijayant;Pradhan Shri Nityananda

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the railway traffic in northern India remains disrupted for several days due to dense fog;
- (b) if so, the details and the corrective action being taken in this regard;
- (c) whether there is lack of system to give updated information on delays increasing the hardship of passengers;
- (d) if so, the reasons for the failure on the part of the Railways to anticipate the crisis and to take remedial measures to mitigate the same; and
- (e) the steps currently being taken in this respect?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA)

(a) & (b) Yes, Madam. During the year 2010-11, 1368 Mail/Express trains were cancelled and 7452 Mail/Express trains were delayed due to dense fog.

In 2010-11 intensive, round the clock monitoring of trains at all levels viz., Divisional, Zonal Head Quarter and Railway Board was done to ensure safe operation and punctual running of passenger carrying trains during fog. Besides, Railways have provided LED signals at 4273 stations on Indian Railways to improve visibility during fog for safety and smooth running. The automatic signals on fog affected busy sections of Northern region of Indian Railways i.e. Kanpur-Aligarh and Mathura-Ballabgarh were also converted to semi automatic during fog period so as to facilitate safe and smooth train operations, and also prevent accidents. A number of trains were cancelled in advance to create clear path for all other trains and the same was announced 3 months in advance to avoid any inconvenience to travelling passengers.

(c) No, Madam. However, a few cases regarding furnishing of incorrect information have come to notice.

(d) & (e) The non furnishing of accurate information has been primarily on account of various factors affecting train movement such as terminal congestion, signal failure, accident, alarm chain pulling etc. which cannot be anticipated in advance.

In order to make enquiry service more effective the National Train Enquiry System (NTES) through which the information is disseminated, has been completely integrated with Control Office Application distributed over all Divisions to capture trains actual arrival/departure information at each station which is then updated in the NTES. With this integration it has become feasible to give information regarding train running, on near real-time basis.