

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:307
ANSWERED ON:15.12.2011
DELAY/CANCELLATION OF TRAINS DUE TO FOG
Natarajan Shri P.R.;Singh Shri Brij Bhushan Sharan

Will the Minister of RAILWAYS be pleased to state:

(a) the year-wise and zone-wise number of passenger trains delayed and cancelled due to fog during the last three years and the current year; and

(b) the mechanism evolved/proposed to be evolved by the Railways to find a permanent solution to this problem?

Answer

MINISTER OF RAILWAYS (SHRI DINESH TRIVEDI)

(a) and (b) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) & (b) OF STARRED QUESTION NO. 307 BY SHRI BRIJBHUSHAN SHARAN SINGH AND SHRI P.R. NATARAJAN TO BE ANSWERED IN LOK SABHA ON 15.12.2011 REGARDING DELAY/CANCELLATION OF TRAINS DUE TO FOG

(a) & (b) Fog is a weather condition where visibility to the train driver gets affected and drivers are allowed to run at maximum 60 Kmph on fog affected sections. Besides, drivers also have standing instruction to be alert and run only at the speed at which they can see clearly and are able to observe signals. This is essential to ensure safety of passengers.

Due to slow speed of the trains, the trains take lot of time to clear the section resulting in cascading effect on following trains. The sections, on which dense fog was noticed in the recent days, are the sections with heavy density of traffic and therefore the impact on train movement was also severe. Due to dense fog, visibility is poor resulting in trains taking much more time to clear each block section as compared to normal weather.

Year-wise and zone-wise approximate number of Mail/Express trains delayed and cancelled due to fog during the last three years and the current year is at Appendix I & II respectively.

The efforts made by the Railways to reduce the impact of fog on train movement are as under:

(i) Improvement of visibility of signals by providing LED (Light Emitting Diode) type signals which can be sighted from a longer distance as compared to non LED signals. On Indian Railways at 4,472 stations LED type signals have been provided.

(ii) On automatic signaling sections which get affected by fog each year, Modified Automatic Signaling has been provided in 2010-11. This has been done on trunk routes like Allahabad - New Delhi, Agra -New Delhi and other fog affected areas on northern region.

(iii) Indian Railways have planned to install Fog Safe Devices on some trains in the fog affected areas on a trial basis which displays the name of approaching signals and other critical landmarks in advance even during poor visibility condition. However, it does not indicate aspect of signal ahead. This is a safety aid to loco pilot to reduce stress during running of trains in foggy weather and may not necessarily increase the speed of the train. Extended trials of fog safe devices are in progress in fog prone Railways viz. Northern Railway, North Eastern Railway and North Western Railway

(iv) A pilot project for provision of in-cab signaling using Train Protection and Warning System on New Delhi-Agra section, on 35 locomotives is in progress for safe train operation.

(v) Certain trunk routes with heavy traffic and saturated to their capacity even under normal circumstances get affected by fog and on reduction in speed of trains it becomes difficult to clear the same number of trains on these trunk routes. As such, cancellation of trains is planned in advance for allowing adequate spacing between successive trains due to their reduced speed during fog. The rakes so made available by cancellation of trains are utilized to originate trains right time where ever feasible if the pairing rake is late.

With available technical inputs a permanent solution to the problem of mobility of trains during fog does not appear to be on hand for the present.