GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1745
ANSWERED ON:07.03.2013
SPEED OF TRAINS
Ananth Kumar Shri ;Sugumar Shri K.

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that on a number of important routes in the country the speed limits of trains are restricted due to permanent track conditions;

(b) if so, the details thereof along with the steps taken/being taken in this regard;

(c) the plans of the Railways to improve the running time of trains using technological improvements in coaches, engines and tracks etc.;

(d) whether the Railways have sought any assistance from Japan in this regard; and

(e) if so, the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI KOTLA JAYA SURYA PRAKASH REDDY)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.1745 BY SHRI ANANTH KUMAR AND SHRI SUGUMAR K. TO BE ANSWERED IN LOK SABHA ON 07.03.2013 REGARDING SPEED OF TRAINS

(a) & (b): No, Madam. On Indian Railways, the limit of speed of trains is regulated in accordance with the classification of routes having particular type of track structure. The broad gauge (BG) lines on Indian Railways have been classified into six groups 'A' to 'E' on the basis of the future maximum permissible speed.

(i) Group 'A'- Speeds upto 160 kilometer per hour (kmph)

(ii) Group 'B'-Speeds upto 130 kmph

(iii) Group 'C'- Suburban section of Mumbai, Chennai, Delhi & Calcutta

(iv) Group 'D' Special & 'D' -Speeds upto 110 kmph

(v) Group 'E'-Speeds upto 100 kmph

Upgradation of track structure is an ongoing process which is taken up during track renewals. Track structure is upgraded depending on the traffic demands.

(c): Following technological improvements are planned to improve the running time:

(i) Track - Improvement of track is planned by providing better track structure including thick web switches and weldable Cast Manganese Steel (CMS) crossings.

(ii) Coaches- For high speed coaches, Indian Railways had already entered into transfer of Technology agreement with M/s. ALSTOM, Germany in the year 1995. After acquiring such technology, stainless steel coaches are being manufactured which are presently fit to run upto 160 Kmph. If required, these coaches can be upgraded to run upto 200 Kmph speed with some modifications.

(iii) Locomotive (Engine) - No specific technological inputs to existing electric & diesel locos are required for increasing their maximum permissible speed to shorten running time which are capable of running at a maximum permissible speed of 160 Kmph.

(iv) Signalling- To improve running time of trains, Block Proving Axle Counters (BPAC), Double Distant Signals, LED signals, train protection warning system (TPWS) is being provided on suburban & non-suburban sections for better visibility of signals to Loco Pilots.

(d) & (e): A feasibility study for upgrading the Delhi-Mumbai route via Ratlam, Kota to speeds of 160-200 kmph was taken up under Japanese Government assistance. The Japanese Team commenced the study in April 2012 and Final Report has been submitted in March, 2013. As per the Study Report, up-gradation is required in electrical, signaling & telecom, track, civil works, maintenance depots and rolling stock for upgrading the speeds to 160-200 kmph.