

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:3651
ANSWERED ON:13.02.2014
CONDITION OF RAILWAY TRACKS
Ananth Kumar Shri

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways are aware that on certain important routes the speed limits of trains are restricted due to permanent track conditions;
- (b) if so, the details thereof along with the reasons therefor;
- (c) the steps taken/being taken by the Railways to shorten the running time of trains using certain technological improvements to coaches, engines and tracks etc;
- (d) whether the Railways are aware that new improved passenger coaches have not been allocated to certain railway zones and if so, the reasons therefor; and
- (e) the time by which such coaches are likely to be allocated to these remaining zones?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY)

(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. 3651 BY SHRI ANANTH KUMAR TO BE ANSWERED IN LOK SABHA ON 13.02.2014 REGARDING CONDITION OF RAILWAY TRACKS.

(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 shorten 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 – LHB Coaches have been introduced having speed potential upto 160 kmph.
- (iii) Locomotive (Engine) - No specific technological inputs to existing electric locos are required for increasing their maximum permissible speed (which is much more than average speed of trains) to shorten running time is under planning.

In addition, High horse power (HHP) WDP4 diesel locomotives, having speed potential of 160 kmph, have been deployed in trains to reduce running time.

- (iv) Signalling- To shorten running time of trains, Signalling arrangements like Centralized operation of Points & signals, Block Proving

Axle Counters (BPAC), Double Distant Signals, LED signals, have been provided for better visibility of signals to Loco Pilots.

(d) Allotment of coaches, including new improved coaches, is an ongoing process, subject to operational feasibility, commercial viability and availability of coaching stock.

(e) Does not arise.