

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:484
ANSWERED ON:24.04.2003
REDUCING THE SPEED OF SUPERFAST TRAINS
KINJARAPU YERRANNAIDU

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is planning to reduce the speed of Superfast trains to prevent frequent derailments;
- (b) if so, the reasons therefor;
- (c) the other steps being taken by the Government to reduce the incidents of derailments?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (c): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO.484 BY K. YERRANNAIDU TO BE ANSWERED IN LOK SABHA ON 24.04.2003 REGARDING REDUCING THE SPEED OF SUPERFAST TRAINS.

- (a) No, Sir.
- (b) Does not arise.
- (c) The steps being taken by the Government to reduce the incidents of derailments are as under:
 - (i) A non-lapsable Special Railway Safety Fund of Rs.17,000/- crore has been set up for renewal of over aged assets and for safety enhancement works.
 - (ii) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality maintenance system.
 - (iii) Fitment of micro processor control speed recorders to monitor speed of the train.
 - (iv) Procurement of simulators as training aid to improve training of running staff.
 - (v) Odour-cum-fume type hot box detectors are under lab tests for timely detecting and detaching hot boxes thereby preventing breakage of axle/journals on the run.
 - (vi) New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie Mounted Brake System on wagons has also been developed. The use of Composition Brake Blocks on wagons is being progressively increased.
 - (vii) Derailment prone four wheeler wagons (CRT wagons) are being phased out of service.
 - (viii) There has been progressive increase in use of Tie Tamping and Ballast Cleaning Machines for track maintenance. Track Renewal Trains are also being used.
 - (ix) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.
 - (x) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled

Ultrasonic Rail Testing Cars are being procured.

(xi) Regular inspection of track at various levels is undertaken.

(xii) Training to Railway staff is provided immediately after their recruitment and thereafter their knowledge is refreshed periodically. Seminars, Workshops and field demonstrations are also organized for 'permanent way' staff from time to time to enhance and update their knowledge.

(xiii) Patrolling of railway track by gangmen is carried at vulnerable locations during monsoon, summer and winter.

(xiv) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications. Longer rails of 26 m are getting manufactured at Bhilai and it is planned to manufacture 65 m and 78 m long rails and weld them into longer panels of 240 m from Bhilai by next year.

(xv) The track structure is upgraded on planned basis.

(xvi) To keep the track in good condition, track renewals are carried out whenever it becomes due subject to availability of funds.

(xvii) Closer liaison is being maintained with State Police Departments, wherever required for prevention of crime on Railway tracks and bridges.

(xviii) Instructions have been issued to reduce the number of fish plated joints, wherever feasible and for burring of two fish bolts, one on each rail, at joints located in the stretches considered vulnerable.

(xix) An anti-theft elastic rail clip and fish bolt fastening is under development.

(xx) Concrete sleepers are being provided progressively in place of wooden and metal sleepers.

(xxi) Progressive welding into Long Welded Rails to reduce the number of fish plated joints which is the weakest link in track.

(xxii) Provision of steel channel sleepers instead of wooden sleepers on girder bridges to tide over the shortage of wooden sleepers.

(xxiii) Posting of stationary watchman at vulnerable bridges, tunnels etc. and joint surprise night patrolling by Railway Protection Force/Gangman in areas considered sabotage prone.