

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:122

ANSWERED ON:01.12.2005

PUNCTUALITY OF TRAINS

Jagannath Dr. M.;Prasad Shri Hari Kewal

Will the Minister of RAILWAYS be pleased to state:

- (a) the punctuality performance of trains since January 2005, till date;
- (b) the reasons for late arrival of trains and the responsibility fixed therefor; and
- (c) the measures taken by the Government to improve safe movement and punctuality of the trains particularly during foggy season along with the outcome thereof?

Answer

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

(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. 122 BY SHRI HARIKEWAL PRASAD AND DR. M. JAGANNATH TO BE ANSWERED IN LOK SABHA ON 01.12.2005 REGARDING PUNCTUALITY OF TRAINS.

(a) to (c): The overall punctuality performance of Mail/Express trains from January 2005 to October 2005(month-wise) is as under:

Broad Gauge(%) Metre Gauge(%)

January,05	84.3	97.2
February,05	90.5	96.7
March,05	91.9	97.2
April,05	91.1	96.5
May,05	90.8	97.6
June,05	92.0	96.8
July,05	92.9	96.2
August ,05	93.0	96.9
September,05	91.7	91.1
October,05	92.5	97.8
Overall	91.0	97.3
(Jan-Oct 05)		

The reasons for late running of trains include not only those which are attributable to the Railways such as asset failures, extra time taken for loading and unloading parcels and poor traffic control but also those which are beyond the control of railways such as miscreant activities, natural calamities like cyclonic storms, breaches, Law and Order problems, bad weather, cattle run over and electricity grid failures.

Following steps are being taken by Indian Railways to improve operations and the punctuality of passenger carrying trains:

1. Intensive, round the clock monitoring of trains at all three levels viz. Divisional, Zonal Head Quarters and Railway Board.
2. Launching of punctuality drives from time to time.
3. Running of trains at maximum permissible speed subject to observance of safety limits and speed restrictions.
4. Improvements in Time tabling to provide a clear path.
5. Improvement in standard of maintenance of assets to reduce equipment failures.
6. Counseling and motivating staff to ensure punctual running.
7. Liaison with State Government to tackle the Law and Order problems and miscreant activities.

8. Up-gradation of technology of track, rolling stock and signaling.

As a result, constraints notwithstanding punctuality performance of various passenger services has been satisfactory.

During the period, 2394 staff found responsible for unwarranted detention of trains were taken up.

The following steps/precautions are taken during foggy conditions:

a) Speed limits are imposed depending on visibility;

b) Shunting is avoided as far as possible;

c) Whistling;

d) Signal Sighting Boards are repainted before the onset of Winter Season.

e) At Level Crossing Gates provided with gate signals, luminous signal sighting boards are provided.

f) During the fog time, marking across the track at the sighting board is made mandatory.

g) Detonators are placed at specified intervals for all train movement to alert the driver of an approaching signal once fog is declared at a station. This is done by calling Railway staff on duty and rest for working as Fog Signalmen who place detonators whenever a train is expected. After the passage of each train detonator is replaced. The location of such detonators are before the stop signals so that drivers are warned of approaching signals. The process is repeated for the duration of the fog.