

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO.9  
TO BE ANSWERED ON 18.07.2018**

**INSTALLATION OF ANTI-COLLISION DEVICE**

**†\*9. SHRI VISHNU DAYAL RAM:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the present status of installation of anti-collision device to check railway accidents;**
- (b) whether this device has been successfully checked and installed and if so, the details thereof;**
- (c) if not, the action plan formulated to improve this device to make it more effective in preventing railway accidents;**
- (d) whether any machine/device is also being used to identify the railway track flaws apart from taking help from the railway employees and if so, the details thereof; and**
- (e) the details of the arrangements made in other countries in this regard?**

**ANSWER**

**MINISTER OF RAILWAYS, COAL, FINANCE AND CORPORATE AFFAIRS**

**(SHRI PIYUSH GOYAL)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.9 BY SHRI VISHNU DAYAL RAM TO BE ANSWERED IN LOK SABHA ON 18.07.2018 REGARDING INSTALLATION OF ANTI-COLLISION DEVICE**

**(a) to (c) : Anti-Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL), was provided under a pilot project on 1736 Route Kilometres on Northeast Frontier Railway (NFR). During trials, complex operational and technical problems were experienced which could not be fully resolved by KRCL due to design limitations of ACD. As such, proliferation of ACD has not been undertaken.**

**Presently following different Automatic Train Protection (ATP) Systems are existing on Indian Railways:**

- (i) Automatic Train Protection (ATP) System called Train Protection and Warning System (TPWS) has been implemented on 342 RKMs (200 RKMs Delhi-Agra Section, 117 RKMs Chennai Suburban section and 25 RKMs of Metro Railway, Kolkata).**
- (ii) An ATP called Auxiliary Warning System (AWS) is presently functional on 364 RKMs in the Mumbai suburban section of Central Railway (240 RKMs) and Western Railway (124 RKMs).**
- (iii) An ATP System being indigenously developed called Train Collision Avoidance System (TCAS) is under trail on 250 RKMs of South Central Railway as a pilot project.**

**(d) : Track recording cars (TRCs) are used, to record track geometry parameters under loaded conditions and these TRCs are run on laid down frequencies depending upon the category of Track. Further internal flaws in rail are regularly surveyed by using pedestrian type ultrasonic flaw detection machines manually at stipulated frequencies.**

**(e) : In advanced railways, in addition to TRC systems, there are also additional sub-systems which are capable of recording visually identifiable track component defects of Rails, Sleepers etc.**

**Further Self-Propelled Ultrasonic Rail Testing (SPURT) cars are used for faster detection of internal flaws in rail.**

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