

TRAIN-18 SYSTEM (Semi high speed)

While India has one of the world's largest rail networks, it is mostly creaky and outdated in terms of speed, technology, safety, and passenger comfort. The trains are mostly filthy and overcrowded. Accidents, caused by both human and technical factors, are frequent. Past attempts to overhaul and modernize the system have been piecemeal and mostly non-starters.

ICF has been striving hard since last few decades to clean the image of Indian railway by manufacturing advanced train-sets. Train 18 is one of best ever project initiated by ICF to overcome the criticism of Indian railway in terms of speed, safety and passenger comfort. Since its inception in 1955, the ICF has been running on technology from Switzerland's Swiss Cars and Elevators Manufacturing and Germany's Linke-Hofmann-Busch (LHB). Now, with some handholding by experts, the ICF is setting out to make indigenously designed coaches using components procured in India.

The first of this kind, Train-2018 or Train-18, is rolled out this year. According to ICF designers, it is a marriage between the stability and sturdiness of LHB coach with the distributed traction power technology. This year, the railways have rolled out a 'first of its kind' semi-high speed, self-propelled train-set which will cut down the travel time by at least 20% in comparison to any train drawn by a loco due to faster acceleration and deceleration. Train 18 has 'world-class' passenger amenities such as on-board Wi-Fi and infotainment, GPS-based passenger information system and plush interiors with diffused LED lighting. The first train-set (train-18) is of 16 chair-car type coaches (executive and non-executive). There are two executive chair cars and 14 non-executive chair cars. The maximum seating capacity of executive chair is 56 passengers, while that of non executive chair car is 78.