

- (a) whether it is a fact that railway passengers cannot travel without I.D. proof and if so, the reasons therefor;
- (b) if so, whether without I.D. a passenger is treated as without ticket;
- (c) if so, whether Railways charge ticket fare and fine;
- (d) whether it is also a fact that a large number of complaints are received regarding quarrel between TTEs and passengers in this regard;
- (e) whether Government can consider the proposal of imposing fine upto ₹ 500/- only in case a passenger is having ticket without I.D., instead of treating him as without ticket; and
- (f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) With a view to avoid misuse of reservation system by unscrupulous elements, it has been prescribed that passengers have to produce original proof of identity during the journey in the following cases:—

- (i) For e-tickets, any one of the passengers booked on the ticket has to produce any one of the prescribed proofs of identity in original.
 - (ii) For Tatkal tickets, the original proof of identity as indicated on the ticket.
 - (iii) For journey in Air-conditioned classes (except 3E class), any one of the passengers booked on the ticket has to produce any one of the prescribed proofs of identity in original.
- (b) Yes, Sir.
- (c) Yes, Sir. Fare and excess charges are realised from such passengers who fails to produce prescribed proof of identity, failing which the passenger(s) is/are produced before Magistrate, for realisation of Railways dues and imposition of fine.
- (d) No, Sir. However, some cases of passengers being taken up under the rules for not carrying prescribed/original identity card have come to notice.
- (e) No, Sir.
- (f) The conditions mentioned in para (a) above have been prescribed in order to check the irregularities in the sale of reserved tickets and to curb cases of transferred tickets.

Improving safety of trains

2311. SHRI T.M. SELVAGANAPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the recent Tamil Nadu Express accident was waiting to happen as shortage of staff, scarcity of components and pressure to operate trains on time results in skipping mandatory overhauling to electrical components, especially wiring, inside coaches;

(b) if so, whether Railways have taken a note of these shortcomings and are considering to improve the safety of trains; and

(c) the new steps Railways contemplate to take in the near future in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) No, Sir. Coaches are having three tier fuse protection against wiring failure and short circuit. All coaches are thoroughly checked for electrical safety during inspection schedule before permitting them on line.

(b) Does not arise.

(c) Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. Only halogen free, fire retardant low smoke e-beam irradiated cable are being provided in new coaches. The other steps include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems to prevent accidents include provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Vigilance Control Device (VCD), Train Protection Warning System (TPWS), Anti Collision Device (ACD)/Train Collision Avoidance System (TCAS), etc.

Periodic replacement of electrical items in train coaches

2312. SHRI T.M. SELVAGANAPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that components like switches, alternators and regulators are taken from sick coaches and installed in new ones;

(b) if so, the details thereof;

(c) whether it is also a fact that electrical fixtures are given only a perfunctory check in Railways;

(d) whether as per rules all electrical items should be replaced periodically when midlife overhauling is done every 12 years, but in most of the cases wiring is not changed in coaches; and

(e) if so, the details thereof?