

Improving condition of second class and sleeper class coaches

‡467. SHRI MEGHRAJ JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that except in case of some special trains, the condition of second class and sleeper class coaches is very poor in all other trains;

(b) whether Government has any plan to improve the condition of passenger train coaches, especially the second class and the sleeper class coaches;

(c) if so, by when improvement/upgradation of these coaches is likely to take place; and

(d) the steps taken by Railways for this work and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir. Coaches are generally being maintained as per prescribed standards and only fit coaches are inducted into train service.

(b) and (c) Yes, Sir. Improvement/upgradation in the condition of the coaches, including Second class and Sleeper class coaches, is a continual process.

(d) Improvement/upgradation of coaches for benefit of the passengers is being done either through refurbishing as done in case of Mahamana Express coaches with additional amenities and pleasing colour scheme or through gradual replacement of conventional Integral Coach Factory Design (ICF) coaches with safer and more comfortable Linke Hofmann Busch (LHB) coaches in Mail and Express trains.

Cancellation charges for confirmed railway tickets

‡468. SHRIMATI KANAK LATA SINGH:

SHRI VISHAMBHAR PRASAD NISHAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the amount being deducted by Railways for cancellation of confirmed railway tickets of various classes at present and the amount received by Railways by such cancellations during the last three years;

(b) the previous charges for cancellation of confirmed railway tickets, the details thereof; and

(c) whether extra coaches are proposed to be added or any other option is being considered to provide seats to passengers holding waitlisted tickets?

‡ Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Revised and pre-revised cancellation charges for confirmed tickets are as under:-

Sl.No.	Pre-revised	Revised w.e.f. 12.11.2015
(i)	48 hours before the scheduled departure of the train, minimum cancellation charge was levied as under:- 1st AC/executive class: ₹ 120 2AC/1st class: ₹ 100 3AC/ACC: ₹ 90 Second sleeper class: ₹ 60 Second class: ₹ 30	48 hours before the scheduled departure of the train, minimum cancellation charge is levied as under:- 1st AC/executive class: ₹ 240 2AC/1st class: ₹ 200 3AC/ACC: ₹ 180 Second sleeper class: ₹ 120 Second class: ₹ 60
(ii)	Between 48 hours and 6 hours before the scheduled departure of the train cancellation charge was 25% of the fare subject to minimum charge as per (i) above.	Between 48 hours and 12 hours before the scheduled departure of the train cancellation charge is 25% of the fare subject to minimum charge as per (i) above.
(iii)	Between 6 hours before the scheduled departure of the train and upto 2 hours after the actual departure of the train, cancellation charge was 50% subject to minimum charge as per (i) above.	Between 12 hours and 4 hours before the scheduled departure of the train cancellation charge is 50% subject to minimum charge as per (i) above.
(iv)	No refund after the above time limit was permissible.	No refund after the above time limit is permissible.

Cancellation charges are accounted under the head "Miscellaneous Coaching Receipts" and are not captured separately. Miscellaneous coaching receipts for the last three years are as under:-

Year	Misc. Coaching Receipts (₹ in crores)
2012-2013	635.32
2013-2014	928.70
2014-2015	989.58

(c) The waiting list on trains is monitored on regular basis and wherever required, extra coaches are attached in the existing trains, composition of more popular trains is enhanced, special trains are run etc. subject to operational feasibility.

Augmentation of trains with coaches is a continuous process based on operational feasibility, availability of coaches and passenger demand. During periods of festival/holidays, such special trains are run and temporary augmentation of coaches in trains is done to clear the surge in passenger demand.

Measures to tackle morning fog

469. SHRI LAL SINH VADODIA:

SHRI A.K. SELVARAJ:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have geared up to tackle early morning fog to ensure smooth running of trains, if so, the details thereof and if not, the reasons therefor; and

(b) whether it is also a fact that security measures like mapping signals on the GPS installed in engines and planting detonators along the tracks to make the loco-pilots aware of the approaching signals have also been put in place, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Yes, Sir. Guidelines are already in place instructing Zonal Railways to take action during foggy season to deal with train operations as under:-

- (i) To provide safeguard in train operation in Automatic Block System during foggy weather by restricting the number of trains to two between two stations.
- (ii) Reduce the speed of train.
- (iii) Deputing additional staff to alert the Loco Pilot through placement of detonators before the First Stop signal.
- (iv) Improving the visibility of signals.
- (v) Loco Pilot to take precautions, be vigilant and alert and to observe Special Rules and instructions regarding speed limits under foggy conditions.

Technological options are being pursued by Indian Railways for prevention of accidents during conditions of poor visibility by installing notably Fog Safe Device, which is a Global Positioning System (GPS) based device installed to assist the Loco Pilot during poor visibility condition. Currently, a total of 1381 Fog Safe Devices are under trial on Northern, North Eastern and North Western Railways in fog prone areas. In addition, Train Collision Avoidance System (TCAS), Train Protection and Warning System (TPWS) are also under various stages of trial.