

Problems in booking of tatkal tickets

†1407. CH. SUKHRAM SINGH YADAV:
SHRIMATI CHHAYA VERMA:
SHRI VISHAMBHAR PRASAD NISHAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that IRCTC website of Railways got hung or became unreachable for few minutes at the time of issuing Tatkal tickets around Dussehra and Deepawali and by the time it became reachable, all the Tatkal tickets got booked;

(b) the step taken by the Ministry to solve such problems; and

(c) whether such problems are related to touts of Tatkal tickets?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) E-ticketing website www.irctc.co.in was functioning well around Dussehra and Deepawali except for about six minutes from 11:06 am to 11:11 am on 20.10.2017 when ticketing was affected on account of database issues due to spike in workload. However, the total number of tickets booked were not affected as user could book tickets after website functioning was restored.

The software and hardware of e-ticketing website has been revamped and it has sufficient capacity to handle the present load.

In order to prevent booking of Tatkal tickets by agents, IRCTC authorised agents are not allowed to book opening Tatkal tickets from 10:00 to 10:30 hrs. (AC classes) and 11:00 to 11:30 hrs (non AC Class).

Real time monitoring of railway tracks

1408. SHRI OSCAR FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry of Railways is undertaking real-time monitoring of railway tracks across the railway network, if not, the reasons therefor;

(b) the details of train accidents and derailments due to faults in track alignments and gaps in tracks during the last three years and the current year; and

(c) the details of steps taken by the Ministry to stop these kind of accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Railway is undertaking monitoring of Railway tracks as per laid

† Original notice of the question was received in Hindi.

down systems which, *inter alia*, includes daily patrolling by Keyman, inspections at stipulated periodicity by various designated officials to monitor condition of track and periodic monitoring of track parameters by Track Recording Cars (TRCs) and Oscillation Monitoring Systems (OMS).

(b) The details of consequential train accidents and derailments due to rail/weld failures, slack/excess/tight gauge, cross level variation, variation in versine, etc. during the last three years and current year are as under:—

Year	Number of consequential train accidents on account of		Total
	Rail/weld failure	Other track defects	
2014-15	10	11	21
2015-16	9	15	24
2016-17	16	19	35
2017-18 (upto 15th December 2017)	03	11	14

(c) Wear of track and generation of defects is a normal consequence due to passing of traffic and the maintenance schedules of tracks have been drawn up keeping the same in view. The defects noticed during inspection are rectified in a planned manner by the concerned field officials. If required, suitable speed restriction is imposed by field officials till rectification of defect.

Train accidents due to faulty method of laying tracks

†1409. SHRI LAL SINH VADODIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that train accidents are happening on daily basis due to faulty method of laying tracks;

(b) if so, whether Government has given it any thought to remove the technical faults so far; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) No, Sir. There has been no such report, which attributes a train accident due to faulty method of laying tracks in the past three years.

(b) and (c) Do not arise.

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