

Locomotive-less trains

727. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has taken any decision to run locomotive-less trains;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether Government has assessed the financial requirement of running such trains and if so, the details thereof; and
- (d) whether Government has made any assessment of security aspects in running such trains, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Yes, Sir. The first locomotive-less semi high speed train, code named Train-18, was manufactured at Integral Coach Factory/Chennai. The cost of various types of coaches used in Train-18 is as follows:—

Sl.No.	Coach type	Transfer price (In ₹ 000s)
1.	Train 18 Motor Coach	7,72,89
2.	Train 18 Driving Trailer Coach	5,65,90
3.	Train 18 Non-Driving Trailer Coach	4,89,28
4.	Train 18 Trailer Coach	3,99,91

In addition to this, Indian Railways (IR) has a fleet of 596 Electric Multiple Units, 220 Mainline Electric Multiple Unit rakes and 225 Diesel Electric Multiple Unit rakes, which are locomotive-less trains and are already running over IR. These trains are being regularly manufactured as per requirement of Zonal Railways.

(d) No, Sir. Policing on Railways being a State subject, prevention of crime, registration of cases, their investigation and maintenance of law and order in Railways are the statutory responsibility of State Governments, which they discharge through Government Railway Police (GRP)/District Police. Railway Protection Force (RPF) supplements the efforts of GRP to provide better protection and security of passenger area and passengers.

Whenever a new train is introduced on any route, security is provided to the train and passengers by the concerned State Governments and it is further supplemented by the RPF.