

### Night Trains

\*976. **Shri Nagi Reddy:** Will the Minister of Railways be pleased to state:

(a) the plans that Government propose to implement for the restoration of Night trains from Secunderabad to Dronachalam on the Central Railway, and

(b) the amount of money sanctioned for its implementation?

**The Deputy Minister for Railways (Shri S. V. Ramaswamy):** (a) The Railway line on the Dronachalam-Secundrabad Section passes through hilly terrain intersected by streams which develop sudden floods, and there are a large number of Railway Affecting Tanks, many of which are not up to the accepted standards of construction and maintenance. Owing to the presence of these tanks and the nature of the streams there is a possibility of sudden damage to the Railway line, should a storm of the abnormal cloud burst type occur and as such night running of passenger trains was restricted during the monsoon of 1957 and has again been restricted during the monsoon of this year with effect from 20th June, 1958.

The question of restoration of night running of passenger trains with more intensive patrolling and watching of the line is re-considered each year before the monsoon, but until the safety of the tanks can be vouchsafed by the State Government the possibility of human failure can with patrolling arrangements exists and is a factor that needs careful examination on each occasion.

(b) Does not arise.

### Suraimanpur-Rooti Railway Track

\*977. **Shri Radhamohan Singh:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1556 on the 9th April, 1958 and state the progress so far made in the construction of protec-

tion work of the Railway track between Suraimanpur and Rooti Stations of the North Eastern Railway against the erosion of the river Ghaghra in Bellia District?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** The following works were considered necessary for the protection of Railway track between Suraimanpur and Rooti Stations of the North Eastern Railway against the erosion of the River Ghogra —

- (1) Intermediate retired alignment of the Railway
- (2) Permeable Sal Bullah spurs along the eroded portion

The work (1) above was completed on the 26th July, 1958. As regards item (2) above, 11 spurs which were proposed for this year were constructed and these are so far working satisfactorily.

### Dacoity at Tikoli-Rawatpur Station

\*978. **Shrimati Ila Palchoudhuri:** Will the Minister of Railways be pleased to state.

(a) whether it is a fact that on the night of June 18, 1958, an armed dacoity was committed at Tikoli-Rawatpur Station on Raebreh-Unnao section of the Northern Railway;

(b) whether it is also a fact that the dacoits looted Government cash from the booking office killing two railway employees and keeping others at bay;

(c) if so, what are the actual facts; and

(d) the steps taken in regard thereto?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) to (c). On the night of 17/18th June, 1958 at about midnight a gang of criminals raided Tikoli Rawatpur station and killed one porter and a sweeper who were on watch and ward duty at the station. Booking Office, cash safe