

STATEMENT

Names of the parts affected:

Moti Nagar; G. B. Road, Delhi; Kishan Ganj, Delhi; Vinay Nagar, New Delhi; Bazar Sitaram, Delhi; Khari Baoli, Delhi; Najafgarh Road, Delhi; Shanti Nagar, Delhi; Subzimandi, Delhi; Chandni Chowk, Delhi; Village Wazir-pur, Delhi; Village Palam, Delhi; Village Bazidpur, Delhi; Nirankari Colony (Village Dhaka); Bara Hindu Rao, Delhi; Yamuna Bazar, Delhi; Sadar Bazar, Delhi; Ajmeri Gate, DeDii; Rajinder Nagar, New Delhi; Machhli-walan, Delhi; Model Town, Delhi; Diplomatic Enclave (Coolicamp); Serai Khalil, Delhi; Railway Station, Delhi; Turkmangate, Delhi; Karol Bagh, Delhi and Delhi Gate, Delhi.

PROVISION OF ELECTRIC FANS IN THIRD CLASS BOGIES

*572. SHRI DEOKINANDAN NARAYAN: Will the Minister of RAILWAYS be pleased to state the number of third class bogies on the Indian Railways:—

- (i) which still remain to be fitted with electric fans; and
- (ii) which are to be fitted with fans during the current year?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): (i) 2041 III class coaches are still required to be fitted with fans.

(ii) 223 III class coaches are expected to be fitted during this year.

LATE RUNNING OF TRAINS IN THE HILL SECTION OF THE NORTH-EAST FRONTIER RAILWAY

*573. SHRI J. B. HAGJER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that trains in the Hill Section of the North East Frontier Railway run late regularly;

(b) if so, the reasons for such late runnings; and

(c) whether any action has been taken to remove those causes; if so, what action has been taken?

.65 R.S.D.—3.

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) There has been a set-back in the punctuality of trains running on the Lumding-Badarpur and Siliguri-Darjeeling Hill sections of the N.E.F. Railway during the last few months.

(b) and (c). A statement is laid on the Table of the Sabha.

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Reasons for irregular running of trains in the Hill section of the North-East Frontier Railway and the steps taken to improve the performance of the trains

(a) The main reasons for the deterioration in the punctuality performance of the trains are as under:—

Lumding-Badarpur section.—(i) Border trouble and suspension of trains running by Eastern Bengal (Pakistan) Railway from Latu to Karimganj in March 1958 resulting in increased movement of goods traffic on Lumding-Badarpur section. Increased goods traffic not only for Cachar District but for Tripura State is also moving by All India route and passenger carrying mixed trains on the section had to carry goods loads to full tonnage in both directions.

(ii) Hostile activities of Nagas on the section in April and May 1958 leading to suspension of night running of trains for 15 days during the period necessitating patrol trains to be run thus affecting the capacity of the section.

(iii) Breaches due to heavy rains between Maibong and Dauto-haja in May 1958. Land slides in various block sections due to heavy rains during June and July 1958.

(iv) Water trouble at Langting and accidents.