

section (both Up and Down lines) and on DN line between Narsingapalli-Bayyavaram section at 14:40 hours on 14th October 2014. The traffic on Narsingapalli-Bayyavaram UP line could be restored on 17:05 hours on 15th October, 2014.

As a precautionary measure, Railways cancelled 147 Mail/Express trains and 222 passenger services in anticipation of the cyclone and during the cyclone period. 35 Mail/Express trains were short terminated and 117 Mail/Express trains were diverted *via* routes that were not affected by the cyclone.

Financial losses (in rupees) incurred due to Hudhud is given in the table below:

| Railway | Losses to freight loading | Coaching losses (in ₹) | Engineering assets loss (in ₹) | S and T assets loss (in ₹) |
|---------|---------------------------|------------------------|--------------------------------|----------------------------|
| ECOR | 89.82 crores | 6.25 crores | 60 crores | 6,84,72,431 |
| SCR | 27.66 crores | 6.25 crores | | |

(c) Two special trains were run between Visakhapatnam to Howrah and Bhubaneswar to Visakhapatnam to clear the stranded passengers.

Round the clock emergency controls were set up at divisional and Headquarters level of the concerned Zonal Railways. The two Zonal Railways remained constantly in touch with the State Government agencies and the Disaster Management Commission of Andhra Pradesh.

All other necessary precautionary steps were taken to ensure safety of passengers and Railway assets as per laid down guidelines.

Glass domed coaches

1525. SHRI A.W. RABI BERNARD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have decided to offer glass domed coaches with windows and roofs made of special shatter resistant glass to provide an all-round view to the travellers on some scenic tourist centric routes; if so, the details thereof; and

(b) whether the scheme will also be introduced on Mettupalayam-Ooty route in Tamil Nadu; if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir.

(b) No, Sir.