

**GM's Meeting with Hon'ble MP's of the region served by
Salem Division on 17.11.2021**

	Shri C.N.Annadurai, Hon'ble Member of parliament (Lok Sabha), Tiruvannamalai Constituency
1.0	a. Halt of 12695/96 Chennai to Trivandrum at Tirupattur station. b. Halt of 12685/86 Chennai to Mangalore at Tirupattur station. c. Halt of 17229/30 Sabari Express at Tirupattur station.
	<u>Response:</u> The average ticket sales at Tirupattur station is below the Railway Board norms for provision of additional stoppage for long distance trains, and hence not feasible. However, the above mentioned trains are being provided stoppage at Jolarpettai station which is only 11 kms away from Tirupattur station.
2.0	Extension of Train No. 16090 - Yelagiri Express to Tirupattur.
	<u>Response:</u> Train No.16089/16090 Yelagiri Express was running between Chennai Central and Jolarpettai and was extended to Tirupattur from 31.7.2005. The extension to Tirupattur involved empty rake movements from Tirupattur to Jolarpettai and back as there is no infrastructure facility at Tirupattur for other end attention and stabling. This to and fro movement affected other trains running in this section and hence the train was once again terminated at Jolarpettai. At present the following trains connect Tirupattur and Chennai. Train.No. 06627/06628 Chennai Central - Mangalore-Chennai Central Exp.(Daily) 1. Train.No. 03352/03351 Alleppey-Dhanbad-Alleppey Exp.(Daily) 2. Train.No. 02649/02650 Chennai Central-Erode –Chennai Central Exp.(Daily)
3.0	Station Development and Passengers amenities at Tirupattur Railway Station.
	<u>Response:</u> Tirupattur is NSG5 category station. This station is provided with all the minimum essential amenities as per norms. In addition, provision of new FOB connecting PF No.1 & 2 to the new PF No.3 (under construction) is in progress. Provision of Lift has also been sanctioned. Provision of 2 bays of IRS type PF at this Station is being processed under umbrella sanction.

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	Shri A.K.P. Chinraj, Hon'ble Member of Parliament (Lok Sabha), Kallakurichi Constituency
1.0	(a) 06019/06020 Chennai Central – Madurai – Chennai Tri weekly Express (A/C) at Namakkal
	(b) 06339 CSMT Mumbai – Nagercoil Express at Namakkal
	(c) 02651 Chennai Cental – Palakkad Superfast Express at Rasipuram
	(d) 07236 Nagercoil to Bangalore at Rasipuram
	<u>Response:</u> Stoppage at Namakkal for T. No. 06019/06020 Chennai Central – Madurai – Chennai Tri-weekly Express (A/C) is not feasible as it will increase the overall running time Stoppage at Namakkal for T. No. 06339 CSMT Mumbai – Nagercoil Express has been eliminated due to poor patronage. Stoppage at Rasipuram for T. No. 07236 Nagercoil – Bangalore Express Spl and T. No 02651 Chennai Central – Palakkad Superfast Special have been eliminated due to poor patronage.
2.0	(a) Train No. 06087/88 – Arakkonam – Salem – Arakkonam MEMU upto Karur
	(b) Train No. 22153/54 Chennai Egmore – Salem Chennai Egmore upto Karur
	<u>Response:</u> Powers of extension of trains is vested with Railway Board.
3.0	Built a foot over bridge at Namakkal station for connecting platform 1 and 2. Because during rainy season the subway is filled with water. Even it is not safety during night time.
	<u>Response:</u> Pump has been provided to ensure subway is free from rainwater and is convenient for public use.
4.0	As there is no proper shelter at Platform request to allocate Waiting Hall.
	<u>Response:</u> Platform shelters available at NMKL more than the minimum essential amenities requirement. Waiting hall also available at NMKL station as per provisions based on the PAMS recommendations.

5.0	Food stall to be allotted at Namakkal and Rasipuram station.
	Response: Location for catering stalls, one each at NMKL (PF No.1, 255 Mts from SA End) and RASP (PF No.1,123 Mts from SA End) are identified. Tenders were called for the above sites on 20/07/2018, 27/08/2018, 16/05/2019, 10/10/2019. But no eligible offer was received. Due to covid lockdown, trains services have not fully resumed at NMKL and RASP stations and hence tender could not be called. Tender will be called during of this month.
6.0	ATM facility to be introduced at Namakkal Station.
	Response: Area for provision of ATM at NMKL is being identified and tender will be invited.
7.0	Proper lighting to be provided at all three platforms.
	Response: NMKL Station, adequate lightings are available in all three platforms, 100% lights will be switched ON 30 Minutes before the train departure/arrival as per standard instructions.
8.0	Introduce the following trains which will be benefit for entire Namakkal District.
	(a) Trichy – Bengaluru Intercity daily Train via Namakkal, Hosur.
	(b) Rameswaram – Yeshvantpur daily Train via Karaikudi, Pudukkottai, Trichy, Namakkal.
	Response: The powers for introduction of new trains are vested with Railway Board. However, it is informed that the following trains connect Namakkal and Bengaluru. T.No.07236/02735 Nagercoil - Bengaluru (Daily) Express. T.No.01022/01021 Tirunelveli - Dadar (TW) Express. T.No.02498/02497 Tiruchchirappalli- Sriganganagar (Weekly) Express (Via Jolarpettai)

9.0	Diversion of trains via Namakkal:
	(a) Train No. 02687/88 – Madurai – Chandigarh – Madurai SF Express.
	(b) Train No. 07353/54 – Vasco-Da-Gama - Velankanni – Vasco-Da-Gama Weekly Express.
	(c) Train No.06787/88 – Shri Mata Vaishno Devi – Tirunelveli – Shri Mata Vaishno Devi Katra Express.
	(d) Train No. 07615/16 – Kacheguda – Madurai – Kacheguda Weekly Express.
	(e) Train No. 09567/68 – Tuticorin – Okha – Tuticorin Vivek Express
	(f) Train No. 06231/32 – Mayiladuturai – Mysore – Myladuturai Express.
	(g) Train No. 06235/36 – Tuticorin – Mysore – Tuticorin Express.
	<u>Response:</u> Request of Hon'ble MP is Noted. Powers for diversion of trains is vested with Railway Board.
10.0	A new Railway line from Namakkal to Ariyalur via Perambalur and Thuraiyur, survey was already completed. This will provide an alternative route connection from western Tamilnadu to Chord line. We request you to have this line sanctioned and complete this project at the earliest.
	<u>Response:</u> Updating of reconnaissance Engineering cum Traffic survey for a new line between Ariyalur and Namakkal via Perambalur, Turaiyur, Tattayangarpettai for 108km. Has been sanctioned by Railway Board. Field Survey has been completed. Survey report has been prepared and it will be forwarded to Railway Board after completing the administrative formalities.
11.0	New Railway line from Namakkal- Tiruchengode – Erode survey should be taken.
	<u>Response:</u> There is no sanction for survey is available.
12.0	Under Bridges in Sankagiri taluk are causing a lot of inconvenience to the public.
	<u>Response:</u> Subway at NMKL has been provided with sump collection tank and 5HP motor. Station staff will operate whenever rain water accumulated. Moreover trains will be received in road 1 PF portion only whenever rain water stagnated.

13.0	In Namakkal District, it is very difficult to get permission to carry a drinking water pipeline across the railway bridge for the drinking water needs of the public.
	<u>Response:</u> It is not permitted to carry out any crossing inside bridges. In added to those Cutting locations also not feasible to carry out pipeline crossing. Other than the above locations, normally feasibility has been given for all the cases.
14.0	Land was acquired from the public for the construction of a railway line in Namakkal District. The amount of compensation is still pending
	<u>Response:</u> The Railway deposits the funds to the District Collector for making payment to the parties from whom the Railways acquire the land. All the payments to the concerned parties are disbursed by District Collector only. There is no specific demand (or) request from any of the individuals for whom the payments are to be made /due. In case any individual or party who has not received the dues they should approach the District Collector only.

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	Shri A. Ganeshamurthi, Hon'ble Member of Parliament (Lok Sabha), Erode Constituency
1.0	Reconstruction of the Road under Bridge at km. 3/2 of Erode – Dhanapuram Road (SH 83 A) in lieu of existing Railway Bridge No.352 at Railway km.391/900-392/000 at Erode Railway yard.
	<p><u>Response:</u> The subject matter has been examined and feasibility study was conducted for widening & deepening of span 1 of Existing Bridge No.352. However it was observed that the depth of foundation in span 1 of existing RUB is only 2.0 meters and the foundation is resting on hard rocks. Therefore, lowering the road below the current foundation level to increase vertical clearance will endanger the stability & safety of the existing Road Under Bridge (RUB)</p> <p>Further, the bridge is located in Erode yard which is a major junction yard and tracks over the bridge portion have been laid with points and crossings. So any alteration to the superstructure of the bridge will involve severe disruption to train traffic.</p> <p>Hence, considering the above mentioned facts, increasing the vertical clearance of span 1 of the existing RUB is not feasible.</p>
2.0	Additional new Platforms must be constructed in Erode Railway Junction.
	<p><u>Response:</u> There are 4 Platforms available at Erode Junction, as of now. The available Platforms are adequate for the traffic needs.</p>
3.0	To provide Platform shelter in all the platforms at Erode Railway Station.
	<p><u>Response:</u> Erode is NSG3 category station. This station is provided with 4016 Sqm. PF shelter on PF No. 1 & 2 and 1801 PF shelter on PF No.3 & 4 against the requirement of 400 sqm. as per norms. However, additional PF shelters will be considered in future.</p>
4.0	Doubling of Erode – Karur Railway Line
	<p><u>Response:</u> Salem – Karur – Dindigul Doubling (160 km) has been included in the Pink Book for the year 2020-21. The abstract cost of the project cost is Rs.1600Cr. Final location survey is in progress.</p>

5.0	<p>New Railway Over Bridge a) Karanampalayam Railway Gate No.25 b) Vengambur Railway Gate No.28A of state Highways 84 of Erode – Karur</p>
	<p><u>Response:</u> The request for Construction of Road Over Bridge at Karanampalayam is in lieu of LC No.25 at Railway km 29/000-100 between Pasur-Unjalur stations in Erode –Karur section of Salem Division. The Traffic density at this level crossing is 138138 Train Vehicle Units as on August 2018, hence, this level crossing qualifies for replacement by a ROB/RUB on cost sharing basis. The State Government of Tamil Nadu vide letter No.2964/HQ2/2019-6 dt 28.10.2020 had sponsored the ROB work for the above LC on Cost sharing basis. The ROB proposal was sent to Railway Board for sanction in Works Programme 2021-22; however same is not sanctioned by Railway Board. This work will be processed again for inclusion in Railway’s works Programme 2022-2023 for sanction.</p> <p>The request for Construction of Road Over Bridge at Vengambur is in lieu of LC No.28A at Railway km 35/100-200 between Unjalur-Kodumudi stations in Erode–Karur section of Salem Division. The above LC has been provided on deposit terms. Hence the ROB proposal can be considered under Deposit Terms only provided the State Government/Local Authority agrees to bear the full cost of construction including maintenance charges, Land acquisition if any and cost of land acquisition. The approach Railway land to the proposed Subway shall also be taken under long term lease by State Government/Local Authority. Till date no proposal for execution of work on deposit terms is received from State Government.</p>
6.0	<p>New Railway Over bridge on Gate No.16 of Pasur Railway station.</p>
	<p><u>Response:</u> The request for Construction of Road Over Bridge Bridge at Pasur is in lieu of LC No.16 at Railway km 19/000-100 between Pasur yard in Erode–Karur section of Salem Division. The Traffic density at this level crossing is 126762 Train Vehicle Units as on September 2018, hence, this level crossing qualifies for replacement by a ROB/RUB on cost sharing basis. The State Government of Tamil Nadu vide letter No.2964/HQ2/2019-6 dt 28.10.2020 had Sponsored the ROB work for the above LC on Cost sharing basis. The ROB proposal was sent to Railway Board for sanction in Works Programme 2021-22, however same could not be sanctioned. This work will be processed again for inclusion in Railway’s works Programme 2022-2023 for sanction.</p>

7.0	<p>a) Over Bridge in L.C.121 C km.390 A 4/6 of Erode – Salem upline. b) Over Bridge In LC 121 D km.390A, 20/22 Salem – Erode downline, Karur – Erode, Erode – Karur Branch line.</p>
	<p>Response: a) The TVU for LC.no.121 C is 38,612 which do not qualify for ROB. However this LC has been eliminated by providing Subway. b) The request for ROB is in lieu of Existing LC No.121D at Railway km 390//395-405 in between Cauvery and Erode Railway Stations in Salem – Erode section of Salem Division. Chief Engineer (Highways)/ Projects wing D.O. Letter No. 1524/W2/2019, dated 12.09.2019 stated that this LC is not feasible for construction of ROB/RUB as the LC is located in heavily built-up area and involves huge land acquisition”.</p>
8.0	<p>Stoppage of all express trains at Kodumudi Railway Station.</p>
	<p>Response: Powers for provision of stoppage are vested with Railway Board. However it is to be mentioned that all the trains running in this section have been provided with stoppage at Karur which is only 27 kms away from Kodumudi.</p>
9.0	<p>Train arrival time departure time and coach position of trains may be informed clearly to the passengers at Erode Junction. Display board is not functioning properly.</p>
	<p>Response: Train arrival and departure time board is working at Erode junction. Electronic Coach position boards are also in working condition at Platform 1&2 and Manual coach indication boards are provided in Platform No. 3 & 4. In addition to this, manual announcement is also being done frequently</p>
10.0	<p>All the passengers who are reserved to Chennai Trains at Erode Junction are pooled Quota (except Yercaud Exp) in all trains passing through Erode Jn. Remote level waiting list may be allotted to those who are reserved at Erode Jn. Only for Yercaud Exp 22650. Pooled quota may be allotted for those who are reserved other than Erode Jn.</p>
	<p>Response: Apart from Yercaud Exp, passengers travelling from MAS to ED and back have been given access to General quota in important trains like T.No. 02679/80 Intercity Exp, T.No. 02675/76 Kovai Exp, T.No. 06029/30 Shatabdi Exp etc. In some trains, Erode has been defined as exclusive remote quota like in T.No. 02697/98 MAS-TVC-MAS Express and T.No. 02685 MAS-MAQ Express to cater to the demand at Erode Jn.</p>

	<p>In few trains, Erode Jn has been brought under Pooled Quota because the train passes the station at odd hours like in T.No. 02671/72 NilgiriExp, T.No. 02673/74 CheranExpetc and as the maximum demand in these trains is from originating stations to destination stations. However, in these trains, passengers travelling From / To Erode Jn have access to other common quota such as Senior Citizen Quota, Tatkal quota etc (apart from Pooled quota) for their travel.</p> <p>Hence, the present quota assigned to Erode Jn is found sufficient to meet the demand at Erode Jn.</p> <p>In 02650 Erode Jn – Chennai Central Yercaud Express, for passengers travelling towards Chennai, stations viz. Erode Jn (ED), Sankaridurg (SGE) and Salem (SA) have been given access to General Quota in view of the high demand to Chennai as it is an overnight journey from these places. Hence provision of pooled quota to SGE and SA may not be justifiable since it will be detrimental to the interest of SA & SGE passengers who form about 42% of the reserved passengers of this train . However, for the remaining stations beyond Salem Jn, Pooled Quota has been assigned in this train.</p>
11.0	Most of the Northern state candidates are being appointed in all sections of Erode Railway Junction. On what basis the candidates who are appointed in all sections of Railway Department in Tamil Nadu may be clarified.
	<p><u>Response:</u> The candidates selected through RRB and RRC are allotted to the Divisions/Unit based on the indent requirement made by them and also based on the merit position of the candidates in the Panel.</p>
12.0	Stoppage of following Trains at Cauvery Railway Station 22650, 12680, 12678, 22644.
	<p><u>Response:</u> There is no commercial justification for provision of stoppage for additional trains at Cauvery. Moreover all the trains proposed are provided with stoppage at Erode which is only 4.8 kms from Cauvery Railway Station.</p>
13.0	Erode Junction to Palani Passenger Train.
	<p><u>Response:</u> Powers for introduction of new trains are vested with Railway Board.</p>

14.0	Upgradation of Kodumudi Railway Station.
	<p><u>Response:</u> <u>Line:</u> Kodumudi is already a three line Station with two Passenger Platforms which is adequate for operational needs. Also, Erode – Karur Doubling is a sanctioned project and it is proposed to upgrade the station with one more line as part of the project subject to feasibility.</p> <p><u>Amenities:</u> Kodumudi is a NSG6 category station. This station is provided with all the Minimum Essential Amenities as per norms. In addition, 4 bays of Mini PF shelter have been provided on PF 1 and a Pre-Fab Toilet Block has been constructed in the circulating area of this station through CSR funds sponsored by NLC Ltd, Neyveli.</p>
15.0	Commencement of long time pending of Erode – Palani route at the earliest.
	<p><u>Response:</u> The total length of the Project is 91.05km. The anticipated cost of the Project is Rs.603.23 Cr. This Project is kept in abeyance by Railway Board.</p>

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	Dr. Pon. Gautham Sigamani Hon'ble Member of Parliament (Lok Sabha), Kallakurichi Constituency
1.0	Restoration of stoppage of train No.06122 at Valappadi Railway Station
	Response: Stoppages have been restored w.e.f 14.10.2021.
2.0	Kallakurichi to Chinna Salem Railway line work is progressing at a very slow pace for the past few years, work has to be expedited and completed at the earliest.
	Response: 3(1) Notification issued during November & December 2017 for all 11 villages and award pronounced in 6 villages and in progress for balance 5 villages. Work in progress where land is available.
3.0	<u>Chinna Salem Railway Station</u> a) Modernisation of passenger waiting hall.
	Response: CHSM waiting hall is having all the required facilities. Modernization will be considered. Chinnasalem is an NSG5 category. This Station is provided with 53 sq.m. of Waiting Hall against the requirement of 30 sq.m. as per norms. This Station is being modified along with Chinnasalem – Kallakuruchi Newline Project which is underway. Platforms have been raised to High level and waiting Hall will also be modified. Chinna Salem Railway station is classified as NSG 5 category station and necessary Minimum Essential Amenities as per Railway Board norms for NSG 5 category station have been provided. Passenger waiting hall at Chinna Salem is available in PF-1 with amenities such as seating arrangement, fans, lightings and toilet facilities. Up gradation of the waiting hall will be studied and additional facilities will be provided as per feasibility.
	b) Replacement of level crossing gate No.107@180-400-500 and No.108@109-600-700 with Road over Bridge (ROB).
	Response: LC Nos.107&108 are coming under "A" class, with less than 50,000 Train Vehicle units (TVU). A minimum of 1,00,000 TVU is essential to qualify a LC for elimination with ROB. Hence the above two LCs do not qualify for ROB provisions. However it will be considered on "Deposit Terms" by State Government cost duly considering site feasibility.

4.0	Melnariappanur-Replacement of level crossing 114-115 with Road Over Bridge
	<p><u>Response:</u> LC Nos.114&115 are coming under “C” class, with less than 20,000 Train Vehicle units (TVU). A minimum of 1,00,000 TVU is essential, to qualify a LC for elimination with ROB. Hence the above two LCs do not qualify for ROB provisions. However it will be considered on “Deposit Terms” by State Government cost duly considering site feasibility.</p>
5.0	Thalaivasal a) Chennai Salem Express Train to make a stop at this station to benefit public.
	<p><u>Response:-</u> Train no. 22153/154 Chennai egmore – Salem express is super fast train which runs to tight timings and provision of additional stoppage will slow down the train. However this train stops at Chinna Salem and Attur which are 13 Km and 18 Km respectively.</p>
	b) The tunnel constructed between Sarvoypudur to Samiyarkinaru road is fully not complete. During rainy season the public find it very difficult to cross the tunnel. Request you to kindly expedite the work and complete it at the earliest.
	<p><u>Response:</u> Shifting of existing Unmanned Level Crossing 125 at km 128/900-129/0 in SA-VRI section to new location was done under "Deposit terms" during the year 2012 with Local Panchayat deposits of Rs.5,65,041/-. Hence, Unmanned LC 125A was laid at km 129/500-600. Due to public agitation, Railway was forced to continue Unmanned LC 125, even after shifting to new location (Unmanned LC 125A). During elimination of all Unmanned LCs, LC125 has been eliminated by providing Subway. Further, the Unmanned LC 125A (shifted alignment), has been provided with RCC box for eliminating the unauthorized crossing. Being the deposit LC, approach road and retaining walls to the box location, can be carried out under "deposit terms" only.</p>
6.0	Kattukottai -in the vicinity of this place, there are few schools & government colleges. Trains used to stop at the station few years back but currently no trains stop at this to benefit public of surrounding villages.
	<p><u>Response:</u> The cost of opening of the Kattukottai Halt station is worked out around Rs.1.2crores and also opening of the halt would entail a recurring loss of Rs.60 lakh per annum. In this regard, HQ vide Letter No.C.210/Asakalathur/Kattukottai/Halt/SA/2021 dated. 07.04.2021, had advised Railway Board that the proposal for opening of Kattukottai Halt is neither commercially justified nor financially viable.</p>

7.0	ATTUR a) Formation of new lines between Attur and Perambalur, the scheme was announced in Parliament five years back but yet to see any progress.
	<u>Response:</u> As sanctioned by Railway Board, updating reconnaissance Engineering cum Traffic survey for a new line between Salem (Namakkal)-Karaikal via Perambalur, Ariyalur, Jayankondam & Mayiladuturai for 226.82 km. Was conducted. Survey report was submitted to Railway Board on 25/06/20212 for an approximate cost of Rs.1240.03Cr./Rs.1367.57 Cr. With IRR as (+) 2.630% This has been shelved by Railway Board vide letter No.2012/W-1/NL/SR/SK dated 04/08/2015.
	b) Increase frequency of Salem -Vridhachalam passenger Train during day time.
	<u>Response:</u> At present one pair of passenger special is being operated between Vridhachalam and Salem. One more pair of passenger special will be operated in due course.
8.0	Pethanaickenpalayam / Ethappur
	a) Increase the length of platform from 420 Mtrs to 520 Mtrs.
	<u>Response:</u> Peddanayakkanpalaiyam is an NSG6 category station. This Station has one PF of Medium level. A work for provision of High-Level PF at this station will be considered as per availability of funds. Ettapur road is an NSG6 category. This Station has two PF of Medium Level. A work for provision of High-Level PF at this station will be considered as per availability of funds.
	b) Request for Reservation Counter - Letter already given to expedite the processing of setting up the Reservation counter at Vazhappadi Post Office.
	<u>Response:</u> Feasibility for provision of Postal PRS at Vazhappadi is being examined. The pandemic situation prevalent in the country has already drawn a sizable majority of railway customers to book their tickets online rather than visiting the PRS centres. Already around 80% of the PRS tickets booked over this Railway are through e-ticketing. This matter will, however, be taken up based on feasibility report.

	c) Increase stoppage time of Chennai Egmore -Salem Express Train at Vazhappadi Railway station from one minute to three minutes.
	<u>Response:</u> Train no. 22153/154 Chennai egmore – Salem express is super fast train which runs to tight timings and provision of additional stoppage time will slow down the train.
9.0	Addition of two coaches in Vriddachalam to Salem passenger Train.
	<u>Response:</u> Train no 06121/06122 Vridhachalam-Salem-Vridhachalam passenger special train is being operated with 8 car DEMU rake. The train will be augmented w.e.f 01.12.2021
10.0	Minnampalli -Replacement of Level crossing with subway.
	<u>Response:</u> At Minnampalli, LC 166 has been already sanctioned for Subway. Approval of the Collector has been sought to carry out further works.
11.0	M Perumalpalayam -Replacement of Level Crossing No.173-300-400 replacement with subway.
	<u>Response:</u> There is no Level crossing available at km 173/300-400. Further, any Subway work can be done only on "deposit" terms, duly checking site feasibility.
12.0	Ayodipattinam -Replacement of Railway Crossing at NH47 Road with Road Over Bridge (ROB).
	<u>Response:</u> Ayodipattinam station, ROB survey has been completed by State Government. Detailed plan is yet to be submitted to Railways for further process.

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	Ms. S. Jothimani, Hon'ble Member of Parliament (Lok Sabha), Karur Constituency
1.0	A new Railway Under-bridge needs to be constructed to ensure safe crossing at Maravapalayam Gandhi Nagar, Vettamangalam Panchayat, Karur District.
	<u>Response:</u> Construction of an LUS is feasible if funds for the same are provided on Deposit terms.
2.0	Water Logging in the under-bridge rendering it unusable at Vellapparai, Gujiliamparai block, Dindigul District.
	<u>Response:</u> The water logging problem at the location arose in year 2020 because the water way leading from the RUB (Road Under Bridge) was blocked by a quarry owner in the downstream. The person has since been warned and the obstruction has been removed and there is no water logging issue now. A retaining wall has also been built to ease the flow of water from under the RUB.
3.0	Railway Under-bridge constructed is very narrow for vehicles at Palayam, Gujiliamparai block, Dindigul District.
	<u>Response:</u> Widening of RUB has to be taken up on deposit terms, if found feasible. Formal proposal received from State Government.
4.0	Water Logging in the under-bridge rendering it unusable at Subramaniyapuram, Gujiliamparai block, Dindigul District.
	<u>Response:</u> Seepage of water has been prevented and any water logging is being pumped out regularly by Railways. Earthwork has also been done to prevent ingress of water into the LUS. Channeling arrangements have also been made to ensure that the pumped out water runs away from the LUS. Drainage arrangements have also been made at the entrances to prevent runoff water entering the LUS. There is no water logging problem at the location now.

5.0	Water Logging in the under-bridge rendering it unusable at Puliampatti, Gujiliamparai block, Dindigul District.
	<p><u>Response:</u> Seepage of water in to the LUS has been prevented and any rain water logging is being pumped out regularly by Railways. Earthwork has also been done to prevent ingress of water into the LUS. Channeling arrangements have also been made to ensure that the pumped out water runs away from the LUS. Drainage arrangements have also been made at the entrances to prevent runoff water entering the LUS. There is no water logging problem at the location now.</p>
6.0	There is a closed well under the railway tracks which leads to water logging in multiple areas including the railway under bridge. This issue could lead to problems to the tracks and the public who want to cross at Eriyodu, Vedasanthur block, Dindigul District.
	<p><u>Response:</u> During construction of LUS in lieu of LC no 23 in EDU Yard, as discussed well had to be filled up as it fell in the alignment of the LUS. There were seepage problems in the LUS which have been attended and an electrical pump has been provided in addition to the existing Diesel pump to be operated in case of water logging. There has been no water logging in the LUS since.</p>
7.0	Water Logging in the under-bridge rendering it unusable at Laxmanapuram Thadikombu pirivu, Vadamadurai Block, Dindigul District.
	<p><u>Response:</u> The level of the State highway on the LH side about 120 meters away has been raised by Road authorities subsequent to construction of RUB due to which Rainwater enters in to the RUB. Water also ingresses from the sides of the approach roads. State Govt. authorities have to take action for regrading the approach road and building side walls on the approaches of the RUB on both sides for preventing ingress of water since it is outside Railway boundary.</p>
8.0	Water Logging in the underpass making it unusable at Mayanur Panchayat, Krishnarayapuram block, Karur district
	<p><u>Response:</u> The LUS was constructed in lieu of LC no 46 recently. Now an electrical water pump has been provided and dewatering done regularly by Railways. There is no water logging issue the location since.</p>

9.0	To install lights and CCTV camera in the under-bridge. But water logging is a persistent problem at Thanthoni Block, Karur District.
	<p><u>Response:</u></p> <p>The damaged portion of the roof cover of the LUS has been repaired. This LUS had a water logging issue in year 2020 because the adjoining land owner had done some earthwork in his land obstructing the natural flow of water. The same has been rectified and there is no water logging issue at the location now.</p>
10.0	Water stagnation in the subway rendering it unusable at Manapparai Trichy Road, Trichy District.
	<p><u>Response:</u></p> <p>It is beyond 100m from Railway boundary. Works pertains to State Government.</p>
11.0	Water Logging in Railway under-bridge rendering it unusable at Puthuvadi Panchayat Kumarampatti Road, Vaiyampatti Block, Trichy District.
	<p><u>Response:</u></p> <p>Any modification received from State Government will be taken upon on deposit terms if found feasible.</p>
12.0	Over Bridge between Manmangalam and Ellaimedu left incomplete by the contractor and road connecting the bridge is damaged at Vangal Kuppuchipalayam Panchayat, Manmangalam Taluk.
	<p><u>Response:</u></p> <p>The location proposed is beyond 100m from Railway boundary. Works pertains to State. Govt. Authority.</p>
13.0	Railway Under-bridge construction work not completed after years at Nallamannarkottai, Vedasanthur block.
	<p><u>Response:</u></p> <p>All the work pertaining to subway is now completed including provision of pump.</p>

14.0	Railway Under-Bridge constructed in a way that is accident prone at Pudukottai, Gujiliamparai block, Dindigul District.
	<p><u>Response:</u> The proposed location is subway is made in lieu of LC No.14. On left hand side approach road is branching and going parallel to the track. At branching location irrigation water channel is crossing the approach road. The katcha drain provided during constructing the subway is being paved with cement concrete now. This will permanently prevent the water entry into the subway. Hence, above location is not a accident prone area.</p>
15.0	Requesting new trains:
	1. Passenger trains from Trichy and Dindigul to Manapparai
	2. Daytime Trains between Karur and Chennai
	3. Daytime Passenger trains between Karur and Coimbatore
	4. Passenger train from Trichy to Dindigul with a stop at Vaiyampatti station
	<p><u>Response:</u> The powers for introduction of new trains are vested with Railway Board.</p>
16.0	Restoration of Stoppages:
	1. Pandiyan express (12637) at Manapparai Station
	<p><u>Response :</u> Stoppage of T.No. 02637 Madurai – Chennai Egmore Exp Spl at Manapparai has been withdrawn as it is poorly patronized night stoppage.</p>
	2. Palani Express (22651 & 22652) at Palayam Station
	<p><u>Response :</u> Stoppage of T.No.22651/22652 Chennai Central – Palakkad – Chennai Central Express at Palayam has been withdrawn as it is poorly patronized.</p>
	3. Mangalore Express (16859 & 16860) at Mahadhanapuram Station.
	<p><u>Response:</u> There is not commercial justification for provision of stoppage for additional trains at Mahadhanapuram.</p>

17.0	Requesting New Station at Mandaiyur to facilitate travel for students studying in IIM Trichy and Bharathidasan University.
	<u>Response:</u> Kumaramangalam and Keeranur are existing crossing stations in Tiruchchi – Karaikudi section. The inter-distance between Kumaramangalam and Keeranur is only 4 Kms. For opening a halt station in non-suburban areas the proposed halt should be atleast 5 kms. away from the adjacent halt/station.
18.0	Resolving request made by the Water department Karur to lay pipes under Jal Jeevan Mission to Kathaparai village along railway chainage 81/100-81/200 near Kongu College.
	<u>Response:</u> The proposed location coming under cutting area from Km.79/479 to Km.83/016 between Mohanur and Karur Railway station. Hence, the proposed pipeline laying is not feasible. However, the authorities were advised to propose in nearby location at Km.79/300-400 or Km.83/050-200.

**GM's Meeting with Hon'ble MP's of the region served by
Salem Division on 17.11.2021**

	Shri P.R. Natarajan, Hon'ble Member of Parliament (Lok Sabha), Coimbatore Constituency
1.0	a. New overnight Train service between Coimbatore – Bengaluru which is pending from 2007.
	b. Restoration of Coimbatore- Rameswaram train service via Podanur – Madurai and Coimbatore – Kollam via Pollachi – Tirunelveli.
	c. Introduction of new train service from Coimbatore – Nagercoil via Podanur, Kinathukadavu, Pollachi and Madurai.
	d. New intercity train service from Coimbatore – Madurai is necessary.
	e. New train service Coimbatore – Chennai Egmore via Podanur, Pollachi, Udumalaipet, Palani, Dindigul, Salem.
	f. New train service from Coimbatore – Ajmer
	<u>Response:</u> The request of the Hon MP for introduction of new train services is noted. Powers for the introduction of trains are vested with Railway Board.
2.0	Resumption of Coimbatore-Pollachi-Madurai daily passenger train and Coimbatore – Pollachi daily passenger trains were stopped from Jan-2020 due to covid-19.
	<u>Response:</u> The Railway has proposed resumption of the Passenger services on both these sections and the same will be introduced shortly.
3.0	Resumption of Coimbatore – Pollachi – Madurai daily passenger train and Coimbatore – Pollachi daily passenger trains were stopped from Jan-2020 due to Covid-19.
	<u>Response:</u> Proposals have been forwarded to HQs for running of Trains in CBE-POY section to Southern Districts.

4.0	Provision of FOB in Coimbatore North RS towards Mettupalayam Road.
	Response: Coimbatore North Jn. Is a NSG6 category station. A work for extending the newly built FOB towards MTP side is under process in Umbrella sanction of 2020-21 for obtaining Board's approval.
5.0	Extension of Coimbatore Mangalore passenger train upto Mettupalayam.
	Response: T. No 06323/24 Coimbatore – Mangaluru Express Special is running in an integrated link with T. No 06321/22 Coimbatore – Nagercoil Express Special and hence its extension to Mettupalayam is not feasible.
6.0	Expansion of railway Platform for having stoppage of passenger and Express trains at Irugur Railway Station.
	Response: Irugur is a HG2 category station. A work for extending the PF length at Irugur will be proposed in the ensuing works program.
7.0	Stoppage of Night Trains at North Coimbatore – RS
	Response: 1. Train No.12083 (Mayiladuturai-Coimbatore) 2. Train No. 22669 (Nagercoil-Coimbatore) 3. Train No.12675 (Chennai-Coimbatore) 4. Train No.11013 (Mumbai CST-Coimbatore) At present 9 Express trains and 18 Passenger trains are stopping at Coimbatore North. Provision of stoppage at Coimbatore North for the above mentioned trains will affect the other trains which are closely following and hence it is not feasible.
8.0	Coimbatore North R.S. entrance road shall be linked with Dr. Rajendra Prasad road which will be very useful for movement of two wheeler, 4 wheeler traffic free.
	Response: As the entrance road of Coimbatore North Railway station falls outside Railway boundary, site feasibility will be carried out along with state Government officials.

9.0	<p>Construction of sub way in FOB No.6 at Thanneerpandal and ROB -7 at Peelamedu be completed immediately as assured by the G.M. Chennai in the last meeting at Chennai.</p>
	<p><u>Response:</u></p> <p><u>Thanneerpandal:</u></p> <p>As per original sanctioned estimate and approved General arrangement Drawing (GAD) there was no proposal for the construction of LUS or FOB for the use of Light vehicles/Pedestrians.</p> <p>As directed, joint inspection with Hon'ble MP, Coimbatore, DY.CE/CN/SA, Sr.DEN/W/SA along with DE/Nabard/Coimbatore has been conducted and agreed to construct a LUS and highways had agreed to prepare the GAD for construction LUS on CBE side of ROB.</p> <p>It was informed by highways authorities to the Hon'ble MP, that Land would be required for approaches that also had been noted by MP.</p> <p>Railway also agreed for the same which would be required to include in the Revised Estimate.</p> <p>Highways is yet to submit the GAD. This LUS would require pumping facilities for draining of storm water as there is no scope to connect drain to the nearest culverts.</p> <p><u>Peelamedu</u></p> <p>As included in the Estimate & GAD a separate agency was fixed for providing FOB on ED side of ROB and required steel structure has been fabricated by the contractor.</p> <p>While erecting the FOB, the local residents have agitated and needed only LUS and hence the work has been foreclosed.</p> <p>During the joint inspection conducted by Hon'ble MP, DY.CE/CN/SA, Sr.DEN/W/SA and DE/Nabard were present and it was decided to construct a LUS and to drop the construction of FOB.</p> <p>For the construction of LUS land to be acquired on RHS from near by residents and on LHS land to be transferred from Steel Authority of India Limited (SAIL).</p> <p>Here also, it was informed necessary LA would be processed by Highways and GAD would also be prepared by Nabard/ Highways. This LUS also would require pumping arrangements for draining storm water.</p>

10.0	Extension of weekly train No.22745-22746 (Coimbatore – Hissar)
	Response: The powers for Increase in frequency of trains are vested with Railway Board
11.0	Stoppages at Tudiyalur and Perianaickenpalayam by Mettupalayam Coimbatore Train. Large number of laboureres, school and colleges are situated in Mettupalayam Road. Large number of laboureres, school and college students from Thudiyalurand Perianaickenpalayam are using this train service for their needs daily. Mettupalayam – Coimbatore Train should have a stoppage at Tudiyalur and Perianaickenpalayam is very much needed.
	Response: Stoppage for T. No. 06010/06009 Coimbatore – Mettupalayam MEMU Special have been provided at Tudiyalur and Perianaickenpalayam w.e.f. 01.11.2021.
12.0	After Covid -19 lock down Mettupalayam – Coimbatore one up-down train is only available. It is not sufficient to meet the passenger traffic consists of employees, students, unorganized labourers for their livelihood daily and business community. So, at least 6 up-down trips are ensured per day. Moreover, I was informed that this stretch electrification work has been completed and all technical feasibility ensured.
13.0	MEMU suburban train facility be introduced from Coimbatore – Mettupalayam at an early date.
	Response: One pair of MEMU Specials (i.e., T.No.06010/06009 Coimbatore-Mettupalayam- Coimbatore) is running in this sector w.e.f. 15.03.2021. Railway board has been requested to approve one more service in this sector.
14.0	Vacant land lying at Coimbatore under State Govt. should be utilized for the Railway purpose.
	Response: Railway administration advised State Government authorities for joint inspection to identify the available vacant land under state Government for Railway utilization purpose.

**GM's Meeting with Hon'ble MPs of the region served by
Salem Division on 17.11.2021**

	Shri S.R. Parthiban, Hon'ble Member of Parliament (Lok Sabha), Salem Constituency
1.0	Construction of Road Under Bridge (RUB) between Omalur – Mettur.
	<p><u>Response:</u> Subway at Km.345 of SA-ED section - Subway construction will result in drainage issues. Also, the proposed approaches fall in private property. About 100m x10m on both side of tack is required for construction of subway.</p> <p>LUS@KM.345(ED-SA) -The proposed location is not feasible for subway. There will be drainage issues due to terrain.</p>
2.0	Opening of new station at Kondalampatti.
	<p><u>Response:</u> Kondalampatti is situated in between Salem Jn at a distance of 4.8 kms and 8.4 kms from Mallur station in Salem-Namakkal- Karur section respectively which is mostly within the minimum distance criteria envisaged by the Railway Board.</p> <p>No operational requirement, no commercial justification for opening this halt as no major industries & bus services available.</p>
3.0	Request for to construct Subway at Chinnaseeragapadi.
	<p><u>Response:</u> Subway construction will result in drainage issues. Also, the proposed approaches fall in private property. About 100m x 10m on both sides of track is required for construction of subway.</p>
4.0	Lighting, road facilities and other basic amenities at Omalur Railway Station.
	<p><u>Response:</u> 1) At Omalur Railway Station Adequate Lighting facilities are provided at platform area and circulating area as per the prescribed standard and ensured that all are in working condition. 2) Provision of Switching ON & OFF of Lights and Fans is under the control Station Master/Omalur and it is ensured that the Lightings are switching ON regularly from 18.30 to 06.00 Hrs. 3) 16M Bay shelter 3 Nos in Platform No.1 and 1 No. in Platform-2 is under construction.</p> <p>Omalur is a NSG6 category station. Basic amenities such as Drinking water, Toilet, Waiting Rooms are available in the Newly constructed.</p> <p>Omalur Station Building constructed along with doubling of Salem-Mettur Dam Section. The Station building has been commissioned in Feb'2021. Pipeline for PF taps has been laid ensuring water supply. Proper approach road is available for the Station.</p>

5.0	Speeding up and completion of Road Over Bridge (ROB) at Mulluvadi Gate, Salem.
	Response: Railway portion of ROB is completed and Highways approach portion is in progress. Akkampatti side completed and opposite side of work is pending due to court case dealt by State Government.
6.0	Construction of Road Over Bridge (ROB) at Omalur – Mettur Section Level Crossing.
	Response: GAD for Two lanes ROB on cost sharing basis was finalised. TNRSP proposed ROB in lieu of LC No.10. Alignment details of four lane ROB is yet to receive from TNRSP/Highways for preparation of GAD.
7.0	Speeding up and widening works at Salem – Karuppur to Kullagowndanur Road Over Bridge.
	Response: Alterations to Subway has been carried out. Town buses plying without any hassle, through the subway.
8.0	Provision of WhatsApp number for releasing EQ recommended by Hon'ble MP
	Response: One Fax machine is available exclusively for EQ at Salem – 0427-2441100. Provision of Whatsapp number may not be feasible.
9.0	Construction of Road Over Bridge at Elampillai – Kakkapalayam main road or widening and increase the height of existing bridge.
	Response: The existing bridge is waterway Br.no. 284 @km350/760-780. The bridge is not intended for vehicle use. Subway can be constructed on deposit basis, subjected to feasibility. Hence Subway proposal can be considered under Deposit Terms (subject to technical feasibility), provided the State Government/Local Authority agrees to bear the full cost of construction and annual recurring maintenance charges thereto.
10.0	Widening and increase the height of the existing railway bridge at Kombadipatti in Kalparapatti Panchyat.
	Response: The existing bridge is a water way, not intended for vehicle use.
11.0	Construction of new bridge at Chinnaseeragapadi.
	Response: The Subway is not in lieu of existing LC but at a specific location. Hence this proposal can be considered under Deposit Terms (subject to technical feasibility), provided the State Government/Local Authority agrees to bear the full cost of construction and annual recurring maintenance charges thereto.

12.0	Laying of new road in Railway land from Ariyalur Railway Station to Agraharam at Enam Biroji Panchyat.
	<u>Response:</u> The bridge is a waterway and not intended for vehicle use.
13.0	Widening of existing bridge between Neikarapatti and Santhanakadu at Puttur – Agraharam Panchayat, Salem.
	<u>Response:</u> The Existing bridge no. 255 @ km338/900 is a waterway, not intended for vehicle use.
14.0	Request for Railway land for laying road between Vaithiyakarankadu and Puttur via. Periyar Nagar.
	<u>Response:</u> The land is required for developmental activities of Railway. Hence, approach road cannot be permitted.
15.0	Laying of new road between Government School and Dhasan Kadu at Senaipalayam Panchayat.
	<u>Response:</u> The land is required for developmental activities of Railway. Hence, approach road cannot be permitted.
16.0	Speeding up of road work at Nerinjipatti in Salem – Bangalore Route and Construction of Highmast electrical lamp.
	<u>Response:</u> 1)The said location is LC No.1A between SA-OML section and the same has been closed with provision of Limited User Sub-Way (LUS). 2) The provision of High mast light is not feasible for the above location as there is no railway land available for setting up of High Mast Light.
17.0	Provision of Road Over Bridge (ROB) between TTP and SDMT Station, Bridge No46 at Km.23/200-300.
	<u>Response:</u> The request to provide ROB between Toppur (TPP) and Semmandappatti (SMDT) Station, Bridge No.45 at Km.23/200-300 pertains to South western Railway and is being referred to them.

**GM's Meeting with Hon'ble MPs of the region served by
Salem Division on 17.11.2021**

	Shri K. Shanmuga Sundaram, Hon'ble Member of Parliament (Lok Sabha), Pollachi Constituency
1.0	(a) Request to restart train service from Pollachi-Coimbatore-Pollachi Passenger trains and Coimbatore-Palani-Coimbatore Passenger trains
	<u>Response:</u> Due to Covid-19 Pandemic, Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020. However, Southern Railway have resumed Mail/Exp as special trains. Passenger trains too are being resumed in a phased manner.
	(b) Request to resume train service to Tiruchendur through Pollachi, Udumalaipettai, Palani, Madurai
	<u>Response:</u> Power for Introduction of new trains is vested with Railway board
2.0	Request to operate Mettupalayam to Coimbatore MEMU Train between Pollachi and Mettupalayam.
	<u>Response:</u> The conventional passenger trains operating between Pollachi – Coimbatore will be replaced by MEMU coaches in due course.
3.0	Request for extensions of 7 pair of trains to Pollachi Junction
	i) Coimbatore to Mannargudi Chemmozhi Express (Train No.16615 & 16616)
	ii) Coimbatore to Mayiladuthurai Jam Shatabdi Express (Train No.12083 & 12084)
	iii) Coimbatore to Lokmanya Tilak (Mumbai) Kurla Express (Train No.11013 & 11014)
	iv) Coimbatore to H Nizamuddin (Delhi) Kongu Express (Train No.12647)
	<u>Response:</u> Undergoing primary Maintenance at CBE. Hence extension of these trains to Pollachi is not feasible. Railway Board will be approached regarding diversion of T.No. 22629/22630 Tirunelveli – Dadar Exp via Pollachi & Pallakad.

	v) Coimbatore to Rajkot Express (Train No.16613 & 16614)
	vi) Coimbatore to Tirupati Express (Train No.22615 & 22616)
	vii) Coimbatore to Bangalore Uday Express (Train No.22665 & 22666)
	<u>Response:</u> Since not having enough lie over time for these trains at Coimbatore, extension to Pollachi is not feasible.
4.0	Request for restoration of train services between Coimbatore and South Tamil Nadu via. Pollachi.
	<u>Response:</u> Train services between Coimbatore and South Tamil Nadu via. Pollachi will be resumed on obtaining approval from Railway Board.
5.0	Request to operate a daily overnight express train from Pollachi to Chennai Central via. Kinathukadavu, Coimbatore, Salem, Katpadi (or) One of the overnight express trains operated between Coimbatore and Chennai can be extended to Pollachi with a stoppage at Kinathukadavu:
	<u>Response:</u> T.No.02651/02652 Chennai Central – Palakkad Exp Spl connects Pollachi to Chennai Central. It is not feasible to operate additional trains as suggested due to terminal constraints at Chennai Central. Extension of Coimbatore - Chennai overnight trains (Cheran Express and Coimbatore-Chennai Weekly Express) to Pollachi is not feasible as they undergo primary maintenance at Coimbatore.
6.0	<u>INFRASTRUCTURE MAINTENANCE AT POLLACHI JUNCTION</u>
	(i) Pit lines / Maintenance facilities for trains Note: Pit lines facilities are now planned in Palakkad Town railway station.
	(ii) SE-Permanent Way office shifted from Pollachi to Kollengede.
	<u>Response:</u> The SSE/P.way office jurisdiction is from Palakkad town to Pollachi and from Pollachi to Kinathukadavu which is total 77 KM. Since Kollengode Station is located in the mid-way of the section, SSE/P.Way office has been shifted here on account of administrative convenience.
	(iii) Locomotive / Coach maintenance shed was removed from Pollachi Junction.
	<u>Response:</u> The locomotive/coach maintenance shed at Pollachi Junction was provided for locomotive/coach maintenance for metre gauge trains. Now the Palakkad-Pollachi-Dindugal section has been converted to broad gauge

	trains. Now the Palakkad-Pollachi already has coach maintenance facilities at Shornur and Mangaluru Central. Moreover similar facilities are also available at Coimbatore and Salem division and at Dindugul in Madurai division. Locomotive maintenance facility is already available at Erode in Salem division. If the facilities available in Erode, Coimbatore and Dindugul can be utilized for locomotive/coach maintenance needed for the rakes/services originated/terminated at Pollachi may not be needed. However, the decision on the same to be taken by Headquarters.
	(iv) Train watering facilities were not brought back to Pollachi JN after gauge conversion
	<u>Response:</u> The train watering facilities were provided at Pollachi Junction for metre gauge section of Palakkad Town-Pollachi-Dindigul. The same are not needed at Pollachi Junction now as the section has been converted to broad gauge section and coach watering facilities are already available at Palakkad, Shoranur, Coimbatore and Dindigul.
	(v) Direct water pipeline from Aliyar river (Ambarampalayam) to Pollachi JN was not restored.
	<u>Response:</u> The pumping line from the Aliyar river to Pollachi have broken during Gauge conversion work and requires to be re-aligned at about 50 locations. In order to restore the Direct water pipeline, an estimate has been prepared and submitted to CPD/RE/MS to fund the same under RE Project. Upon sanction, the work will be taken up by Division.
	(vi) Nearly 10 trains (including Coimbatore - Rameswaram Express / Passengers, Coimbatore - Maduraj Intercity Express, Coimbatore - Thoothukudi Fast Passenger, Coimbatore - Kollam trains) were not re-operated after broad gauge conversion of Podanur / Palakkad - Pollachi - Dindigul section
	<u>Response:</u> The need for Infrastructural Maintenance (Pit line and other facilities) has been examined. With the present pattern of services in the section (3 pairs of trains) the rake links can be integrated in such a way that maximum number of coaching trains can be run and maintenance of the trains can be done by giving other end attention at MAS, SA, MDU Divisions. The maintenance facilities available at CBE which is 40 Kms away will also cater to the services via Pollachi. Moreover Train watering facilities are already available in CBE, PGTand DG Stations. In Pollachi Jn., already Well Water and Municipal water facility with Pumping Station (nearby) also available. SE/P.Way Office was shifted to Kollengode after gauge conversion since it is the centre point between POY and PGT.

7.0	Request to merge Meenatchipuram, Pollachi, Kinathukadavu section to Madurai Division or Salem Division from Palakkad Division
	<u>Response:</u> Jurisdiction of railway Divisions are decided on operational considerations and not based on State boundaries.
8.0	Request for infrastructure facilities at Podanur Junction so that Podanur junction will act as a second terminal to Coimbatore city.
	<u>Response:</u> Podanur is a NSG5 category station. This station is provided with all Minimum Essential Amenities as per the norms, except 1 water cooler.
9.0	Setting up an inland Container depot at Thippampatti near Pollachi
	<u>Response:</u> The request is for provision of ICD at Thippampatti to load and transport the goods through containers. Thippampatti is currently a non-railhead, located at a distance of about 7.5 Kms from Pollachi. ICDs can be provided only by Container Operators with approval of Ministry of Finance. If any Container Terminal Operator comes up with an ICD at Thippampatti, Southern Railway would consider provision of rail connectivity under Private Siding terms. Meanwhile, it is suggested that the Goods shed at Pollachi, which has full rake handling capacity, may be utilized by the Trade fraternity for their transport needs
10.0	<u>RESTORATION OF MAJOR TRAINS</u>
	(i) Pollachi-Coimbatore-Pollachi passenger train
	(ii) Coimbatore - Palani - Coimbatore passenger train)
	(iii) Train service to Tiruchendur through Pollachi, Udumalaipettai, Palani, Madurai
	<u>Response:</u> Train services between and South Tamil Nadu via Pollachi will be resumed on obtaining approval from Railway Board.
11.0	Request to divert Tirunelveli-Dadar-Tirunelveli Express Train (22629 & 22630) in Dindigul-Palani-Pollachi Sections
	<u>Response:</u> Railway Board will be approached regarding diversion of T.No. 22629/22630 Tirunelveli – Dadar Exp via Pollachi & Palakkad.

**GM's Meeting with Hon'ble MPs of the region served by
Salem Division on 17.11.2021**

	Shri Su Thirunavukkarasar, Hon'ble Member of Parliament (Lok Sabha), Tiruchchirappalli Constituency
1.0	Request for construction of a Sub-way Mallachipuram Village, Tiruchchirappalli District
	<p><u>Response:</u> The request is for provision of Subway at specific location and not in lieu of Level Crossing. The Subway of size 4.5m x 2.75m (maximum) is feasible at km 134/900-135/000 between Elamanur and Muttarasananallur stations of Karur-Tiruchchirappalli section of Salem division. The Subway proposal can be considered under Deposit Terms provided the State Government/Local Authority agrees to bear the full cost of construction including maintenance charges and the cost of Land Acquisition if any. The approach Railway land to the proposed Subway shall also be taken under long term lease by State Government/Local Authority. Further, it is to state that till date no proposal has been received for execution of work on deposit terms from State Government.</p>
2.0	Request to give up the proposal of closure of Manned LC No.62 (KM 113/500-600) at Pettavaithalai
	<p><u>Response:</u> This LC was provided on deposit terms solely for M/s Cauvery Sugar & Chemicals, Pettavaithalai and not for general public usage. The maintenance charges are not paid by M/s Cauvery Sugar & Chemicals from the year 2013. The amount due is Rs.89 lakhs till December 2019 and same is yet to be paid by M/s Cauvery Sugar & Chemicals. Railway has reminded M/s Cauvery Sugar & Chemicals several times in this regarding. There is no communication and response from M/s Cauvery Sugar & Chemicals regarding payment of these dues.</p> <p>LC No.61 & 62 are on either end of Pettavaithalai station yard within 730m. LC No.63 is at a distance of 1000m from LC No.62. Thus three LCs are within 1.73 km, also the road traffic is very less for LC 61 & 63 (TVU is 7146 for LC No.61 and 18046 for LC No.63).</p> <p>Railway has already written to District collector/ Tiruchchirappalli that LC No.62 can be retained if closure of LC No. 61 & 63 is agreed in lieu of LC No.62. LC No.63 and 62 are already connected to each other on both side of track (on one side NH road is available and other side State Government road is available.) LC No.61 and 62 are connected on one side by NH road and on other side Railway is ready to provide 4m wide road within Railway boundary. However, no response is received by Railways from District Administration, till date. Hence Railway has decided to close LC No. 62 permanently due to non-payment of maintenance charges by M/s Cauvery Sugar & Chemicals.</p>

	<u>OTHER DEMANDS</u>
3.0	Request for new coastal railway line
	<u>Response:</u> Subject pertains to Railway board.
4.0	Request to give up the proposal of Corporatisation of Production Unit of Indian Railways including Integral Coach Factory, Chennai & Formation of Indian Railway Rolling Stock Company and the resultant unrest among the Employees.
	<u>Response:</u> Subject pertains to Railway Board.
5.0	Request to issue Unreserved Tickets and attachment of Unreserved Coaches in all express trains
	<u>Response:</u> At present, unreserved tickets are being issued to T.06125 / 06126 Tiruchchirappalli-Karaikudi DEMU trains. Now with effect from 01.11.2021, T.06849/06850 (TPJ-RMM) will be running with 4 GS instead of 2S for the benefit of season ticket holders and unreserved passengers.
6.0	Request to reduce Platform fare from Rs.50/- to Rs.10/- as committed
	<u>Response:</u> As instructed by Railway Board, DRM's of concerned division have powers to increase the rate of platform tickets beyond Rs.10/- for the particular period to regulate rush at platforms during specific requirements. Due to pandemic situation and increase in covid positive cases, DRM/TPJ has increased the rate of platform tickets from RS.10/- to Rs.50/-, so as to restrict extra rush other than bonafide passengers inside the station premises. On regaining normalcy, the same will be reverted to actual fare i.e. Rs.10/-.

**GM's Meeting with Hon'ble MPs of the region served by
Salem Division on 17.11.2021**

	Shri N. Chandra Segharan, Hon'ble Member of Parliament (Rajya Sabha)
1.0	Salem -Egmore -Salem Train (T.No.22153 and 22154) which were in operation and suspended now, needs to be resumed both ways.
	<u>Response:</u> T.No. 22153/22154 Chennai Egmore – Salem – Chennai Egmore Exp Spl is running in an integrated link with T.No. 22157/22158 Chathrapathi Shivaji Maharaj Terminus Mumbai– Chennai Egmore Exp Spl and owned by Central Railway. On resumption of Mumbai - Chennai Express, Railway Board will be requested for resumption of T.No.22153/22154 Chennai Egmore – Salem – Chennai Egmore Express Spl.
2.0	Sarvaypudur Village – Thalaivasal Panchayat Union from Samiyar Well to Sarvaypudur Village Unmanned Level Crossing.
	<u>Response:</u> Shifting of existing Unmanned Level Crossing 125 in SA-VRI section to new location was approved under “Deposit terms” during the year 2012. Local Panchayat have deposited an amount of Rs.5,65,041/- for shifting only. Hence, LC 125A was laid at km.129/500-600. CRS sanction for the “deposit terms” work was available up-to 31.12.2013 only. The deposited amount was purely utilized for shifting purpose only. In the mean while old LC location at km.128/900-129/000 Railway was not able to close due to agitation from different sets of public. Hence, it was also forced to keep as unmanned LC, even after shifting to new location. During elimination of all Unmanned LCs, under LAW 12-13 work amount has been sanctioned for eliminating the LC125 and work has been executed by providing Subway at the old location. The Unmanned LC 125A (shifted alignment) has been provided with RCC box for eliminating the unauthorized path. Further, approach road and retaining walls are to be executed by Local Panchayat for their proper usage. Since it was under “deposit terms” no funds has been sanctioned by Railway. The represented earlier un-manned LC 125 A, now provided with RCC box for passage, shown in the photos, necessary standard approach roads can be provided by Local Panchayat, with their funds.
