

**GM's Meeting with Hon'ble MPs of the region served by
Palakkad Division on 20.01.2022**

	Dr. M.P. Abdussamad Samadani, Hon'ble Member of Parliament (Lok Sabha), Malappuram Constituency
1.	Raising the platform in Vallikkunnu Railway station.
	<u>Response:</u> Vallikkunnu is a NSG6 category station. A work for raising of platform No. 1 & 2 to high level at Vallikkunnu station is being processed under Umbrella sanction of 2021-22 (Plan Head-53) for obtaining Railway Board's approval.
2.	Construction of RUB at Heros Nagar, Vallikkunnu.
	<u>Response:</u> The request for Construction of Rail Under passage at Heros Nagar, Vallikkunnu is not in lieu of LC but at a specific location. Hence proposal for Subway in the location can be considered only 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. No such proposal has been received from the State Government so far and on receipt of the same, further action in this regard will be taken.
3.	Stoppage for MEMU at Vallikkunnu Railway Station.
	<u>Response:</u> Indian Railways is progressively converting all conventional passenger trains to MEMUs. On conversion to MEMU the existing stoppage at Vallikkunnu will be retained.
4.	New Train service between Nilambur Road and Salem.
	<u>Response:</u> Due to capacity constraints on the single line section between PTJ and IGU, additional trains are not feasible at present
5.	Restoration of Passenger Trains between Shoranur and Nilambur.
6.	Restoration of Passenger Trains between Shoranur and Kozhikode.
	<u>Response:</u> Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020 to contain the spread of COVID-19 Pandemic. 92.5% of the Express trains owned by Southern Railway have now resumed operation. Some passenger trains have resumed and the remaining will resume in due course. However, as requested by the Hon'ble MPs, Railway Board has been approached to permit resumption of one pair of passenger trains in Nilambur Road - Shoranur section.

7.	New daily train Service between Kozhikode Yeswantpur.
	Response: At present, two pairs of trains are available to Bangalore area (ie. one weekly and one daily) which are routed via Kozhikode-Palakkad. However the request of the Hon'ble MP is noted.
8.	Platform shelter at Angadipuram.
	Response: Angadipuram is an NSG-5 category station. Presently this station is provided with 440 sqm of PF shelter on platform No. 1 and 326 sqm of shelter on Platform No. 2/3 against the minimum requirement of 50 sqm. on each platform as per norms. The existing arrangements is adequate for the level of traffic dealt at present. Additional shelters will be considered in future as per relative need and availability of funds.
9.	Adding 5 more coaches in Rajya Rani Express.
	Response: Train No.16349/16350 Kochuveli-Nilambur Rajya Rani Exp. is running with 13 coaches. As requested by the Hon MP the train has been augmented by one sleeper coach with effect from 21.01.22. Further addition is not possible as Platform holding capacity of several stopping stations on Shoranur-Nilambur section is 14 Coaches only.
10.	Restoration of unreserved coaches in Rajya Rani Express.
	Response: Restoration of the unreserved coaches is being done in a phased manner taking into account the feasibility and prevailing local conditions.
11.	Electrification of Shoranur - Nilambur.
	Response: Electrification work in Shoranur - Nilambur section Preliminary works of survey and design has already begun and is in progress. Foundation works commenced in January 2022. Other Preliminary works are in progress. The section is Planned for commissioning in FY 2022-23.
12	New train service in Mangalore and Rameswaram section.
	Response: Powers for introduction of new train services is vested with Railway Board. However, timings for a new Bi-Weekly train between Mangalore and Rameswaram via Podanur-Pollachi-Madurai was submitted to Railway Board in 2018.

13.	Extension of Rajya Rani Express from KCVI to NCJ.
	Response: Extension of Train No. 16349/16350 Kochuveli-Nilambur Rajya Rani Express to Nagercoil is not feasible due to path constraints on Thiruvananthapuram – Nagercoil Single line section where line capacity is more than 100%.
14.	New NIL-CBE-NIL train service clubbing Train No. 56612 and 56604.
	Response: Combining of these trains is not feasible due to path constraints in the Nilambur Road-Shoranur single line section and because 56604 is a highly sensitive commuter service.
15.	Providing AC chair car or 3AC facility in NIL-KTYM-NIL express train.
	Response: Train No.16325/16326 Nilambur-Kottayam-Nilambur Express is running in an integrated rake link with other Passenger trains. Once the rake is replaced with LHB coaches, and delinked from the existing integrated link , the same will be done.
16	Provide Vistadome tourist coach In NIL-KTYM-NIL express train.
	Response: Train No.16325/16326 Nilambur-Kottayam Express is currently operated with conventional ICF rakes. All trains operated with ICF rakes are being progressively upgraded to LHB. On provision of LHB rakes, induction of VISTADOME coaches by Train No 16325/26 Nilambur-Kottayam Express will be considered.
17	Extension of Train No. 56316/56311 NCJ-TVC-NCJ passenger trains to KCVL as connection to Rajyarani express.
	Response: Train Nos.56316/56311 Nagercoil-Thiruvananthapuram-Nagercoil Passenger is being stabled at Thiruvananthapuram Central during night hours. Due to terminal constraints at Kochuveli at present, extension of Train.No.56316/56311 Passengers to Kochuveli is not feasible.

**GM's Meeting with Hon'ble MPs of the region served by
Palakkad Division on 20.01.2022**

	Shri E.T. Mohammed Basheer, Honble Member of Parliament (Lok Sabha), Ponnani Constituency
1.0	<p><u>Restoration of passenger trains</u></p> <p>After the Lock down due to Covid 19 pandemic, the following passenger trains are still not restored.</p> <p>i. CLT-SRR (56600) passenger ii. SRR-CBE (56604) passenger iii. Passenger trains in NIL-SRR section</p>
	<p><u>Response:</u> Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020 to contain the spread of COVID-19 Pandemic. 92.5% of the Express trains owned by Southern Railway have now resumed operation. Some passenger trains have resumed and the remaining will resume in due course. In compliance with the request to the Hon MP, Railway Board has been approached to permit resumption of one pair of pair of passenger trains in Nilambur Road - Shoranur section.</p>
2.0	<p><u>Proposal for new trains</u></p> <p>i. Additional daily train to Bangalore from Malabar.</p>
	<p><u>Response:</u> Due to path constraints in Palakkad-Coimbatore-Erode section where the line capacity utilisation is more than 100%, introduction of additional trains as proposed is not feasible. Moreover, at present the following trains are available from Malabar area to Bangalore.</p> <ul style="list-style-type: none"> • Two pairs of trains available from Malabar area to Bangalore (ie. one weekly and one daily) which are routed via Kozhikode-Palakkad. • One daily train is available from Kannur to Bangalore, which is routed via Mangalore.
	<p>ii. MAQ-RMM train.</p>
	<p><u>Response:</u> Timings for a new Bi-Weekly train between Mangalore and Rameswaram via Podanur-Pollachi-Madurai have been finalized and submitted to Railway Board in February 2018. Railway Board's orders for introduction are awaited.</p>
	<p>iii. Extension of Rajyarani exp to TVC/NCJ.</p>
	<p><u>Response:</u> Extension of Train No. 16349/16350 Kochuveli-Nilambur Road Rajya Rani Express to Thiruvananthapuram or Nagercoil is not feasible due to terminal constraints at Thiruvananthapuram Central and path constraints on Thiruvananthapuram – Nagercoil single line section.</p>

	Iv. Replace of all Passenger trains in Malabar with MEMUs.
	<u>Response:</u> In compliance with the request of Hon'ble MP, MEMU rakes are being inducted by Train No.06477/78 Mangaluru-Kannur-Mangaluru Passanger special. And remaining conventional passenger train will be upgraded to MEMU rakes progressively.
3.0	<u>Stoppages for trains at Tirur.</u>
	(Train Nos:22653, 12431, 12483, 12217, 22659, 22476, 20923, 20909, 19577, 20931, 22630, 22633).
	<u>Response:</u> The average ticket sale at Tirur station is below Railway Board's norms for provision of stoppage for additional trains. Hence the request is not feasible.
4.0	<u>Infrastructure:</u>
	i. Reconstruction of station building at Kuttippuram (KTU). The work was sanctioned in 2018-19. It was assured to me that the same will be expedited vide DRM letter No.J/G.120/MP ref/42/2020 dated 16.10.2020. A reminder letter was again given on 28.08.2021. But it is learnt that tenders are not yet floated even after 16 months which is highly disappointing. Quick action may please be taken in this regard.
	<u>Response:</u> Kuttipuram is a NSG4 category Station. Work sanctioned for reconstruction of Kuttipuram Railway station. General arrangement drawing (GAD) is under finalization and the work will be taken up soon upon fixing an agency.
	ii. Lifts at Kuttippuram (KTU): Sanctioned work for lifts at KTU may be expedited.
	<u>Response:</u> 2 Nos. Of lifts have been sanctioned got Kuttipuram Station (KTU). Tender process already initiated for execution of this work. Work will b expedited.
	iii. Work was awarded for raising of PF to High Level at Pallipuram. It was informed that agency was also fixed 7 years back .But the work has not been started yet.
	<u>Response:</u> Pallipuram is a NSG6 category station. Provision of High-level Platform for PF No.1 & 2 will be proposed in the ensuing Works Programme.

	iv. KTU PF 2 paving: KTU is an NSG4 station. But the PF surface at PF 2 is still pathetic which creates lot of discomfort to passengers. It may be paved on priority basis.
	<u>Response:</u> PF No. 2 paving at Kuttipuram proposed in LAW 2021-22 but work not sanctioned due to non-availability of funds. This work will be again proposed in LAW 2022-23.
	v. Electrification of SRR- NIL may be expedited.
	<u>Response:</u> Shoranur – Nilambur section preliminary works of survey and design has already begun and is in progress. The section is planned for commissioning in FY 2022-23. Currently all the site plans have been approved and OHE designs are being finalized in phases. Foundation works will be commenced in February 2022. Other preliminary works are in progress. The physical works of Shornaur – Nilambur will be taken up from February 2022.
	vi. Booking counter at Tirur second entry: Second entry work at TIR was completed a year ago. But the facility for reserved /unreserved ticket booking is not yet started there which is near to the city centre. The same may be opened soon.
	<u>Response:</u> Tirur is a NSG 3 category Railway station with average No of tickets issued per day (pre-covid) is 4900 only. At present two unreserved ticket counters (one round the clock and one in dayshifts) and one reservation counter in two shifts are being operated at Tirur which is sufficient to meet the current level of traffic. The feasibility of installing one Automatic Ticket Vending machine for issue of unreserved tickets in the second entry will be examined.
5.0	I hereby also request the Railways to conduct outdoor functions for dedicating the completed passenger amenities to the public. Conducting outdoor functions for dedicating the following completed passenger amenities to public- <ul style="list-style-type: none"> • Second entry at Tirur • PF shelter at Kuttipuram • Raising of platform at Tanur
	<u>Response:</u> Considering the present Covid scenario, it would not be appropriate to conduct outdoor functions as proposed by Hon'ble MP.

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Shri K. Muraleedharan, Hon'ble Member of parliament (Lok Sabha), Vadakara Constituency.
1.0	Mysuru-Thalassery railway line is a long cherished dream of the people of my constituency. Even though various surveys had been conducted, no positive result has been delivered yet. Urgent action may be taken to realize this feasible railway line.
	<u>Response:</u> Reconnaissance Engineering cum Traffic Survey for Thalassery – Mysore new BG line via Kodugu was sanctioned in the year 2016-17. Initially, feasibility study was entrusted to M/s. Delhi Metro Rail Corporation Ltd. by Government of Kerala (GoK). Later, on formation of Joint Venture with Kerala Rail Development Corporation Ltd. (KRDCL), the work of Detailed Project Report (DPR) preparation was entrusted to KRDCL by Government of Kerala (GoK). Meeting has been conducted at Principal Secretary Level between GoK and Government of Karnataka (GoKA), during which GoK has sought permission to do survey in Karnataka State.KRDCL has to complete the survey with co-ordination with GoKA.
2.0	Adarsh Status for Thalassery, Vatakara and Koyilandi Railway stations: Thalassery railway station is a British-time vintage railway station. The railway station has around 50 acres of land and has immense developmental potential. The Kannur Airport is only 25 km away from the Thalassery railway station. The renovation of Vatakara and Koyilandi stations are badly delayed to complete. Hence, the three railway stations may be conferred with Adarsh status for speeding up the development and renovation.
	<u>Response:</u> Thalassery (NSG3) and Vadakara (NSG3) were identified development under Adarsh Station Scheme and all the connected developmental works under this scheme have already been completed. Regarding Quilandi (NSG4) Railway Station, it is informed that reconstruction of station building has been completed recently and ready to be commissioned. Further, all the above 3 Stations are provided with necessary minimum essential amenities as per Norms.
3.0	MEMU trains may be started between Kozhikode and Kannur.
	<u>Response:</u> At present MEMU rakes have been inducted by one pair of passenger trains in Kozhikode - Kannur Sector. The remaining conventional passenger trains will also be progressively replaced by MEMUs.

4.0	<p>Thalassery railway station needs a lift, railway over bridge for koduvally gate near the railway station, and stop for all trains.</p>
	<p><u>Response:</u> <u>Lifts:</u> Two Nos. of lifts available at Thalassery Railway Station each one at PF1 & PF2.</p> <p><u>ROB:</u> The Hon'ble MP's request for the construction of a Railway Over Bridge near the railway station at Koduvally gate is presumed to be in lieu of LC No. 230 (Tellicherry) @ km. 735/200-300 in the SRR-MAQ section between Tellicherry and Dhamadam stations, and the ROB work was sanctioned in the 2006-07 Railway Budget. The project's current status is that the GAD has been approved, the estimate has been approved, and the tender process is ongoing.</p> <p><u>Stoppages:</u> The average ticket sale at Thalassery Station is below Railway Board's norms for providing stoppage for additional trains and hence the request is not feasible.</p>
5.0	<p>Vatakara railway station needs an escalator (downward), a lift for Mahe side, a waiting room, a digital board for displaying coach position, a high-level platform construction and stop for Train No: 06334, 09259 and 05859.</p>
	<p><u>Response:</u> <u>Lift/escalator:</u> Vatakara is a NSG 3 category station with Avg. footfall per day 10502 (2019-20 – Pre Covid) and Avg. footfall per day: 890 (2020-21 – covid period)</p> <p>As per Railway Board's policy guidelines, minimum required footfall for provision of Escalator at station is 25,000 per day. Hence Vatakara station does not eligible for provision of Escalators.</p> <p>The existing 1 No. of Escalator at Thalassery Railway Station on PF-1 was provided under 'MPLADS' fund during the year 2016-17.</p> <p>Two Nos. of lift available at Vatakara station one each at PF1 & at PF1 & PF2. Further provision of Lift for MAHE side shall be done based on Techno – Economic feasibility.</p> <p>The stoppage at Vatakara for Train No.16334 –Thiruvananthapuram Central-Veraval Express and Train No.19259 Kochuveli-Bhavnagar Express were eliminated as they were poorly patronized. At present no train is being operated on this railway with No. 05859.</p> <p><u>Waiting Room:</u> This station is provided with 159 sq.m of waiting hall against the minimum requirement of 125 sq.m as per norms.</p>

	<p><u>High level platform:</u> A work for raising of PF No. 1 to High level has been sanctioned and calling tender is under process.</p> <p><u>Digital board for displaying coach position:</u> At BDJ railway station, lift facility is provided in PF 1 and PF 2/3. Contract awarded for installing Digital Display and Coach Position indication boards. However in view of Covid 19 background the party is yet to take up the work.</p>
6.0	<p>Kovilandi railway station needs drinking water facility, fixing of CCTV cameras, installing a lift and posting of a Railway Protection Force personnel for night watch. Stoppage for Netravati and Coimbatore intercity SF Express.</p>
	<p><u>Response:</u> <u>Lifts:</u> Two Nos. of lift sanctioned for Koyilandy (QLD) railway station each one at PF1 & PF2. Tender process already initiated for execution of this work. Work will be expedited.</p> <p><u>Stoppages:</u> The average ticket sale at Quilandi Station is below Railway Board's norms for providing stoppage for additional trains and hence the request is not feasible.</p> <p><u>Drinking Water:</u> This station is provided with 44 No. of drinking water taps on PF No.1, 2/3 as against the norms of 40 water taps. Drinking water facility in the station is met through 2 open wells in Railway premises. During Summer period, water supply through Agency is being arranged to meet the water requirement.</p> <p><u>CCTV Cameras:</u> Work for providing CCTV is in progress and is likely to be commissioned by June 2022.</p> <p><u>Posting of RPF for night watch:</u> RPF personnel are randomly being deployed at QLD for picketing duty and regular beat patrolling, in coordination with local police.</p>
7.0	<p>A pit line may be constructed either at Kannur or Kozhikode for a smooth running of trains.</p>
	<p><u>Response:</u> To cater to the traffic needs of this region, works are in progress at Mangalore Central for providing additional Platform and augmenting of existing pit Line to the tune of Rs.13.94 crores.</p>

**GM's Meeting with Hon'ble MPs of the region served by
Palakkad Division on 20.01.2022**

	Shri Nalin Kumar Kateel, Hon'ble Member of Parliament (Lok Sabha), Dakshina Kannada Constituency.
1.0	Expediting the execution of ongoing pit line and platform work at Mangaluru Central (MAQ).
	<p>Train No.06491 Charvattur-Mangaluru Central (Old No.56661 Charvattur-Mangaluru Central Passenger) have resumed operation with effect from 04.01.2022 with the suggested timings. Remarks on letter No. MPDK/294.</p> <p>The pit line work was awarded on 19/11/2020 and the work commenced on 20/11/2020. As no fund was provided for the work under RRSK/DF(3) in the BG for the year 2021-22, so the second and part bill submitted in July 2021 could be passed in December 2021 only after receipt of fund in RG. So the work was delayed on account of non availability of fund besides due to Covid-19 pandemic also. Now sufficient fund has been granted in RG to complete the work. This work is targeted to be completed by 28/02/2022.</p> <p>As far as additional PF works are concerned, the same will be taken up only on completion of pitline works as per modus operandi. Accordingly, PF work is planned to be taken up in the ensuing financial year 2022-23.</p>
2.0	Delay in underpass Construction work near LC No.293A.
	<p>During the 2013-14 financial year, MCC requested a proposal for 2 lane RUB in place of LC 293A on a deposit basis. The project was initially handled by the construction organization, and on June 25, 2015, MCC transferred a payment of Rs.13.99 lakhs to CAO/CN/ERS as a Centage charge against the proposal's initial estimate cost of 6.69 crores. For 21 cores, a detailed estimate was prepared with the help of the Construction Organization GAD. Competent Authority authorized the same. During 2017, MCC requested that the cost of the proposal be reduced by using cast in situ RCC boxes rather than box pushing, and by reducing the size of the subway from 1x9.70x5.0m to 1x7.5mx5.0m (RCC box).</p> <p>According to Railway Board guidelines, the proposal was transferred from the Construction Organization to the open line for further processing in 2018. The revised estimate for a two-lane RUB of RS 10.0 crores was prepared, and the revised GAD was approved by the Competent Authority.</p> <p>Mangalore City Corporation handed up the proposal to Mangalore Smart City Corporation in 2019. Following that, the MSCC requested a four-lane RUB. The plan cost Rs 30.08 crores, according to the revised estimate. On that account, the client has paid Rs 70.08 lakhs on 08.08.2019, Rs 10.0 crore on 17.08.2020, Rs 5 crore on 10.11.2020, Rs 14.23 crores on 23.03.2021, and Rs 25 lakhs on</p>

	<p>15.06.2021. Now total amount deposited by client is Rs. 30.32 Crores.</p> <p>The current status is that the revised GAD was approved by Competent Authority on 27.01.2021. Detailed Estimate sanctioned on 05.08.2021. Tender opened on 01.09.2021 & the Division has referred to this office for clarification on the Eligibility Criteria for the above work on 12.10.2021. Based on the foregoing, this office has advised CE/works to initiate a process to modify the existing SNW (similar nature of work) on 09.11.2021 and Division was notified. The Change of Eligibility Criteria/Change of Scope of Similar Nature of Work is currently underway in the CE/Works office.</p>
3.0	Operation of Vijayapura- Mangaluru train service from Mangaluru Central (MAQ) instead of Mangaluru Junction (MAJN).
	<p>Due to platform constraints, at present it is not feasible to start the train from Mangaluru Central. The suggestion of the Hon'ble MP to reduce the load of the train to 09 coaches to facilitate its reception at Mangaluru Central is noted. It is submitted that rake of this train is owned by South Western Railway and reduction in its load comes under their purview.</p>
4.0	Shifting of Bunder goods yard to ULLAL.
	<p>Hon'ble MP's suggestion is noted. Railways is pursuing for the early completion of this sanctioned work.</p>
5.0	Upgradation of Jokatte Station
	<p><u>Response:-</u> The suggestion of the Hon'ble MP is noted.</p>
6.0	Revision of timings for Stoppage of Train No.16511 Bangalore – Kannur EXP.
	<p>In compliance with the request of the Hon'ble MP, the arrival/departure timings of Train No.16511 KSR Bangaluru-Kannur Express at Mangaluru Junction has been revised as 06.50/06.52 hrs respectively with effect from 22.12.2021.</p>
7.0	<p>Inclusions of Mangaluru region demands in agenda of IRTTC – 2022.</p> <p>a) Mangaluru Central- Thirupathi via Hassan-Bengaluru.</p> <p>b) Mangaluru Central- Ahmedabad via Madgaon.</p> <p>c) Mangaluru Central- Meeraj express via Hassan- Arasikere.</p>
	<p>The suggestions of the Hon'ble MP for new train services are noted. The feasibility of introduction of the suggested trains will be carefully examined for inclusion in the next IRTTC meeting.</p>

**GM's Meeting with Hon'ble MPs of the region served by
Palakkad Division on 20.01.2022**

	Shri Rahul Gandhi, Hon'ble Member of Parliament, (Lok Sabha), Wayanad Constituency
1.0	Request for extension of 16349/16350 Rajyarani Express to Trivandrum Central, Nemam or Nagercoil or extension of 56311 Trivandrum-Nagercoil and 56316 Nagercoil Trivandrum Passenger trains to Kochuveli (when ongoing yard works at Kochuveli is completed) to serve as connection trains to Rajyarani Exp.
	<p><u>Response:</u> Due to terminal constraints at Thiruvananthapuram , extension of Train No. 16349/16350 Kochuveli-Nilambur Rajya Rani Express to this station is not feasible. Furthermore, Nemam is a two line station where trains cannot be terminated as it will affect the running of other trains in the section. With regard to its extension to Nagercoil, it is not feasible due to path constraints on Thiruvananthapuram – Nagercoil Single line section where line capacity is more than 100%.</p> <p>Due to terminal constraints at Kochuveli, extension of Train Nos.56316/56311 Nagercoil-Thiruvananthapuram-Nagercoil Passenger trains to Kochuveli is not feasible for the present.</p>
2.0	Request to club Nilambur-Shoranur-Nilambur and Shoranur-Coimbatore Shoranur trains to provide a direct Nilambur-Coimbatore-Nilambur Express train service
	<p><u>Response:</u> Due to path constraints during early morning hours in Nilambur Road - Shoranur section, combining Train No.06466 (T.No 56612) Nilambur-Shoranur unreserved express and Train No.06458 (T.No 56604) Shoranur-Coimbatore unreserved express is not feasible. Moreover both these trains are sensitive commuter trains and altering their timings is also not feasible.</p>
3.0	Request to reinstate all pre existing (pre Covid) train services in Shoranur-Nilambur route to help the common public.
	<p><u>Response:</u> Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020 to contain the spread of COVID-19 Pandemic. 92.5% of the Express trains owned by Southern Railway have now resumed operation. Accordingly, Train No.16349/16350 Kochuveli-Nilambur express and T.No.16325/16326 Nilambur-Kottayam Express were resumed operation. The remaining passenger trains will resume in due course.</p> <p>However, the request of Hon'ble MP is noted and Railway Board has been approached for resumption of one pair of passenger trains in Nilambur Road - Shoranur section.</p>

4.0	Request to establish ticket reservation facility at Vaniyambalam Station.
	<u>Response:</u> IUTS facility is available at Vaniyambala in which reservation tickets are issued.
5.0	Request to upgrade Tuvvur halt station as crossing station.
	<u>Response:</u> The number of crossing stations present in Shoranur – Nilambur section is sufficient for the present traffic needs of the section. Also as per policy Train Halts having annual earnings more than 50 lakhs and outward passenger traffic more than 3 lakhs per annum only can be upgraded. TUV is categorised as HG2 station as the earnings is less than 50 lakhs per annum hence does not qualify for upgradation.
6.0	Request for extension of Platforms at Tuvvur, Todikappulam, PF No.1 at Vaniyambalam and PF 2 at Nilambur (with yard remodelling) to hold 18 coaches.
	<u>Response:</u> A work for extension of platform at Tuvvur(HG2) Todiyappulam (HG2) and Vaniyambalam stations along with few more stations has been submitted to Railway Board for approval under Works Programme 2022-23. As far as PF No.2 of Nilambur Station is concerned, the extension of PF No.2 requires yard modification and closure of LC nearby. A work for provision of Subway is entrusted to KRDC in lieu of the existing LC. Upon, closure of LC the demand will be examined.
7.0	Request to provide platform roofing at Nilambur and Vaniyambalam stations.
	<u>Response:</u> Both Nilambur and Vaniyambalam stations were provided with adequate Platform Shelters through Railway funds as per the requirement of Minimum Essential Amenities norms. The additional Platform Shelter as sought were provided through MP/MLA Deposit funds. Presently Nilambur station (NSG-5) has been provided with 256Sqm of PF shelter on PF No. 1 and 345 Sqm of PF shelter on PF No.2 as against the norms of 50 sqm on each platform. Vaniyambalamstation (NSG5) is provided with 162 Sqm of PF shelter on PF No. 1 and no shelters provided on PF No.2 as against the norms of 50sqm on each platform. The platform No.2 has been raised to high level recently, a work for provision of platform shelters will be proposed in the ensuing Works Programme.

8.0	Request to expedite / hand over already awarded Goods Terminal and Nilambur sanctioned under PPP to the Contractor to start Freight Operations/Handling at the earliest.
	<p><u>Response:</u> The Goods shed at Nilambur Road station is complete in all aspects and ready for handling freight traffic. Transportation of Goods through rail will commence at the earliest based on the demands for loading made by the industry and trade fraternity.</p> <p>Proposal for development of goods shed through private investment at Nilambur Road railway station for a period of ten years has been made and letter of acceptance has been issued to a private contractor.</p>
9.0	Nilambur - Nanjangud-Mysore BG rail project sanctioned years ago which is of National importance should be recommended to be taken up as an exclusive project of Railways, under 'Projects of National Importance'
	<p><u>Response:</u> Reconnaissance Engineering cum Traffic survey for a new BG line from Nilambur Road to Nanjangud Town via Edakkara, Vazhikadavu, Kanjirakadavu, Vadavanchel, Ayyankolli, SulthanBathery, Mavinahalla and Yeswantpura was sanctioned by Railway Board during the year 2001-02. The proposed line passes through Bandipur Wildlife Reserve Forest. A survey was conducted and the report submitted to Railway Board on 23/02/2004. Thereafter, the updating and recasting of the survey report was done several times as per the directions of Board. But Railway Board has shelved the project on 07.05.2014.</p> <p>Later this project was sanctioned and included in the Capital Investment Programme 2016-17 at a cost of Rs.6000 Cr. to be executed through Joint Venture/SPV/Partnership with Government of Kerala & Karnataka. The State Government has entrusted the preparation of detailed project report (DPR) to Kerala Rail Development Corporation Ltd.(Joint Venture between Railways and Govt. of Kerala). They are planning for the survey of this line along with survey for new line from Thalassery to Mysore with common alignment in Karnataka. Government of Kerala (GoK) has requested permission from Government of Karnataka (GoKA) for conducting survey through the reserve forest and wild life sanctuary in Karnataka. A meeting was conducted at the level of Principal Secretary level during which GoKA has advised GoK to submit details of survey proposed to be conducted and the same was submitted by GoK. It is learnt that the permission to carry out survey in Karnataka is yet to be received from GoK.</p>
10.0	Request to construct Railway Underpass near to Thodikappulam Railway Station.
	<p><u>Response:</u> The request is for provision of Underpass near Thodikappulam (halt) Railway station at km 51/200-500 in Shoranur- Nilambur section of Palakkad Division, which is at a specific location and not in lieu of any existing Level Crossing. Based on the initial request received a detailed study has been made and an</p>

	Estimate has been prepared for construction of Subway at km 51/120 at a cost of Rs.2,69,82,303/-. Accordingly Divisional Railway Manager/Works has advised Shri P.K KunihaliKutty , Hon'ble MP as well as District collector , Mallapuram to remit the amount of Rs.2.69 Crores under MPLADS vide letter No.J/W.325/15/Thodikapulam dt 30.11.2018. The Hon'ble MP informed that they cannot raise the fund due to floods and requested to raise fund from Railways. Vide PGT division letter dated 27.11.2019, it was informed that there is no provision of funds with Division for the construction of underpass at that location. Subway can be provided on Railway account only in lieu of Level Crossing.
11.0	Request to provide Vista dome AC Tourist Coach or AC Chair Car Coach in 16325/16326 Nilambur-Kottayam-Nilambur Day Express trains.
	Response: Train No.16325/16326 Nilambur-Kottayam Express is currently operated with conventional ICF rakes. All trains operated with ICF rakes are being progressively upgraded to LHB. On provision of LHB rakes, induction of VISTADOME coaches by Train.No 16325/26 Nilambur-Kottayam Express will be considered. Train No.16325/16326 Nilambur-Kottayam-Nilambur Express is running in an integrated rake link with other Passenger trains. And on conversion to LHB Coaches the provision of AC coaches will be considered.
12.0	Upgrade Nilambur-Kottayam passenger train to a express train.
	Response: Train No. 56363/56362 Nilambur- Kottayam – Nilambur Passenger train has been upgraded as Express and operated as Train No.16325/16326 Nilambur-Kottayam-Nilambur Express
13.0	Request to start sanctioned Electrification works of Shoranur-Nilambur line
	Response: Electrification work in Shoranur- Nilambur section Preliminary works of survey and design has already begun and is in of progress. .Foundation works commenced in January 2022. Other Preliminary works are in progress. The section is planned for commissioning in FY.2022-23.
14.0	To start Railway Goods transportation Service at Nilambur station.
	Response: Nilambur Goods Shed has been developed recently with an expenditure of 5 Crores. Contract is awarded for developing Nilambur Goods Shed under PPP Model which includes provision of covered shed and other facilities.
15.0	Provide Vistadome coaches by T.N 16325/26
	Response: This train is currently running with conventional ICF coaches. On upgradation LHB coaches, provision of Vistadome coaches will be considered.

**GM's Meeting with Hon'ble MPs of the region served by
Palakkad Division on 20.01.2022**

	Shri M.K. Raghavan, Hon'ble Member of Parliament (Lok Sabha), Kozhikode Constituency
1.0	To expedite the tender process of cleaning contract of Kozhikode Railway Station.
	<p><u>Response:</u> It is mentioned that the train services have been stopped due to Covid-19 Pandemic from 25th March 2020 onwards. Even though train services have partially resumed from June 2020 frequency of service the footfall has been very less due to reduction in train services. Hence in order to maintain the house keeping activity uninterrupted although in reduced scale, conservancy contract was started with 24 staff by Medical department.</p> <p>Further, Railway Board has issued instructions to review the cost of Housekeeping activities of the Station vide letter under reference (ii) in the wake COVID19 pandemic.</p> <p>Now, since almost normal train services have resumed, it is proposed to bring the House keeping activity to Pre-Covid level.</p>
2.0	Redevelopment of Kozhikode Railway station to world class-delay in implementation.
	<p><u>Response:</u> Kozhikkode is a NSG2 category station. This station is one among the 20 stations in Southern Railway identified by Railway Board for Station Redevelopment. This station is presently entrusted RLDA for redevelopment. Conceptual Planning is under process.</p>
3.0	<u>More train connectivity & Extension of service between Bangalore & Kozhikode</u> Introduction of new express trains between Bangaluru and Mangalore via Palakkad, extension of Train No. 16512/16511 to Kozhikode.
	<p><u>Response:</u></p> <p><u>i. New train between Mangalore and Bangalore via Palakkad.</u> At present, two pairs of trains are available to Bangalore area (ie. one weekly and one daily) which are routed via Kozhikode-Palakkad. However the request of the Hon'ble MP is noted.</p> <p><u>ii. Extension of Train No.16511/12 Bangalore-Kannur express to Kozhikode.</u> Due to Platform constraints at Kozhikode station, extension of Train No.16511/12 Bangalore-Kannur express to Kozhikode is not feasible at present.</p>

4.0	Introduction of Board approved Mangalore-Madurai-Rameswaram Train.
	Response: Timings for a new Bi-Weekly train between Mangalore and Rameswaram via Podanur-Pollachi-Madurai was submitted to Railway Board and their approval is awaited.
5.0	Other connectivity i. Introduce Board approved Palakkad- Kozhikode MEMU, run Mangalore-Calicut Express as MEMU and club them both. iii. Introduce Kozhikode- Ernakulam MEMU.
	Response: Indian Railways is progressively converting all conventional passenger trains to MEMUs. At present MEMU rakes have been inducted by one pair of passenger trains in Kozhikode-Kannur sector. The remaining conventional passenger trains will also be progressively replaced by MEMUs.
	ii. Introduce Board approved Mangalore- Coimbatore Shatabdi.
	Response: Timings for a Shatabdi Express between Mangalore and Coimbatore was submitted to Railway Board in 2020. Board's decision on the above is awaited.
6.0	Pitline at West Hill (Kozhikode).
	Response: West Hill is not a natural terminal and therefore is not considered for development of Maintenance facilities. Furthermore, there are adequate pit lines at Mangalore Central, Ernakulam, Thiruvananthapuram and Coimbatore to take care of the train services through Kozhikode. Furthermore, Maintenance shed including pit line for conventional coaches (12 bogies) is already available at Shoranur Junction.
7.0	Issue of Kadalundi Railway Station.
	Height of platforms in Kadalundy railway station may be raised in tune with the requirements.
	Response: Kadalundy is a NSG6 category. A work for raising PF 1&2 to High Level has been submitted to Board in Works Programme 2022-23 for approval. Work proposed in Works Programme 2022-23 for raising of Platform No.1 & 2 to high level.
8.0	Operating of adequate ticket counters and proper manning of reserved coaches.
	Response: In the 1 st entry, there is one UTS counter working round the clock and one PRS counter with two shifts. An IUTS counter is working round the clock in the

	<p>2nd entry. Two new ATVM s are installed in the 1st entry for convenience of the passengers. The daily average number of unreserved tickets issued at Kozhikode Railway station is 550 only. The present counters with 6 shifts are adequate for the level of traffic.</p> <p>All reserved coaches, barring a few sitting coaches, are manned by deploying adequate ticket checking staff and headquarters and divisional ticket checking squad are utilized for checking unmanned second class sitting coaches.</p>
9.0	Filling up of vacancies of ticket checking staff for better service to public.
	<p><u>Response:</u> Suggestion is noted please, Filling up of vacancies is a continuous process and being done without loss of much time. With optimum of utilization of manpower, better service to public is provided.</p>

**GM's Meeting with Hon'ble MPsof the region served by
PalkkadDivision on 12.01.2022**

	Shri Rajmohan Unnithan, Hon'ble Member of Parliament (Lok Sabha), Kasaragod Constituency
	<u>MANJESWAR</u>
1.0	(a) Request to make Manjeswar Railway Station as 'Adarsh' Railway Station
	<u>Response:</u> Manjeswar Railway Station is an NSG 6 category station having average daily passengers of 809 only. Manjeswar Railway station was declared as Adarsh station in 2012-13and all amenities provided as per Adarsh station Norm.The stations arereclassified as NSG 1, NSG 2, NSG 3, NSG 4, NSG 5, NSG 6 based on the footfall and originating passenger earnings in 2017-2018. Manjeswar is an NSG 6 categoryRailway station with annual earnings of RS. 2, 95,314/- only.
	(b) Request to utilize 20 Acres of land available in Majeswar Station Premises to accommodate any kind of facilities like additional track, parking goods, loading, unloading shed, park etc.
	<u>Response:</u> Hon'ble MPs suggestion is noted.
	(c) Request for expansion of Shelter / roofing in all platforms in Manjeswar Railway Station
	<u>Response:</u> Manjeshwar station is provided with 267sq.m. of PF shelter for PF No. 1 and 390sq.m. of shelter for PF No. 2&3 against the minimum requirement of 50sq.m. on each PF as per norms. Provision of additional PF shelter will be considered in future based on increase in passenger traffic and availability of funds.
	(d) Station connect both towns many accidents and hence a FOB to cross from NH through Railway platform to Manjeshwar Town.
	<u>Response:</u> The work of extending the Foot Over Bridge at Manjeshwar station from PF No.2/3 to NH side is under progress and expected to be completed by June, 2022.
	(e) Request for two ROBs near Hosangadi Railway Gate and at Udyawara
	<u>Response:</u> The work for reconstruction of station Building was awarded on 13.10.2021 and the work will commence soon.

	(f) Need of constructing building at Manjeswar Railway Station as it is very old and cracked.
	<u>Response:</u> The work for reconstruction of station Building was awarded on 13.10.2021 and the work will commence soon.
	(g) Need of ticket reservation counter facilities at Manjeswar Railway Station
	<u>Response:</u> Mangalore central which is only 17 KMs distant from Manjeswar is having Advance Reservation facility. The average number of passengers dealt per day is 809 (pre-covid) only. Tickets are issued hereby mostly for short distance travel and season tickets. Tickets are issued by Station Ticket Booking Agent under the supervision of Station Master.
	(h) Need to clean as vacant land around Majeswar Railway Station become a dumping and ground for plastic and other wastes.
	<u>Response:</u> Cleanliness of Manjeswar railway station is being managed through outsourcing by Station Master. Waste generation at this station is minimal and action will be initiated against the anti-social elements dumping waste in railway station premises. Raids are being conducted to prosecute the offenders. A special drive will be organized to identify persons dumping waste in railway premises. Public awareness is being created through Public Address System to desist from throwing waste from trains.
	<u>UPPALA</u>
2.0	(a) Request for stoppage of more trains at Uppala station.
	<u>Response:</u> The average ticket sales at this station is less than the Railway Board norms for provision of stoppage of additional trains. Hence the proposal is not feasible
	(b) Posting of regular staff instead of contract staff
	<u>Response:</u> Uppala Railway station is an NSG 6 category station having daily passengers of 575only (pre-covid).At present, the station is managed by Commercial Clerk for issue of tickets. Station Ticket Booking Agents are engaged at station to support SM as per Railway Board instructions to issue unreserved tickets only.

	<u>KUMBLA</u>
3.0	(a) Request to consider for converting Kumbla Railway Station as Terminal station like Kochuveli duly utilizing unutilized and idle 40 Acres of land.
	<u>Response:</u> The coaching terminal at Mangalore Central and Mangalore Junction are adequately serving the traffic needs as of now. There is no operational need for provision of a terminal at Kumbla.
	(b) Request for extension of all express trains terminating at Kannur including T.No.12081/12082 Thiruvananthapuram-Kannur Janashatabdi Express to Kumbla.
	<u>Response:</u> There are no terminal facilities at Kumbla for originating/terminating Mail/Express trains. Moreover, Train 12082 Thiruvananthapuram-Kannur Janashatabdi Express reaches Kannur at 00.25 hrs and leaves at 04.50 hrs. Thus the lie over time is insufficient for its extension to Kumbla.
	(c) Request action - The platform is broken, leaking and lying in the woods. Heavy rain leaks all the way to the waiting hall
	<u>Response:</u> Kumbla is a NSG5 category station. This station is provided with 262 sq.m PF shelter on PF No. 1 and 442 sq.m of shelter on PF No.2.Two bays of Platform Shelter on PF No.1 & Two bays on PFNo.2/3 have been completed recently (June/2021).
	(d) Request action – No light at extreme north platform area and No-display board for showing coach positions
	<u>Response:</u> <u>Lighting facilities:</u> Feasibility for providing light masts will be assessed and lighting will be provided. <u>Coach Display Boards:</u> Coach position board is available at the station near SM office and also coach indication board available on both Plat forms.
	(e) Request to provide toilet facilities for men and women at Kumbale Railway station as it is an center of anti-social behavior.
	<u>Response:</u> Estimate has been sanctioned for providing amenities under “Adarsh” station work. Along with the ‘Adarsh’ station work, separate toilet for men and women will be provided. Frequent raids will be conducted against anti social activities in coordination with local police thereby ensuring security to passengers.

	(f) Request to provide road facilities to allow passengers to cross from the platform west of the railway station.
	<u>Response:</u> The request from the Hon'ble MP is for provision of FOB across the station. However, as the station is already provided with FOB for inter Platform transfer of bonafide Railway Passengers, no further the FOB is planned at this station.
	(g) Need ticket reservation counter facilities at Kumbala.
	<u>Response:</u> Passenger Reservation facility is available at Kasaragod Railway station and at Kasaragod Collectorate which are at 12 kms distance from Kumbala Railway station. Passengers from Kumbala can easily travel to Kasaragod and book their tickets from either of the locations. The PRS at Kasaragod Collectorate has considerably low passenger traffic. At present nearly 80% reservation over Southern Railway is done through on line. Hence opening of new PRS counter is considered not feasible in the present scenario.
	(h) Request to provide safe and secure parking facility with sufficient roofing as sufficient land available.
	<u>Response:</u> The average number of passengers at Kumbala Railway station is 1606 only. The facility of parking was tried out through contract but not continued by Licensee due to poor patronage. New quotations are being called The feasibility of providing parking facility with roofing will be explored as and when traffic increases.
	(i) Request to do beautification in the station premises.
	<u>Response:</u> Facelift has been given to the station premises during December 2021.
	<u>KASARGOD</u>
	(a) Request action as there is no luggage storage facility-Cloak rooms for passengers
	<u>Response:</u> Noted and the scope for providing cloak room facility will be explored.
	(b) Request for Restaurant at Kasargod Railway Station.
	<u>Response:</u> The restaurant at KGQ is tendered by IRCTC, the work for which is in progress. However, there is a multipurpose stall, a milk stall and are freshment room available at the station. The Licensee of stall allotted on second platform is also advised to reopen the stall.

	(c) Request to provide enough space for Railway Police Station at Kasargod Railway Station
	Response: RPF post at KGQ with ten bed barrack has been sanctioned for the year 2021 at a total cost of Rs.96,17,000/- for the year 2020-21.
	(d) Request for full time reservation ticket counter at Kasargod Railway Station
	Response: Reservation counter at Kasargod works from 08.00 hrs to 20.00 hrs. After 20.00 hrs, cancellation of reserved tickets can be done in the unreserved ticket booking counter.
	(e) Request for roof over the parking lot at atKasargod Railway Station
	Response: The parking contractor will be advised to provide roofing facility if it is as per the provisions of contract.
	(f) Request for Lift and Escalator facility at Kasargod Railway Station
	Response: Category of Station: NSG 4 Avg. footfall per day: 13769 (2019-20 - Pre covid) Avg. footfall per day: 1074 (2020-21 - covid period) 1) As per Railway Board's policy guidelines, minimum required footfall for provision of Escalator at station is 25,000 per day. Hence Kasargod station is not eligible for provision of escalators. 2) Two nos. of Lifts are available at Kasargod station each one at PF 1 & PF 2/3.
	(g) Request for expansion of roofing in all the platforms at Kasargod Railway Station.
	Response: Kasargod is an NSG4 category station. This station is provided with 3309 sq.m. of PF shelter for PF No. 1 and 2791 sq.m. of PF shelter on PF No. 2&3 against the minimum requirement of 200 Sqm on each Platform. Provision additional shelter will be considered in future based on increase in passenger traffic and availability of funds.
	(h) Request for installation of CCTV & Digital announcement system.
	Response: Digital announcement system is provided at KGQ. CCTV to be provided by RCIL under Nirbhaya Funds. Digital announcement system is already available at Kasargod. The contractor discontinued the service during Covid period. The same will be retendered.

	(i) Request for WiFi facility at at Kasargod Railway Station.
	<u>Response:</u> Wifi facility is already available at Kasargod.
	(j) Request to improve basic amenities including more comfortable well furnished retiring rooms at Kasargod Railway Station.
	<u>Response:</u> There are 2 Retiring rooms available at KGQ railway station and both these rooms have been given a facelift during December 2021.
	(k) Request for pay and use type Dormitory and room facility for passengers accommodations.
	<u>Response:</u> There are two retiring rooms available at KGQ railway station which is utilized to the level of nearly 10% only. Additional facility needed if any will be looked into as and when there is improvement in patronage.
	(l) Need of separate building for ticket counter in Kasaragod Station
	<u>Response:</u> According to new Railway Board guidelines, the unreserved ticket booking counter and Reservation counter may be adjacent in the same building. Adequate facilities are provided at the station.
	<u>KALANADU HALT</u>
4.0	(a) The second platform at Kalanadu halt Railway Station is currently at ground level. Children and senior citizens have to climb about 15 steps.
	<u>Response:</u> Kalanad is anHG2 category station. The work of raising of PF will be proposed in the ensuing works program.
	(b) Request to raise Platform and construct ramp on the platform at Kalanadu Halt Station
	<u>Response:</u> The work will be proposed in the ensuing works programme.
	(c) Previously stopped passenger trains should be allowed to stop as soon as Possible.
	<u>Response:</u> Stoppage is available for T.No.06491 Charvattur-Mangaloure Unreserved Express Special (T.No.56661 Charvattur-Mangaloure Passenger) at Kalanad Halt. However, stoppage for trains at this station is temporarily withdrawn due to non-availability of ticketing facilities and will resume on provision of the same.

	<u>KOTTIKULAM</u>
5.0	(a) Request for early approval for the implementation of the project ROB in Kottikulam.
	(b) Request for construction of ROB in lieu of LC No.280 at Kottikulam.
	<u>Response:</u> Construction of ROB in lieu of Level Crossing No.280 at Kottikulam has been sanctioned under umbrella works under pink book item No.386 for the year 2021- 22. GAD has been approved. The bridge proper will be done by CN/ERS, and the approach will be constructed by M/s RBDCK. The land required for the forming approach was acquired prior to the sanction of this ROB work charging to Kannur-Mangaluru doubling. The Railways is in the process of handing over the railway land to the state government. Construction of the span over railway track will be undertaken once RBDCK starts work on approaches.
	(c) Request to close the Level Crossing between the platforms and raise the existing platform.
	<u>Response:</u> Closure of Level Crossing is feasible, only upon construction of ROB/RUB for which talks are on with State Government for long time as it involves land acquisition in thickly populated area.
	(d) Request to turn on the lights on the platform at night
	<u>Response:</u> At night 100% lights will be switched ON 30 Minutes before Train departure/arrival as per standard instructions on the Platforms and is being ensured. The station is having no train stoppages during late night hours.
	<u>BEKAL FORT</u>
6.0	(a) Request to renovate and improve Bekal Fort Station special consideration to a Tourist destination.
	<u>Response:</u> Bekal Fort Railway station having daily passengers of 287(pre-covid) only is categorised as NSG 4 because of its tourist importance. The average daily earnings of this station is Rs 4120/- only.
	(b) The station area is covered with jungle. There are broken seats. Pallikkare Railway station renamed as Bekal fort station but lags behind in development list.
	<u>Response:</u> Bekal fort is an NSG4 category station. The PF No.1 is in Medium Level & PF No.2 which is at Rail-Level is being raised to High Level along with provision of waiting hall & mini shelter of 4 bays at a cost of 1.11 crore. Vegetation has been cleared.

	(c) Request modification/beautification of Children's park at Bekal Fort Station
	Response: Beautification of children's park will be examined.
	<u>KANHANGAD</u>
7.0	(a) Request to resume Information Centre round the clock.
	Response: Information centre at Kanhangad Railway station is working round the clock From 06.00 hrs to 16.00 hrs it is manned in the booking office. From 16.00 hrs to 06.00 hrs information centre is manned by ticket checking staff.
	(b) Need of Escalator & Lift, CCTV Digital announcement and WiFi facilities
	Response: Category of Station: NSG 4 Avg. footfall per day: 12769 (2019-20 - Pre covid) Avg. footfall per day: 702 (2020-21 - covid period) 1) As per Railway Board's policy guidelines, minimum required footfall for provision of Escalator at station is 25,000 per day. Hence Kanhangad station is not eligible for provision of escalators. 2) Two nos of Lifts are available at Kanhangad station each one at PF 1 & PF 2/3. Lift, CCTV and Digital announcement facility are presently available at KZE.
	(c) Improved basic amenities including Expansion of Roofing throughout the station in all platforms especially where the AC compartments stops.
	Response: Kanhangad is an NSG4 category station. This station is provided with 1683 sqm of PF shelter on PF No. 1 and 1335 sqm of PF shelter on PF No. 2 against the minimum requirement of 200 sq.m. Provision of additional PF shelter will be considered in future based on increase in passenger traffic and availability of funds.
	(e) No RPF office at night time it should be ensured, because after 10 pm, the second platform is the base of the drunken mafia.
	Response: Staff is being deployed from KGQ on random basis for picketing duty at KZE. Apart from this, frequent drives against anti social activities are being ensured in coordination with local police to ensure hassle-free movements of passengers, especially women passengers.
	(f) Request for Pre paid auto service.
	Response: Pre-paid auto booth is available at the station, managed by state government sponsored personnel.

	(g) Kanhangad-Kaniyur Railway line.
	Response: Kanhangad-Kaniyoor railway line is policy matter.
	<u>NILESWAR</u>
8.0	(a) There is a single counter for general tickets and reservations. There is also a need to extend the reservation time.
	Response: Nileshwar is a NSG 5 category station having footfall of 6305 only. The working time of Reservation counter at NLE is 09.30hrs -11.00hrs, 14.00 hrs -17.00 hrs. It is manned along with unreserved ticket booking. Extended working hours of PRS shall be considered as and when the footfall improves.
	(b) Request for pit line duly utilising 26 acres of land available under Railway's control.
	Response: At present, Mangalore has two pit lines and construction of one more pit line is in progress. The maintenance facilities available at Mangalore Central caters to the traffic needs of the area adequately. There is no operational need for provision of a pit line at Nileshwar as of now.
	(c) Request for installation of CCTV, Digital announcement system and WiFi facility at Nileswar Railway Station
	Response: Digital announcement system is available at Nileswar. CCTV to be provided by RCIL under Nirbhaya Funds. Digital announcement system and wifi facility are already available.
	(d) Request for prepaid auto service at Nileswar Railway Station
	Response: For prepaid auto booth, the state govt administration has to arrange manning. Proposal if any received from Traffic Police Department, will be considered positively.
	(e) Request to provide adequate length of platform shelter and sufficient seating arrangements in all Platforms at Nileswar Railway Station.
	Response: At present, 1295 sq.m. of platform shelter is available against the minimum of 100 sq.m.

	<u>CHARVATUR</u>
9.0	(a) Request urgent steps for starting of Trains (No 56659 & 61) to Mangalore and Kannur as Passenger Trains as before.
	<u>Response:</u> Train No.06469 Kannur-Charvattur Unreserved Express Special (T No.56659 Kannur-Charvattur Passenger) and Train No.06491 Charvattur-Mangaluru Central Unreserved Express Special (T.No.56661 Charvattur-Mangaluru Central Passenger) have resumed operation with effect from 03.01.2022 & 04.01.2022 respectively.
	(b) Request to post booking clerk and promote Charvatur Railway Station as 'B' Class Station
	<u>Response:</u> Trikarapur is a NSG 6 class station where a booking clerk is posted to issue tickets. The staff strength is adequate to handle the present level of traffic.
	(c) Request to use pond in the station premises for pumping water to the trains.
	<u>Response:</u> The renovation of the pond through MGNREGS has been proposed.
	(d) Request to provide roof on both the platforms at Charvatur Railway Station
	<u>Response:</u> Charvattur is an NSG5 category station. This station is provided with 386 sqm of PF shelter on PF No. 1 and 504 sqm PF of shelter on PF No. 2.Two bays of PF Shelter each on PF No.1 &PF No.2/3 have been completed recently (December 2021).
	(e) Request to take action on the cramped dirty toilets in the building on the first platform.
	<u>Response:</u> Cleaning of toilets has been done and will be ensured.
	(f) Request for stoppage for Train Nos.16511/16512 Bangalore-Kannur Express at Charvattur.
	<u>Response:</u> The average ticket sales at Charvattur station does not qualify Railway Board norms for provision of stoppage of additional trains. Hence the request is not feasible.

	(g) Request to reinstate Chennai Mangalore Superfast Express (West Coast express) No.166627 & 16628)
	Response: Train No.22637/22638 MGR Chennai Central-Mangalore West Coast Express has recommenced service on 08.04.2021.
	(h) Request for parking at Charvatur Railway Station
	Response: Parking contract was awarded for a period of three years from 20/03/2020 to 19/03/2023. Licensee discontinued service due to poor patronage in the wake of Covid-19 pandemic and the contract was terminated. Parking contract shall be put in place at the earliest.
	(i) Request for roofing and Fan on the second platform at Charvatur Railway Station
	Response: There are 2 bays of platform shelter each at Platform No.1 & 2 at Charvatur in addition to the old platform shelters. Provision of fan will be made on the platform shelters.
	(j) Request for sufficient Display Board at Charvatur Railway Station
	Response: As per MEA, digital display board is not required at NSG 5 category stations.
	<u>CHANDERA</u>
10.0	(a) Request to allow stoppage of suspended trains (No.06477 & 06478) at Chandera Railway Station
	Response: Stoppage is provided for T.No.06477/06478 Kannur-Mangalore Express special at Chandera Halt. However, stoppage for trains at this station is temporarily withdrawn due to non-availability of ticketing facilities and will resume on provision of the same.
	(b) Request to ensure basic amenities in Chandera Railway Station
	Response: Chandera is an HG2 category station. Works such as renovation of Station Building, raising of PF No.1 & 2 to high level have been completed. FOB proposed in Works Programme for Board's approval.
	(c) Request to provide adequate length of platform shelters and sufficient seating arrangements in all platforms of Chandera Railway Station
	Response: Provision of IRS type shelters- 2 bays, was proposed in 2019-20. Sanction is awaited.

	<u>TRIKARIPUR</u>
11.0	(a) Shortage of staff .
	<u>Response:</u> Trikaripur is a NSG 6 class station where a booking clerk is posted to issue tickets. The staff strength is adequate to handle the present level of traffic.
	(b) Need of basic facilities, telephone and drinking water
	<u>Response:</u> Trikaripur is an NSG6 category station. This station is provided with 6 water Taps. Water supply is availed from Kerala Water Authority at this station. In addition, the existing open well has been renovated recently to meet the water requirements of this station.
	(c) Request for roof over the platform at Trikaripur Railway station
	<u>Response:</u> Trikaripur is an NSG6 category station. This station is provided with 376 sq.m of PF shelter for PF No. 1 and 303 sq.m of PF shelter for PF No. 2 against the minimum requirement of 50 sqm on each PF. Provision of additional PF shelter will be considered in future based on increase in passenger traffic and availability of funds.
	(d) Request for completion of 2nd platform work at Trikaripur Railway Station.
	<u>Response:</u> The work of flooring of PF will be proposed in the ensuing Works Programme.
	<u>PAYYANUR</u>
12.0	(a) Request for ‘A’ class facilities being the Payyanur Station is ‘A’ Class
	<u>Response:</u> Payyannur is an NSG4 category station. This station is provided with all minimum essential amenities as per norms, except 2 urinals. More facilities will be considered on need basis subject to fund availability.
	(b) Request to construct separate Comfort station in Railway Station premises under MPLADS.
	<u>Response:</u> Proposal for construction of comfort station under MPLAD fund will be sent to the Hon’ble MP shortly.

	(c) Request to arrange one more ticket counter at Payyanur Railway Station.
	Response: Payyanur is an NSG 4 category Railway station with average daily passengers 7945 only. Now there is one unreserved ticket counter works round the clock in three shifts and a PRS counter with two shifts, which is sufficient to meet present level of traffic.
	(d) Request for installation of CCTV, Digital announcement system and Wifi facility at Payyanur Railway Station.
	Response: CCTV cameras have already been installed at PAY under phase I of Nirbhaya scheme. Digital announcement system and wifi facility are already available.
	(e) Request for lift and escalator facilities for Platform No.1 & 2 at Payyanur Railway station.
	(f) Need of parking facility in 2nd platform area
	Response: Category of Station: NSG 4 Avg. footfall per day: 15889 (2019-20 - Pre covid) Avg. footfall per day: 590 (2020-21 - covid period) 1) As per Railway Board's policy guidelines, minimum required footfall for provision of Escalator at station is 25,000 per day. Hence Payyanur station is not eligible for provision of escalators. 2) A new proposal for provision of 2 Nos. of lifts has been proposed against the Umbrella work SR PB Item No. 1028/2021- 22 (PB#1119/20-21/NR). Sanction for the work is under process. PAY is having a parking area of 2102 sqm. Parking facility in second Platform area is not feasible for want of adequate Railway land.
	(g) Request for prepaid auto service
	Response: Prepaid auto booth is available, manned by personnel engaged by state government.
	<u>EZHIMALA</u>
13.0	(a) Request for stoppage of more distance trains at Ezhimala Railway Station as Naval base is there.
	Response: The average ticket sales at Ezhimala station does not meet Railway Board norms for provision of stoppage of additional trains. Hence the request is not feasible.

	(b) Request for expansion of Shelter in all platforms and Railway gate near the station
	<u>Response:</u> Elimala is an NSG6 category station. This station is provided with 265 sqm of PF shelter on PF 1 and 482 sqm of PF shelter on PF No. 2 against the minimum requirement of 50 sqm. on each PF. Provision of additional PF shelter will be considered in future based on increase in passenger traffic and availability of funds.
	<u>PAYANGADI</u>
14.0	(a) Request for construction of new Railway underpass near Payangadi Railway Station
	<u>Response:</u> Expansion of the existing RUB is not feasible as per site conditions. The feasibility of constructing a new RUB on deposit terms alongside the existing subway has been examined, and it entails land acquisition at approaches. Letter addressed to the Executive Engineer of KRFB (Kerala Road Fund Board)/Kannur regarding the finalization of land acquisition at the site of RUB. The feasibility of construction of RUB has been examined and the Executive Engineer / KRFB (Kerala Road Fund Board)/Kannur has been addressed regarding finalization of land acquisition at the site of RUB.
	(b) Need stoppage of the following trains at Payangadi Railway Station (i) Train No.16605/16606 –Nagarcoil (1 Mangalore(Erned Express) (ii) Train No.16345/16346 –Thiruvananthapuram-Lokamanyathilak (Nethravathi Express) (iii) Train No.16517/16518-Bangalore-Kannur Express (Mangalore Junction) (iv) Train No.12685/12686 -Chennai -Mangalore Superfast Express.
	<u>Response:</u> The average ticket sales at Payangadi station does not meet Railway Board norms for provision of stoppage of additional Express trains. Hence the request is not feasible.
	(d) Request to expand parking area behind platform No.2 by extending the length of the same towards Payangadi Town.
	<u>Response:</u> Pazhayangadi is an NSG 5 category station with daily average number of passengers of 2404(pre-Covid) only. PAZ has a parking area of 605 sq.m. With the present level of traffic, the space is sufficient for the existing need. The extension of parking space will be examined when the traffic improves.

	(e) Improved basic amenities and Toilet facility in 2nd platform and roofing /shelter in all areas.
	<p>Response: Payangadiis NSG5 category station. This station is provided with 551 sqm of PF shelter on PF No. 1 and 348 sqm of PF shelter on PF No. 2 against the minimum requirement of 50 sqm. on each PF. Provision of additional PF shelter will be considered in future based on increase in passenger traffic and availability of funds.</p> <p>4 toilets are available in platform No.1. Toilet facility in platform No.2 will be explored.</p>
	(f) Request to improve standard of floor surface of Platforms which are now in very shabby condition.
	<p>Response: This is being examined and action will be taken to improve the standard of floor surface.</p>
	(g) Request to provide a footpath connecting the roads at both sides of the track at the southern end of the platform.
	<p>Response: In view of safety, the proposal for provision of footpath connecting the roads at both sides of the track at southern end of the platform cannot be considered.</p>
	(h) Request for pre-paid auto service at Payangadi Railway Station.
	<p>Response: For prepaid auto booth, the state govt administration has to arrange booth and manning. Railway administration is always ready to support in case of any proposal.</p>
	<u>KANNAPURAM</u>
15.0	(a) Resumption of stoppage for Train Nos. 16334, 16336, 16338, 22637 and 22638 Expresses at Kannapuram.
	<p>Response: The stoppages at Kannapuram for T.No.16334 ThiruvananthapuramVeraval Express, T.No.16336 Nagercoil-Gandhidham Express, 16338 Ernakulam-Okha Express and T.Nos.22637/22638 MGR Chennai Central-Mangalore West Coast Express were eliminated as they were poorly patronized.</p>
	(b) To provide platform shelter in adequate length and sufficient seating arrangements, toilet facilities at Platform No.2
	<p>Response: At present, 811 sq.m. of platform shelter is available against the minimum of 100 sq.m. More shelter will be provided on need basis/availability of funds.</p> <p>Three toilets are available in the station.</p>

	<u>GENERAL ISSUES / DEMANDS / REQUIREMENTS</u>
16.0	(a) Request for more trains between 9 AM and 4 PM towards Mangalore and between 10 AM and 02.15 PM towards Kannur.
	<u>Response:</u> Due to terminal constraints at Mangaluru Central, introduction of additional trains is not feasible at present.
	(b) Request to restart the Mookambika Road-Baindur (BYNR)-Shornur Junction (SRR) train and extend it to Rameshwaram connecting pilgrim centres of Palani, Madurai and others.
	<u>Response:</u> Train No.56666/56665 Byndoor-Kasaragod Passenger was cancelled due to poor patronage.
	(c) Request for stoppage for Train No12431/12432 Rajadhani Express at Kasargod.
	<u>Response:</u> Provision of stoppage for Train No12431/12432 Rajadhani Express at Kasargod is not feasible since the train runs to tight timings.
	(d) Request to extend MEMU service and Kannur-Alappuzha Executive Express from Kannur to Mangalore
	<u>Response:</u> In compliance with the request of Hon'ble MP, MEMU rakes are being inducted by Train No.06477/78 Mangaluru-Kannur-MangaluruPassanger special. Train No.16307/16308 Alappuzha-Kannur Express is operated with Chair car rake which arrives Kannur at 23.10 hrs. and departs next day morning at 05.10 hrs. The lie-over time available is insufficient for its extension to Mangaluru Central.
	(e) Request to start new service north of Kannur and increase facilities at Mangalore
	<u>Response:</u> In order to increase the facilities at MAQ, new additional platform has been sanctioned, the work of which, will be taken up in 2022-23, after completion of the 24 coach pit line work now in progress at MAQ.
	(f) Request to set up of yards and tracks for trains to stay and return at Kumbala, (as Terminal Station) which owns 40 acres of land.
	<u>Response:</u> Setting up of yards and tracks for trains to stay and return at KMQ is a policy matter to be decided.
	(g) Naming of train No.16347/16348 as "Chandragiri Express"
	<u>Response:</u> The powers for naming of trains are vested with Railway Board.

	(h) Starting of a new train between Mangalore & Rameshwaram.
	<u>Response:</u> Timings for a new Bi-Weekly train between Mangalore and Rameswaram via Podanur-Pollachi-Madurai was submitted to Railway Board in 2018.
	(i) Request for revised timings of Train No.56656 (Train No.06478)
	<u>Response:</u> Train No.56656 (Train No.06478) is scheduled to depart from MAQ at 17.05hrs for the benefit of commuters from Mangaluru. Hence preponing its departure is not feasible.
	(i) Reschedule departure timings of Train Nos.16857/58, 12686 & 16603 Expresses and 06478 Express Special.
	<u>Response:</u> The Departure time of Train Nos. 12686 MAQ-MAS Exp and T.No.16603 MAQ-TVC Express is 16.55 & 17.30 hrs respectively which is as per the Hon MP's suggestion. Train No.56656 (06478) is scheduled to depart at 17.05 hrs for the benefit of commuters from Mangalore. Hence preponing its departure is not feasible. Changing the departure time of 16158 Mangalore-Puducherry is operationally not feasible due to path constraints enroute.
	(i) Request for Railway Reservation facility at Kumbale, Uppala, Manjeswar and Ullal
	<u>Response:</u> <ul style="list-style-type: none"> • Passenger reservation facility is available at Kasargod railway station and also at Kasargod Collectorate which are only 12kms away from Kumbala railway station. Moreover, nearly 80% reservation over Southern Railway is done through online mode. Hence opening a new PRS at Kumbala is not operationally feasible. • Mangaluru Central, which is only 17kms away from Manjeswar has Advance Reservation facility. Moreover, nearly 80% reservation over Southern Railway is done through online mode. Hence opening a new PRS at Manjeswar is not operationally feasible. • Even during pre-Covid days, the number of reservation requests received at UAA were less than 5 per day. The passenger traffic at UAA has further reduced in the wake of Covid-19 pandemic. For the present volume of passenger traffic dealt at UAA, provision of reservation facility is not warranted. The need for the same will be reviewed once traffic improves. • Mangaluru Central which is only 9 kms distant from ULL is provided with Advance reservation facility. The average number of passengers per day is 358 (pre-Covid) only. Tickets are issued, mostly for unreserved short distance travel and season tickets.

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Ms. Ramya Haridas, Hon'ble Member of Parliament (Lok Sabha), Alathur Constituency
1.0	Muthalamada Village in my Parliament Constituency is famous for mango cultivation. There is more than 1 Lakh tonne mangos are transporting from here to other states. This transportation is now done by using carriage vehicles. This will cause a huge burden to the farmers. Hence resolve the problem of the farmers, sanction a kissan train or special boggies to carry the Mangos like the Andhra Model.
	<u>Response:</u> The Division has already contacted the mango farmers at Muthalamada and meeting is arranged for providing maximum assistance for transporting the products. The Division had discussions with the mango farmers during the year 2021 and arrangements were done for providing parcel vans and special trains. Since the quantity of the product was too less, the attempt was not succeeded. For loading in parcel van a minimum of 23 tones of products required. A total of 247 tones of mangos only were loaded from Palakkad Division (Palakkad Jn- 153.7 tns & Shoranur Jn- 92.4 tns) during the months of January to April - 2021.
2.0	Request for new train service from Palakkad to Rameswaram through Palani and Madurai.
	<u>Response:</u> Timings for extension of T.No 16343/16344 Thiruvananthapuram-Madurai Amritha Express to Rameswaram has been finalised and submitted to Railway Board.
3.0	Request for Stoppage for Chennai Express at Kollengode, Pudunagaram and Muthalamada Railway Stations.
	<u>Response:</u> The average ticket sales at these stations do not meet Railway Board norms for provision of stoppage of additional trains. Hence the request is not feasible.
4.0	Request for reschedule the Thiruchenthur passenger train to Palakkad starting at 06:00 Hrs.
	<u>Response:</u> In compliance with Hon'ble MP's request the departure time Train No.16731/ Palakkad – Tiruchendur Express has been postponed to 05.15 hrs. Similarly, the arrival time of Train No.16732 Tiruchendur-Palakkad Express has been preponed to 22.05hrs at Palakkad.

5.0	Replace the passenger train in Palakkad – Pollachi,Erstwhile in the time of meter gauge.
	<p><u>Response:</u> At present, the following trains are available in Palakkad – Pollachi route: 1. Train No.16343/16344 Thiruvananthapuram-Madurai Amrita Express 2. Train No.22651/22652 MGR Chennai Central-Palakkad Jn. Express 3. Train No. 16731/16732 Palakkad Jn. -Tiruchendur Express</p> <p>In addition, the following trains are also available between Palakkad Jn. and Palakkad Town: 1. Train No.66608/66609 Palakkad Town-Erode Passr (MEMU) 2. Train No.66606/66607 Palakkad Town – Coimbatore Passr. (MEMU) 3. Train No.16843/16844 Tiruchchirappalli - Palakkad Town Express.</p> <p>Powers for Introduction of new trains are vested with Railway Board.</p>
6.0	Reschedule the Palakkad - Pollachi special passenger trains starting at 07:00 Hrs from Palakkad.
	<p><u>Response:</u> Train No 06761/06762 Palakkad Jn.-Pollachi Unreserved Express special has been cancelled w.e.f 16.12.2021 subsequent to the introduction of the regular service between Palakkad and Tiruchendur.</p>
7.0	Request for new passenger train from Palakkad - Pollachi – Coimbatore.
	<p><u>Response:</u> Powers for Introduction of new trains are vested with Railway Board. Moreover, due to terminal constraints at Coimbatore, it is not feasible to introduce new passenger trains.</p>
8.0	Start a new train service from Gurvayur to Palani for the convenience of the pilgrims.
	<p><u>Response:</u> Due to terminal constraints at Guruvayur, introduction of a new train service as suggested is not feasible. However, Train No.16343/16344 ThiruvananthapuramMadurai Amritha Express connects Trichur, which is 20 Kms distance from Guruvayur with Palani.</p>

9.0	Stoppage for Amrita Express at Pudunagararm and Muthalamada Railway Stations.
	<u>Response:</u> The average ticket sales at these stations does not meet Railway Board norms for provision of stoppage of additional Express trains.
10.0	Extension of Amrita Express to Rameswaram and Ervadi.
	<u>Response:</u> Timings for extension of Train No.16343/16344 Thiruvananthapuram-Madurai Amritha Express to Ramewaram have been finalized and submitted to Railway Board.
11.0	Request to allow unreserved ticket counters for the long distance trains at Pudunagaram and Kollengode Railway Stations.
	<u>Response:</u> Pudunagaram is an NSG 6 category station with average no of passengers 59 only(Pre covid). Kollengode is an NSG 6 station with average daily passengers of 127 only (precovid). At present, only one pair of train stops in both the stations. Presently SM of the station issues tickets.
12.0	Start a MEMU train from Guruvayur - Madurai through the Palakkad town.
	<u>Response:</u> Powers for Introduction of new trains are vested with Railway Board. Moreover, the section between Palakkad Town and Dindigul is not electrified which precludes operation of MEMU trains.
13.0	Newly proposed Mangalore - Rameswaram train service start through the Palakkad Junction and Palakkad town station.
	<u>Response:</u> Timings for a new Bi-Weekly train between Mangalore and Rameswaram via Palakkad Junction, Podanur, Pollachi and Madurai Jn was finalized and submitted to Railway Board in 2018. However orders for its introduction have not been received.
14.0	Speedup the electrification works in the Palakkad -Pollachi line.
	<u>Response:</u> Electrification works targeted for commissioning in the month of February 2022.

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Shri K. Shanmuga Sundaram, Hon'ble Member of Parliament, (Lok Sabha), Pollachi Constituency
1.	Restore passenger trains in POY-CBE section.
	<u>Response:</u> Train No.06419/06420 Coimbatore-Pollachi Unreserved Express special and Train No.06463/06462 Coimbatore -Palani Unreserved Express Special were recommenced service with effect from 10.11.2021.
2.	Introduce MEMU trains in CBE-POY section via CNV.
	<u>Response:</u> Mettupalayam-Coiambatore MEMU services are operated in an integrated link and hence their extension to Pollachi is not feasible.
3.1	Extend the following trains to POY: a) Train No.16615/16616 CBE-MannargudiChemmozhi Express. b) Train No.12083/12084 CBE-Myladuthurai Jan Shatabdi Express. c) Train No. 11013/11014 CBE-LTT Kurla Express. d) Train No.12647/12648 CBE-NZM Kongu Express. e) Train No.16613/16614 CBE-Rajkot Express. f) Train No.22615/22616 CBE-TPTY Express. g) Train No.22665/22666 CBE-Bengaluru Uday Express.
	<u>Response:</u> Out of the 7 pairs of trains suggested for extension to Pollachi, the following 4 pairs are undergoing primary maintenance at Coimbatore and hence not feasible. Train No.16615/16 Coimbatore-MannargudiChemmozhi Express. Train No.12083/84 Coimbatore-Mayladuthurai Jan Shatabdi Express. Train No.22615/16 Coimbatore-Tirupati Express. Train No. 22665/66 Coimbatore-Bangalore Uday Express. And the following 3 pairs are having insufficient lie over time at Coimbatore for extension to Pollachi, hence not feasible. Train No.16613/14 Coimbatore-Rajkot Express. Train No.11013/14 Coimbatore-Lokmanya Tilak Kurla Express. Train No.12647/48 Coimbatore-H.NizamuddinKongu Express.
3.2	Request for diversion of Train No.22629 & 22630 Tiruneiveli - Dadar - Tiruneiveli Express train via Dindigul - Palani - Pollachi section
	<u>Response:</u> The feasibility of diversion of Train.No.22629/30 Tirunelveli-Dadar Express via Palani and Pollachi will be examined.

4.	Restore all train services to POY as in the meter gauge era.
	<u>Response:</u> The suggestion of the Hon'ble MP is noted.
5.	Introduce direct Express train from POY-Chennai.
	<u>Response:</u> Train No.12651/12652 Chennai Central – Palakkad Express Special 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 as suggested is also not feasible as they undergo primary maintenance at Coimbatore.
6.	Infrastructure maintenance at POY:
	<ul style="list-style-type: none"> a) Pit line maintenance facilities for trains. b) Restore SSE/Pway Office at POY. c) Restore Locomotive/coach maintenance shed at POY. d) Restore train watering facilities at POY. e) Restore direct water pipeline from Aliyar river to POY. f) Restore the 10 train services prevailing before gauge conversion.
	<u>Response:</u> <ul style="list-style-type: none"> a) Pit line maintenance facilities for trains at Pollachi Junction: Pit Line is already available at Coimbatore which serves the purpose of maintaining the coaches running in Coimbatore Pollachi section. Pit Line is also planned at Palakkad due to which there will be no requirement of Pit Line at Pollachi Junction. b) Restore SSE/Pway Office at Pollachi Junction: The concerned SSE/Pway's jurisdiction is from Palakkad town to Pollachi and from Pollachi to Kinathukadavu which is of 77 KMs in total. Since Kollengode Station is located in the midway of the section, SSE/P.Way office has been shifted to Kollengode on administrative convenience. c) Restore Locomotive/coach maintenance shed at Pollachi Junction: The coach / Loco maintenance shed at Pollachi was used for the maintenance requirements of MG coach / locos. Consequent to BG conversion, mainly through trains are operated via Pollachi. The coach maintenance depot available in Coimbatore (CBE) which is hardly 40 kms away, is adequate to cater the present coach maintenance needs. d) Restore train watering facilities at Pollachi Junction: Train Watering facilities are already available at PGT (57.8 kms), CBE (39.44 kms) and DG (121 kms) away from Pollachi, which is presently sufficient.

	<p>e) Restore direct water pipeline from Aliyar river to Pollachi Junction: The existing CI pipe of 200mm dia from Aliyar River to Pollachi Station was laid about 60 years back and the said pumping line was broken and re – aligned at about 50 locations during Gauge Conversion of the section. The approximate cost of repairing, re-aligning and replacing pipes at few locations will cost around Rs.77.00 lakhs. A work for repairing and restoring the pipeline will be proposed in the ensuing Works Programme. Upon its sanction, the work will be taken up as per availability of funds. Presently, the water requirement of the station / colony is availed from Open Well / Pond situated in Railway land.</p> <p>f) Request to reintroduce trains which were not re-operated after broad gauge conversion of Podanur / Palakkad - Pollachi - Dindigul section: The suggestion of the Hon'ble MP is noted.</p>
7.	Merge Meenatchipuram-POY-CNV to MDU division.
	<p>Response: Jurisdiction of the railway division is subject pertains to Railway board. And jurisdiction is marked as per the requirement of operational convenience and not based on the state boundaries.</p> <p>The 4 Lane ROB cited is in lieu of LC No.122 at km 123/1-2 in Pollachi – Podanur section of Palakkad Division. The ROB has been sanctioned during 2016-17 initially for 2 lane ROB on 50-50 cost-sharing basis and for Additional 2 lanes on Deposit terms by State Government of Tamil Nadu during Nov-2017.</p> <p>The status of the ROB is that Railway portion of work has been completed during December 2021.</p>
	b) Re-opening of Kovilpalayam railway station in POY-PTJ section:
	<p>Response: The proposed location is situated alongside National Highway at a distance of 11.8 km from Pollachi and 9.29 km from Kinathukadavu station. The same was closed before gauge conversion during the year 1989 due to poor patronage. The proposed location is well connected by road and frequent bus services are available to Coimbatore city and Pollachi bus terminals.</p> <p>Any proposals for Halts need to be justified on cost benefit analysis. It is seen that the re-opening of Kovilpalayam Halt station is commercially and financial</p>
	c) PRS Facility at Kinathukadavu (CNV)
	<p>Response: Kinathukadavu (CNV) is an NSG-6 Category station. The average number of tickets issued/day is 44 and average earnings is Rs 1650/- per day. The present passenger traffic at CNV does not justify commissioning of PRS facility at CNV. The nearest Rly station to CNV is POY to which there are frequent bus services between CNV and POY. Passengers from CNV can avail reservation facility from POY station. Further, passengers can also utilise IRCTC online ticketing facility to book their tickets.</p>

	d) PRS Facility at Valparai
	<u>Response:</u> PRS facility has been sanctioned at Valparai Post Office. Hiring of BSNL channel connectivity to Valparai post office is under process.
	e) Extension of PRS working at Pollachi Jn (POY).
	<u>Response:</u> At POY there is one PRS counter working from 8hrs to 14hrs. Further there is another IUTS counter issuing reservation tickets upto 20 hrs during non train timings. This arrangement is sufficient to deal with the present level of transactions at reservation counters at POY.
8.	Improve infrastructure facilities at Podanur Junction.
	<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.	Set up an inland container depot an Thippampatti near POY.
	<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 MoF. If any CTO 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.

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Shri V.K, Sreekandan, Hon'ble Member of Parliament (Lok Sabha), Palakkad Constituency
1.	Restoration of concession on ticket and issuance of season ticket
	<p><u>Response:</u> Policy matter. As per RB orders, in view of health advisory issued regarding Covid -19 and to discourage passengers from undertaking non-essential travel, no concessional UTSand PRS tickets shall be issued for all categories of passengers except students, 4 categories Divyangjan and 11 categories of patients.</p> <p>Restoration of concessions in railway tickets is a policy matter. However, it is to be informed that concessions for cancer patients, students and physically challenged persons have already been restored. Issue of season tickets in sections where unreserved coaches are running has also commenced.</p>
2.	Commencement of pit lines work at PGTN which has been delayed due to non availability of funds.
	Request has been made for sufficient funds from the Board.
3.	Introduction of new trains between Mangaluru and Tuticorin
	<p><u>Response:</u> Currently there are terminal constraints at Mangalore which prevents us from increasing the number of trains. However, following the completion of Infrastructural facilities at MAQ, the same will be considered.</p>
4.	Extension of 22665/22666 CBE-SBC-CBE UDAY Express upto PGTN.
	<p><u>Response:</u> Extension of Train Nos.22665/22666 Coimbatore-KSR Bengaluru Uday Express to Palakkad Town is not feasible since it affects the Corridor Block for maintenance of assets in Palakkad-Coimbatore Ghat section.</p>
5.	Stoppage for train no. 12677/12678 Ernakulam-Bangalore-Ernakulam intercity express at Ottappalam
	<p><u>Response:</u> Provision of stoppage for Train No12677/12678 Ernakulam-KSR Bengaluru Intercity Express at Ottappalam is not feasible since the train runs to tight timings.</p>

6.	Stoppage for Kannur – Ernakulam Intercity Express at Pattambi:
	Response: The average ticket sale at Pattambi is less than the Railway Boards norms for provision of stoppage for additional trains.
7.	Introduction of a New train as Inter city Express from Palakkad to Thiruvananthapuram.
	Response: Powers for Introduction of new trains are vested with Railway Board. Moreover due to terminal constraints at Thiruvananthapuram Central it is not feasible to introduce a new train at this juncture.
8	Doubling of route between Shoranur and BharathaPuzha Railway Stations
	Response: No sanction exists now for doubling of track between Shoranur and Bharathapuzha. It is proposed to execute this work as part of traffic facility work for Shoranur Yard modification for which work is yet to be sanctioned.
9.	Restoration of all trains which were running between Palakkad and Pollachi prior to Gauge Conversion.
	Response: At present, the following trains are available in Palakkad – Pollachi route: 1. Train No.16343/16344 Thiruvananthapuram-Madurai Amrita Express 2. Train No.22651/22652 MGR Chennai Central-Palakkad Jn. Express 3. Train No. 16731/16732 Palakkad Jn. -Tiruchendur Express. In addition, the following trains are also available between Palakkad Jn. and Palakkad Town: 1. Train No.66608/66609 Palakkad Town-Erode Passr (MEMU) 2. Train No.66606/66607 Palakkad Town – Coimbatore Passr. (MEMU) 3. Train No.16843/16844 Tiruchchirappalli - Palakkad Town Express. However, the suggestion of the Honbe MP is noted.
10.	Renovation of Ottapalam and Pattambi railway stations
	Response: The existing Station buildings of Ottappalam and Pattambi are in structurally sound condition. All the Minimum Essential Amenities as per norms have been provided at this station, except 3 urinals at Pattambi and 2 urinals at Ottappalam. These shortfalls will be made good early.

	<p><u>Platform Roofing</u></p> <p>Ottappalam is an NSG4 category Station. This Station is provided with 1194 sq. m. of Shelter on PF No.1 and 965 sq. m. of Shelter on PF No.2 against the requirement of 200 sq. m. on each PF as per norms. Provision of additional PF Shelter will be considered in future based on increase in traffic and availability of funds.</p> <p>Pattambi is an NSG5 category Station. This Station is provided with 1550 sq. m. of Shelter on PF No.1 and 587 sq. m. of Shelter on PF No.2 against the requirement of 50 sq. m. on each PF as per norms. Provision of additional PF Shelter will be considered in future based on increase in traffic and availability of funds.</p> <p><u>Waiting Hall:</u> Ottappalam station is provided with 88sqm of waiting hall as against the requirement of 75sqm. as per norms.</p> <p>Pattambi station is provided with 88sqm of waiting hall as against the requirement of 30sqm. as per norms.</p> <p><u>Wash Rooms:</u> Ottappalam station is provided with 9 toilets and 4 urinals against the requirement of 6 toilets and 6 urinals respectively as per norms. The shortfall in urinals will be made good early.</p> <p>Pattambi station is provided with 7 toilets and 1 urinal against the requirement of 4 toilets and 4 urinals respectively as per norms. The shortfall in urinals will be made good early.</p>
11.	<p>Roof over platforms at Shoranur and Palakkad Junctions</p>
	<p><u>Response:</u> Shoranur is an NSG3 category Station. This Station is provided with 1792 sq. m. of Shelter on PF No.1, 3777 sq. m. on PF No.2/3, 1209 sq. m. on PF No.4/5 and 1720 sq.m. on PF No.6/7 against the requirement of 400 sq. m. on each PF. A sanctioned work for 4 bays of IRS Type PF Shelter has been awarded and in progress. The Roof Sheets are in good condition and the locations wherever leakages noticed have been attended to.</p> <p>Palakkad Jn. is an NSG3 category Station. This Station is provided with 3315 sq.m. of Shelter on PF No.1, sq.m. on PF No.2/3 4541sq.m. and 2550 on PF No.4/5 against the requirement of 400 sq.m. on each PF. Provision of additional PF Shelter will be considered based on relative need and availability of funds.</p>

12.	<p>Increasing the halt time of trains at Palakkad:</p> <p>a) trains no.16343 / 16344 thiruvananthapuram – madurai-thiruvananthapuram; and</p> <p>b) trains no.22651/22652 chennai-palakkad-chennai.</p>
	<p><u>Response:</u> Increasing the halt timings at Palakkad town for Train Nos.16313/16344 Thiruvananthapuram-Madurai Amrita Express and T.No. 22651/22652 MGR Chennai Central-Palakkad Express will be examined.</p>
13.	<p>Request for commencement of passenger trains</p>
	<p><u>Response:</u> Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020 to contain the spread of COVID-19 Pandemic. 92.5% of the Express trains owned by Southern Railway have now resumed operation. Some passenger trains have resumed as Specials and the remaining will resume in due course.</p>
14.	<p>Stoppage for trains at Vadanamkurussi station.</p>
	<p><u>Response:</u> The ticket sale at Vadanamkurussi is less than the Railway Board norms for provision of stoppage of additional trains.</p>
15.	<p>Stoppage for Rajya Rani train at Kulukallur</p>
	<p><u>Response:</u> The average ticket sales at this station are less than the Railway Board norms for provision of stoppage for additional trains. Rajya Rani Express is provided with stoppage at Vallapuzha which is 4.7 kms away.</p>
13.	<p>Strengthening of Sub Divisional Railway Hospital at Shoranur</p>
	<p><u>Response:</u> As per Railway Board's directions, SDH/SRR has been identified to have very low BOR. Therefore, SDH/SRR is to be considered for conversion to Polyclinic, with observation beds. The paramedical staff available there are to be redeployed</p>
17.	<p>Maximum utilization of MEMU shed at Palakkad.</p>
	<p><u>Response:</u> Owing to the Covid 19 pandemic, all passenger carrying trains were withdrawn. Now IR has started progressively to reintroduce trains. Out of the 05 MEMU</p>

	<p>rakes held at PGT, 02 have been reintroduced. The balance 03 rakes will also be progressively re-introduced.</p> <p>Feasibility of running 12 car MEMU rakes is under examination. Further, works for increasing the existing 8 car pit line length to 12 car has been sanctioned and Railway Board approached for necessary funds. On completion of the work of extension of pit line, running of 12 car MEMU rakes shall be planned.(PCME)</p> <p>MEMU shed, PGT is being utilised to the optimum. Expansion of the MEMU shed at Palakkad for maintenance of 8 coach rake of MEMU is being undertaken.</p>
--	---

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Shri K. Sudhakaran, Hon'ble Member of Parliament, (Lok Sabha), Kannur Constituency.
1.0	<u>KANNUR STATION</u>
	(i) Need for 2 escalators and 1 elevator.
	<p><u>Response:</u> <u>Lift:</u> i) Two lifts are available at Kannur station each one at PF 2/3, Second entry. ii) One no. of lift is sanctioned for PF No.1 at CAN station and work for provision of lift is under progress.</p> <p><u>Escalator:</u> i) Two nos. of Escalators are Available at Kannur station in PF No.1 @ Kozhikode end FOB. ii) Further Work for provision of one Escalator at near Northern end of Railway station is under progress and probable date of completion will be 10.03.2022.</p> <p>Feasibility will be studied in coordination with Commercial and Engineering department for provision of Escalator at Platform No.2.</p>
	(ii) Installation of washable aprons.
	<p><u>Response:</u> Washable apron is not required, as all the coaches have been fitted with Bio-toilets and there is no toilet dropping on PF line. Further, provision of Washable Apron may also reduce the speed of running trains.</p>
	(iii) Parking facility at eastern side of CAN.
	<p><u>Response:</u> At the Eastern side (2nd entry) of Kannur Railway station, for an area of 2164 sqm, Parking contract is awarded for a period of 3 years from 13/8/2021 to 12/8/2024. This is adequate for the present traffic.</p>
	(iv) Ticket counter for specially abled and senior citizens.
	<p><u>Response:</u> Kannur is an NSG 3 category station. There are two unreserved ticket booking counters working daily in 5 shifts together. One counter is working round the clock. The average No of tickets issued daily is 320 only, At present, there is no separate counter for the Differently abled and senior citizens. However they are being given preference for getting tickets.</p>

	(v) Restrooms at platform-2 of CAN station.
	<u>Response:</u> Kannur is a NSG 3 category station. The station is provided with 17 lavatories and 9 urinals as against the requirement of 10 lavatories and 10 urinals as per norms. Due to inadequate width of platform 2/3 at Kannur, provision of conventional toilet block is not feasible, further two toilets and one urinal are already available on the platform in addition to provision of Divyangjan toilet recently. However, the feasibility will be further examined for provision of additional toilets on platform No.2/3.
	(vi) Additional ticket counter at eastern side.
	<u>Response:</u> There are two unreserved ticket booking counters working daily in 5 shifts together. One counter is working round the clock. The average No of tickets issued daily is 320 only. At the second entry (Eastern side), a new Automatic Ticket Vending Machine is installed for unreserved tickets for the convenience of passengers. UTS counter on eastern side will be restored as and when traffic improves.
	(vii) Resolving shortage of staff at ticket counters and PRS centre at CAN.
	<u>Response:</u> At present, the average number of tickets issued daily at unreserved ticket counter is 320 and in Reserved ticket booking counters is 720 only. For the present level of traffic the present staff strength is adequate. Further station wise utilisation of manpower, proportionate to requirement is being closely monitored.
	<u>OTHER AMENITIES REQUIRED</u>
	(viii) Provision of Yatri Mitra Sewa facility.
	<u>Response:</u> Suggestion of the Hon'ble MP is noted. Feasibility of the same will be examined.
	(ix) Computerised announcement system.
	<u>Response:</u> The matter has been advised to the licensee and volume level of announcement is kept at lowest level possible, Station staff is advised to monitor the announcements to ensure that the same is regularly maintained.

	(x) Installation of CCTV camera.
	Response: CCTV system was installed and commissioned at CAN in December 2019 by M/s RCIL. 38 Nos. of cameras have been installed at CAN station and is being monitored.
	(xi) Uninterrupted wi-fi facility.
	Response: Free WIFI facility has been provided by RCIL at CAN station in March 2018 and is functional.
2.0	<u>EDAKKAD STATION</u>
	(i) Foot over bridge.
	Response: Provision of FOB work at Etakkot is in progress and expected to be completed by June 2022.
	(ii) Repair and renovation of platform facilities.
	Response: Etakkot is a NSG 6 category station. Proposal for improvement to platform surface along with raising of platform from medium level to high level has been submitted to Railway Board for approval.
3.0	<u>EXTENSION OF TRAIN SERVICES</u>
	(i) Train No.16305/16306 Ernakulam-Kannur Express to Kasaragod.
	Response: Train No.16305 Ernakulam – Kannur express arrives Kannur at 11.45 hrs and leaves as Train No.16306 Kannur-Ernakulam Express at 14.50 hrs. There is insufficient lie over time available at Kannur for its extension to Kasaragod. Hence, not feasible.
	(ii) Train No.12081 Kannur – Thiruvananthapuram Jan Shatabdi Express up to and from Kasargode.
	Response: Train No 12082 Thiruvananthapuram -Kannur Janashatabdi Express reaches Kannur at 00.25 hrs and leaves at 04.50 hrs. Hence, the lie over time is insufficient for its extension to Kasaragod.

	(iii) Train No.12075 Kozhikode-Thiruvananthapuram Jan Shatabdi Express up to and from Kannur.
	<u>Response:</u> Train No 12076 Thiruvananthapuram -Kozhikode Janashatabdi Express reaches Kozhikode at 12.55 hrs and leaves at 13.45 hrs and the lie over time available is insufficient for its extension to Kannur as requested.
4.0	<u>STOPPAGES REQUIRED</u>
4.1	<u>KANNUR</u>
	(i) Train No. 19424/19423 Hamsafar Express via Mangaluru Junction
	(ii) Train No. 12284/12283 Thurantho Express via Mangaluru Junction.
	<u>Response:</u> Provision of stoppages for Train No.19424/19423 (new no 20923/24) Tirunelveli- Gandhidham Humsafar Express and Train.No.12284/12283 Ernakulam - H.NizamuddinDuronto Express at Kannur Station are not feasible since these trains are running to tight timings.
4.2	<u>EDAKKAD</u>
	(i) Train No. 16605/16606 Ernad Express up to connecting Nagercoil and Mangaluru
	(ii) Train No. 56323/56324 Fast passenger connecting Mangaluru and Coimbatore
	(iii) Train No. 16649/16650 Parasuram Express connecting Mangaluru Central and Nagercoil
	<u>Response:</u> The average ticket sales at Etakkot station is less than the Railway Board norms for provision of stoppage of additional trains. Hence the proposal is not feasible.
4.3	Re-instating train stoppages at Chirakkal and Dharmadam stations.
	<u>Response:</u> Stoppages for passenger trains at Dharmadam and Chirakkal Halt stations are temporarily withdrawn due to non-availability of ticketing facilities and will be resumed on provision of the same.
5.0	Addition of General Compartment in Train No.16160 Mangalore – Chennai Egmore At present, season ticket holders are not able to travel in this train as there are no general compartments.
	<u>Response:</u> One additional second class General Coach has been augmented by Train No.16159/60 Mangaluru-Chennai Egmore Express with effect from 01-02-2022.

**GM's Meeting with Hon'ble MPs of the region served by
Palakkad Division on 20.01.2022**

	Shri Abdul Wahab, Hon'ble Member of Parliament (Rajya Sabha)
1.0	<u>AUGMENTATION OF COACHES</u>
	a) 16325/16326 Nilambur-Kottayam-Nilambur Exp — One AC Chair Car or AC 3 Tier Coach to facilitate AC Day time travel.
	<u>Response:</u> Train No 16325/16326 Nilambur-Kottayam-Nilambur is running in an integrated link with other Passenger trains. Hence, attaching AC coaches is not feasible at present.
	b) 16349/16350 Kochuveli-Nilambur-Kochuveli Rajya Rani Exp- One Unreserved General Sitting Coach to help people who plan their travel suddenly or don't get reservation.
	<u>Response:</u> In compliance with the request of Hon'ble MP one extra sleeper coach have been augmented by Train No. 16349/16350 Kochuveli-Nilambur-Kochuveli Rajya Rani Exp with effect from 21-01-2022.
2.0	<u>TRAIN SERVICES</u>
a)	Clubbing of trains to provide a direct Nilambur-Coimbatore-Nilambur Reserved Express train service. i. Train No.56612 (Nilambur-Shoranur) ii. Train No.56604 (Shoranur –Coimbatore) iii. Train No. 12081 (Kannur-Trivandrum Janashatabdi) iv. Train No. 22610 (Coimbatore-Mangalore Intercity Exp) v. Train No. 56605 (Coimbatore-Shoranur) vi. Train No. 56621 (Shoranur-Nilambur)
	<u>Response:</u> Train No. 56612 Nilambur-Shoranur Passenger is a sensitive commuter service now departs Nilambur at 07.00 hrs and reaches Shoranur Junction at 08.40 hrs. If the departure is preponed to 05.30 hrs as suggested, commuters will be deprived of a well patronised morning peak hour service and hence not feasible.
b)	Reinstate with pre-existing timings of Day trains in Nilambur route and also Shoranur-Coimbatore service in the interest of daily commuters. a) Train No.56610/56611 (Nilambur – Palakkad) b) Train Nos. 56612, 56613, 56614, 56616, 56617, 56619, 56620,56621 (Shoranur –Nilambur) c) Train No. 56604/56605 (Shoranur –Coimbatore)

	<p><u>Response:</u> Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020 to contain the spread of COVID-19 Pandemic. 92.5% of the Express trains owned by Southern Railway have now resumed operation. Some passenger trains have resumed and the remaining will resume in due course.</p> <p>However, in compliance with the request of Hon MPs, Railway Board has been approached to permit resumption of one pair of passenger trains in Nilambur Road - Shoranur section.</p>
3.0	<u>EXTENSION OF TRAINS</u>
	a) Extension of Train No. 16603/16604 Mangalore-Thiruvananthapuram Maveli Express to Nagercoil.
	<p><u>Response:</u> Extension of Train No. 16603/16604 Mangalore-Thiruvananthapuram Maveli Express to Nagercoil is not feasible due to path constraints on Thiruvananthapuram Nagercoil Single line section where line capacity is more than 100%.</p>
	b) Extension of 16349/16350 Rajyarani Exp to Trivandrum Central-Namam
	<p><u>Response:</u> Extension of Train No. 16349/16350 Kochuveli-Nilambur Road Rajya Rani Express to Thiruvananthapuram or Namam is not feasible due to constraints at Thiruvananthapuram Central and Nemam Stations.</p>
4.0	<u>INFRASTRUCTURE DEVELOPMENT</u>
	Upgrade Kulukkallur/Melattur Halts as crossing stations
	<p><u>Response:</u> For the existing level of traffic over Shoranur Nilambur section, the two block Stations viz., Angadipuram and Vaniambalam present in the Section is considered adequate. As and when the traffic increases, the need for additional crossing station over the Shoranur Nilambur section will be examined.</p>
5.0	<u>TOURISM DEVELOPMENT</u>
	a) Declare Nilambur Road Station (NSG 5 category) as a Station of Tourist importance (NSG 4 category) (GM recommendation)
	<p><u>Response:</u> Stations are categorized based on originating annual passenger earnings. NSG-4 category stations are those having originating annual passenger earnings less than Rs.10 crore. The annual earnings of NIL station is less than 10 crore and hence it does not qualify for NSG-4 category. However upgrading the same on account of tourist importance will be examined.</p>

	b) Run recommended Vista dome Tourist Coach by 16325/16326 NIL-KTYM-NIL Exp trains in this 'Green Rail Corridor section of Palakkad Division will attract tourists and improve Railway earnings.
	<u>Response:</u> T.No 16325/26 Nilambur-Kottayam Express is currently operated with conventional ICF rakes. All trains operated with ICF rakes are being progressively upgraded to LHB. On provision of LHB rakes, induction of VISTADOME coaches by T.No.16325/26 NilamburKottayam Express will be considered.
6.0	ROUTE ELECTRIFICATION
	Sanctioned electrification of Shoranur-Nilambur section to be taken up immediately to facilitate running MEMUs.
	<u>Response:</u> Electrification work in Shoranur - Nilambur section Preliminary works of survey and design has already begun and is in progress. Foundation works commenced in January 2022. Other Preliminary works are in progress. The section is planned for commissioning in FY.2022-23.

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Shri Elamaram Kareem, Hon'ble Member of Parliament (Rajya Sabha).
1.0	Introduce MEMU services in CLT-MAQ, CBE-CAN, CAN-ERS.
	<u>Response:</u> In compliance with the request of Hon'ble MP, MEMU rakes are being inducted by Train No.06477/78 Mangaluru-Kannur-Mangaluru Passanger special. The remaining conventional passenger trains will also be progressively replaced by MEMUs.
2.0	New Intercity Express(daily) from CAN-Bengaluru, Hyderabad and Chennai.
	<u>Response:</u> Due to path constraints in Palakkad-Coimbatore-Erode section where the line capacity utilization is more than 100%, introduction of additional trains as proposed is not feasible.
3.0	Railway Board to withdraw decision to levy Station Development Fee or User Fee on passengers availing facilities at stations.
	<u>Response:</u> Matter pertains to Ministry of Railways.
4.0	Vacancy position of the division may be appraised along with action taken to fill up vacancies in all categories of the Division.
	<u>Response:</u> It may be appreciated that constant action is by being taken by the administration for filling up all vacancies including safety category vacancies across the Zone. Against Direct Recruitment indents placed by the Railway with RRB/RRC, 918 Asst Loco Pilots (excl 103 replacement), 1212 Junior Engineers, 2669 Technicians, 166 Paramedical papers were received. Also, 279 posts were filled through General Departmental Exam (GDCE) from in-service candidates in Guards, P.Way, Track Machine etc by all units. Further, 9579 indents for erstwhile Group-D posts have been placed with Railway Recruitment Cell in addition to indents placed with Railway Recruitment Board for NTPC categories including 941 in Station Masters and 360 in Guards for which recruitment is under process. In addition to above recruitment from open market, periodical intake through Compassionate Ground Appointments and Inter Railway Request Transfer is being made to augment the manpower. With respect to Promotional Quota vacancies, regular action is taken by Division/Units to process the same.

5.0	Provision of double track in SRR-TCR side and SRR-PGT side to remove bottleneck.
	Response: Proposal has been submitted to Railway Board for modification of Shoranur Yard to increase the operational flexibility. Implementation of which will reduce the delay of trains across Shoranur Jn. Board sanction is awaited for the same.
6.0	Strengthen Sub Divisional Hospital, SRR.
	Response: As per Railway Board's directions, SDH/SRR has been identified to have very low BOR. Therefore, SDH/SRR is to be considered for conversion to Polyclinic, with observation beds. The paramedical staff available there are to be redeployed.
7.0	Provide medical reimbursement and emergency treatment to retired staff.
	Response: Processing of Medical reimbursement cases has been speeded up by continuous monitoring. In current Financial year, more than 300 cases of medical reimbursement have been sanctioned.
8.0	Utilise the infrastructure available at IOH Shed, SRR consequent on its proposed closure.
	Response: The existing infrastructure facility is used to perform IOH of ICF coaches primarily maintained in PGT Division. SRR being a important coaching depot, due importance is given for infrastructural development. The following facilities have already been provided <ol style="list-style-type: none"> 1. Facility for berthing 140T Crane. 2. CNC under floor wheel lathe for re-profiling of Coach wheels. 3. Bio toilet effluent testing laboratory. 4. Work in progress for Improvement of lighting arrangements in IOH shed, sick line sheds and Pit Lines. In addition, action is taken for improving roof, flooring and drainage system of SRR depot.
9.0	Restore the passenger trains in NIL-SRR section.
	Response: Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020 to contain the spread of COVID-19 Pandemic. 92.5% of the Express trains owned by Southern Railway have now resumed

	<p>operation. Accordingly, Train No.16349/16350 Kochuveli-Nilambur express and T.No.16325/16326 Nilambur-Kottayam Express were resumed operation. The remaining passenger trains will resume in due course.</p> <p>However, in compliance with the request of Hon MPs, Railway Board has been approached to permit resumption of one pair of passenger trains in Nilambur Road - Shoranur section.</p>
	<p>Development of Railway facilities in CLT district</p> <p>a) Pit line : Provide 24 coach pit line at WH</p> <p>b) Develop ETR station as CLT North and FK station as CLT South</p> <p>c) Construct two new platforms at CLT(5&6) at Western side</p>
	<p><u>Response:</u></p> <p>Currently there are adequate Pit lines at Mangalore Central, Ernakulam and Thiruvananthapuram to take care of the train services through Kozhikode . Maintenance Shed including Pit Line for conventional coaches (12 bogies) is already available at Shoranur Junction. Another pit line at West Hill is not operationally required for increasing the trains services.</p> <p>Construct two new platforms at Kozhikode (5&6) at Western side: Kozhikode station has currently 5 Roads with 4 Platforms, with double line connectivity on both sides. The present facilities are considered sufficient for present and future traffic.</p>

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Shri M.V. Shreyams Kumar, Hon'ble Member of Parliament, (Rajya Sabha)
1.	Some passenger trains introduced during the COVID period still charge Express fare; even after regularisation of many services. Kannur-Shoranur MEMU, Palghat-Ernakulam MEMU, Alleppy-Ernakulam MEMU, Mangalore-Coimbatore-Mangalore passenger, Ernakulam-Shoranur passenger are still run as special trains on special fare. Charging of special fare may be stopped. Since the pattern of services are that of passenger trains, second class ordinary fare only may be levied.
	<u>Response:</u> As per Board's instructions, unreserved trains were operated as fully unreserved express train (MEMU) and hence fare applicable to express trains is collected. Fare applicable to passenger train will be collected as and when the train is notified as a passenger train.
2.	Demands for new Express and Passenger trains:
	i) Introduction of Mangalore – Rameswaram Bi-Weekly Express via Pollachi.
	<u>Response:</u> Timings for a new Bi-Weekly train between Mangalore and Rameswaram via Podanur-Pollachi-Madurai was formulated and submitted to Railway Board in 2018.
	ii) Extension of 16511/16512 KSR Bangalore-Kannur Express to Kozhikode
	<u>Response:</u> Due to Platform constraints at Kozhikode station, extension of Train No.16511/12 Bangalore-Kannur express to Kozhikode is not feasible at present.
	iii) Introduction of Kannur-Yesvantpur Intercity Express via Palakkad-Salem.
	<u>Response:</u> At present, two pairs of trains are available to Yesvantpur/Bangalore (ie. one weekly and one daily) which are routed via Palakkad-Salem. However, the request of Hon'ble MP is noted.
3.	MEMU services request introducing following routes: Palakkad-Kannur Kannur-Ernakulam Palakkad-Mangalore
	<u>Response:</u> The Hon'ble MP's suggestion is noted. At present MEMU rakes have been inducted by one pair of passenger trains in Shoranur-Kannur sector. The remaining conventional passenger trains will also be progressively replaced by MEMUs.

6.	Linke Hofmann Busch Coaches <u>Introduction of LHB Coaches in Parasuram, Ernad, Maveli, Malabar, Thiruvananthapuram-Mangalore Exp, Amrita, Ernakulam Intercity and Executive Expresses.</u>
	<u>Response:</u> All the trains running with ICF rakes will be replaced with LHB rakes progressively.
7.	Additional AC chair car may be provided in Mangalore-Coimbatore intercity.
	<u>Response:</u> In compliance with the request of the Hon MP Train.No 22609/22610 Coimbatore-Mangaluru Intercity express will be augmented with one AC chair coach.
8.	Provision of escalator at Shoranur.
	<u>Response:</u> Category of Station: NSG 3 Avg. footfall per day: 19431 (2019-20 – Pre covid) Avg. footfall per day: 1366 (2020-21 – covid period) <u>Escalator:</u> As per Railway Board’s policy guidelines, minimum required footfall for provision of Escalator at station is 25,000 per day. Hence Shoranur station is not eligible for provision of escalators at this stage. <u>Lifts:</u> 1. 2 Nos of Lifts are available in PF1 and PF 4&5 at existing FOB. 2. New proposal for provision of 2 Nos. of lifts (one each at PF 2/3 & PF-6/7-PGT side FOB landing) for Shoranur station has been proposed against the Umbrella work. SR PB Item No. 1028/2021-22 (PB#1119/20-21/NR) under PH53. Sanction for the work is under process.
9.	Vistadome coaches need not be restricted to scenic places. As the whole of Kerala is resplendent, at least one Vistadome coach may be provided in these prominent trains: 16649/50 Parasuram exp 12075-76 Kozhikode Jan Shatabdi 12081-82 Kannur Jan Shatabdi 22609/10 Coimbatore-Mangalore inter City exp
	<u>Response:</u> All the above trains are currently operated with conventional ICF rakes. VISTADOME coaches are of LHB Coaches. Hence it is operationally not feasible to attach VISTADOME coaches by above trains.

10.	Infrastructure - Pitline at Calicut.
	<p><u>Response:</u> To cater to the traffic needs of this region, works are in progress at Mangalore Central for providing additional Platform and augmenting of existing Pit Line to the tune of Rs.13.94 Crores.</p>
11.	Provision of Railway Over Bridge in Shoranur – Mangalore section.
	<p><u>Response:</u> There are 89 Level Crossings in Shoranur-Mangalore section, out of which sanction is available for 47 nos of Level Crossings (42 Nos - ROB sanction, 1 No - RUB sanction, 1 No – DRT sanction, and 3 Nos – LHS sanction).</p> <p>Out of the balance 42 Nos of Level Crossings, 24 Nos of Level Crossings are provided on Deposit terms so ROB/RUB proposals on these 24 LCs can be considered only on deposit terms. (Second railway gate in Calicut as mentioned in Hon'ble MP's letter is a deposit LC and hence can be considered only on Deposit terms.)</p> <p>Out of the balance 18 nos LC, 9 Nos of Level Crossings are having TVU less than 1 lakh and hence these level crossings do not qualify for replacement by Road Over/Under bridges on cost sharing basis. However these proposals can be considered only 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. (Elathur gate as mentioned in Hon'ble MP's letter is having TVU less than 1 lakh and hence does not qualify for replacement by ROB/RUB on cost sharing basis.)</p> <p>Remaining 9 Nos of LCs which qualify for ROB/RUBs under cost sharing are being processed through IRPSM for Railway Board's sanction in Works Programme 2022-23.</p>
12.	Introduce Automatic Signaling System in Kerala. In the first phase, provide automatic signaling in Ernakulam–Shoranur sector.
	<p><u>Response:</u> It is a policy matter to be decided by the Ministry of Railways.</p>
13.	Capacity of Palakkad & Kollam MEMU sheds may be expanded.
	<p><u>Response:</u> MEMU shed, PGT is being utilised to the optimum. Expansion of the MEMU shed at Palakkad for maintenance of 8 coach rake of MEMU is being undertaken.</p>
14.	Rail tracks connecting Shoranur Junction towards Thrissur & Palakkad, which are single lines at present, may be doubled urgently and Shoranur Yard modification may be completed.
	<p><u>Response:</u> No sanction exists now for doubling of the single line stretch between Shoranur</p>

	Junction and Bharathapuzha towards Thrissur and Palakkad side.
15.	A new train from Mangalore to Rameshwaram via Palakkad Town & Pollachi may be sanctioned.
	<u>Response:</u> Timings for a new Bi-Weekly train between Mangalore and Rameswaram via Podanur-Pollachi-Madurai was submitted to Railway Board in 2018. Due to terminal constraints at Mangalore, introduction of additional trains via Palakkad town and Pollachi as requested is not feasible at present.
16.	MEMU service may be introduced between Ernakulam & Kozhikode for the benefit of commuters.
	<u>Response:</u> The Hon'ble MP's suggestion is noted. All the conventional passenger trains will also be progressively replaced by MEMUs.
17.	A small chord line from Parli–Palakkad Junction line towards south connecting Palakkad Town side may be proposed.
	<u>Response:</u> There is no sanctioned work for the small chord line Parli-Palkkad line towards Palkkad Town.
18.	A small chord line from Guruvayur–Punkunnam line towards north connecting to Mulangunnathukavu may be proposed.
	<u>Response:</u> There is no sanction available for laying chord line from towards north to connect to Mulankunnathukkavu station.
19.	Permanent Overhauling (POH) facility may be established in Shoranur.
	<u>Response:</u> Southern Railway is already having three workshops which are having adequate facilities for doing the POH of Coaches. Therefore, there is no additional requirement of POH facility at Shoranur.
20.	Pit line & Stabling lines may be constructed at Palakkad Town.
	<u>Response:</u> The work for provision of pit line at Palakkad Town has already been proposed and request for provision of sufficient funds have been made to Railway Board.
21.	Nileshwar may be developed as a satellite terminal to Kannur.
	<u>Response:</u> At present, Mangalore has two pit lines and construction of one more pit line is in progress. The maintenance facilities available at Mangalore Central caters to the traffic needs of the area adequately. There is no operational need for development of Nileshwar as a satellite terminal to Kannur.

22.	Electrification of Shoranur–Nilambur line may be expedited.
	<p>Response: Electrification work in Shoranur - Nilambur section Preliminary works of survey and design has already begun and is in progress. Foundation works commenced in January 2022. Other Preliminary works are in progress. The section is planned for commissioning in FY.2022-23.</p>
23.	Construction of Guruvayur–Thirunnavaya line may also be expedited.
	<p>Response: This new line proposal was included in the Railway Budget for the year 1995-96. The alignment of this new line from Tirunavaya to Guruvayur(35 km) was finally approved by the Government of Kerala in April 2009. Railway could complete final location survey only for 8 km from Guruvayur to Kunnamkulam.</p> <p>For the remaining 27 km from Kunnamkulam to Tirunavaya, Final Location Survey was obstructed by the public protesting against the approved alignment. It was decided by Railway Board to keep Tirunavaya-Guruvayur New Railway line project in abeyance with instructions to not incur any expenditure until further orders, vide D.O letter No.2019/W-1/Genl/Budget/1 dated.26.09.2019.</p>
24.	More MEMU trains or Railbus may be introduced in Guruvayur–Thrissur sector.
	<p>Response: The terminal constraints at Guruvayur precludes introduction of additional trains. However all conventional passenger trains will be progressively replaced by MEMU's.</p>
25.	An Intercity Express between Ernakulam & Salem may please be introduced.
	<p>Response: Due to path constraints in Ernakulam-Shoranur section and Palakkad-Coimbatore-Erode-Salem sections where the line capacity utilisation is more than 100%, introduction of additional trains as proposed is not feasible.</p>
26.	New Ernakulam-Rameswaram daily overnight Express via Palakkad-Palani-Madurai.
	<p>Response: Due to terminal constraints at Ernakulam and path constraints at enroute, it is not feasible to introduce a new train as suggested. However, timings for extension of Train No.16343/16344 Thiruvananthapuram-Madurai Amritha Express to Ramewaram have been finalized and submitted to Railway Board. This will cater the passengers from Ernakulam to Rameswaram.</p>

27.	Extension of 16343/16344 Thiruvananthapuram–Madurai Amritha Express to Rameshwaram.
	Response: Timing for extension of Train No.16343/44 TVC-MDU Amritha Express to RMM have been finalized and submitted to Railway Board.
28.	Cochin Harbour Terminus may be commissioned without further delay.
	Response: Suggestion of the Hon'ble MP is noted.
29.	Construct an Electric Loco Shed at Ernakulam.
	Response: It is hereby submitted that the conversion of Diesel Loco shed into Electric loco shed is yet to take place. The primary requirement of electrification of the shed is in its final stages of completion. Works for the infrastructure are in proposal stage. The shed is the smallest diesel shed in Southern Railway with design capacity of 40 locos. The space surrounding the diesel shed is also developed, thereby limiting the scope for shed expansion. It lacks all basic facility required for an electric loco shed like wheel lathe for tyre turning of electric loco. Faced with the above limitations it can only serve as a satellite shed for Diesel shed, Erode.
30.	Proposal for providing 3-4 lines between Ernakulam & Shoranur may be considered.
	Response: Third line between Shoranur and Ernakulam for a length of 107 km was approved and included in the pink book for the year 2018-19 at a cost of Rs.1518 Crores. Final location survey for this project is in progress.
31.	Construct an Integrated Rail terminal at Ernakulam Marshalling yard.
	Response: At present, Ernakulam Junction serves the traffic needs of this region. Further, KRDCL has submitted a DPR for provision of an integrated rail terminal at Ernakulam Marshalling Yard to Railway Board.
32.	Renovate Ernakulam Old Railway station.
	Response: Presently used for Goods Traffic and no sanction available for Renovation. Further, an appeal in Hon'ble Supreme Court against the verdict of National Green Tribunal (NGT), restricting any sort of construction activity in the area being an ecological sensitive zone is pending. Hence, any development activity can be taken up after the final verdict on this case.

33.	More Pit lines may be constructed at Kollam.
	<p><u>Response:</u> Pit Lines are normally developed at natural Terminal in order to enable maintenance of Trains. Kollam is not a natural Terminal Station and hence there is no justification for provision of Pit Lines. There is no operational requirement at present for provisioning of Pit Line at Kollam Junction.</p>
34.	Fully develop Kochuveli terminal.
	<p><u>Response:</u> A work for Augmentation of coaching facilities at Kochuveli for providing additional platform lines and a stabling line is sanctioned by Railway Board and in progress.</p>
35.	Construct a coach maintenance facility at Namom.
	<p><u>Response:</u> Detailed Project Report (DPR) for construction of new coaching terminal at Namam at a cost of Rs.116.57 Crores was submitted to Railway Board for sanction on 02.11.2021 by Construction Branch. Railway Board has not communicated sanction to this DPR. Physical work on the New Coaching Terminal can be started only after DPR is sanctioned and required funds are allotted and hence work could not be started so far.</p>

**GM's Meeting with Hon'ble MP's of the region served by
Palakkad Division on 20.01.2022**

	Dr. V. Sivadasan, Hon'ble Member of parliament (Rajya Sabha)
1.0	<u>Issues in Kannur Railway Station:</u> i) The construction of platform 4 and 5 should be done.
	<u>Response:</u> Since this work is connected to shifting of BPCL POL handling facility to nearby station (Payyanur), the work got delayed. Hence, this work is temporarily frozen upto 2023-24.
	ii) The underpass, built two years ago, is now leaking. The reason is the defect in the construction. This needs to be fixed.
	<u>Response:</u> The underpass has been constructed as per standard norms in all aspects and there was no defect in construction. However, the underpass will be inspected and action will be taken if any leakage is present.
	iii) A multi-level parking system should be approved and constructed immediately.
	<u>Response:</u> Kannur is an NSG 3 category station with daily average no of passengers of 19093(pre-covid) only Kannur railway station has a total parking area of 6847sq.m. (4683 sq.m. in the 1 st entry and 2164 sq.m. in the 2nd entry) With the present level of traffic, the space is sufficient for the existing requirement.
	iv) Electrification process should be completed without further delay.
	<u>Response:</u> Electrification has been completed in Kannur Railway Station
	v) More MEMU trains should be allowed.
	At present MEMU rakes have been inducted by one pair of passenger trains in Kozhikode-Kannur sector. The remaining conventional passenger trains will also be progressively replaced by MEMUs.
	vi) Increase the number of ticket counters
	<u>Response:</u> Kannur is an NSG 3 category station. There are two unreserved ticket booking counters working daily in 5 shifts together. One counter is working round the clock.

	<p>The average No of tickets issued daily is 320 only. A new Automatic Ticket Vending Machine is installed for unreserved tickets at the 1st entry and 2nd entry for the convenience of passengers. UTS counter on eastern side will be restored as and when traffic picks up. Station wise utilisation of manpower, proportionate to requirement being closely monitored.</p>
	<p>vii) Passengers are inconvenienced due to the narrow width of the foot over bridge that enters the platform. Its width should be increased.</p>
	<p><u>Response:</u> Kannur is a NSG3 category station. There are two FOBs available at Kannur station. As the old FOB at MAQ end is narrow, a new FOB was constructed on SRR end of the station. The existing 2 FOBS are able to handle the passenger traffic presently.</p>
2.0	<p><u>Platform raising:</u> Raise platforms at the stations in Edakkad, Kannur South, Chirakkal, Kannapuram, Pappinisseri, Ezhimala, and other similar stations.</p>
	<p><u>Response:</u> Etakkot (NSG6), Kannur South (NSG6), Chirakkal (HG3), Kannapuram (NSG5), Pappinisseri (NSG6), Eliimala (NSG6).</p> <p>Work for raising of PF at Edakkad, Kannur South, & Pappinisseri Stations has been proposed in Works Programme 2022-23 for Board's approval.</p> <p>Further, the work of raising of PF No.1 & 2 at Ezhimala has since been completed. With respect to Chirakkal & Kannapuram Stations, work will be proposed in LAW 2022 – 23 as per availability of funds.</p>
3.0	<p><u>Hygiene in Railway stations:</u> More Washrooms, Toilets and other similar facilities should be provided in Kannur as well as other similar railway stations in Malabar, Also, it should well maintained.</p>
	<p><u>Response:</u> In Kannur Railway station, 17 toilets are available against the minimum requirement of 10 Nos. as per norms. Additional Toilets will be provided as per availability of sanction and funds.</p> <p>Further, Railway Stations in Malabar region have been provided with all the minimum essential amenities as per the norms.</p>

4.0	<p><u>Other facilities:</u> More reservation counters, foot over bridges and escalators should be provided in Kannur.</p>
	<p><u>Response:</u> There are two reservation counters manned by PRS staff at Kannur. Reservation counter at Kannur Railway station is round the clock. The timings of one counter is 08.00 hrs to 14.00 hrs and 14.00 hrs to 20.00 hrs. The timings of the other counter is 10.00 hrs to 20.00 hrs and 20.00 hrs to 08.00hrs.The average no of applications dealt daily is nearly 1000. There is a MPPRS centre working at Taliparamba which is about 25 KM s distant from Kannur Railway station. Therefore, existing number of counters operated are considered adequate for the present level of traffic.</p> <p>Escalator: Two Nos. of Escalators are available at Kannur station in PF No.1 @ Kozhikode end FOB.</p> <p>Further work for provision of one Escalator at Kannur station (2nd entry near reservation office) is under process.</p> <p>Lift: Two lifts are available at Kannu station each one at PF 2/3 second entry. Further work for provision of one lift in PF-1 Is under progress.</p> <p>ROB: Two FOBs are already available at Kannur station.</p>
5.0	<p><u>Non-Running of Passenger Trains:</u> After the spread of corona infection, the railways have stopped the operation of passenger trains from 22 March 2020. Now Passenger trains have been allowed to run, but at present less than ten percent of ppassenger trains are being run. In fact, the goods trains are given preference over passenger trains. Migrant workers, daily commuters, small traders and students travel through passenger trains. So this affects them the most.</p>
	<p><u>Response:</u> Indian Railways had discontinued all regular passenger carrying trains w.e.f. 23.03.2020 to contain the spread of COVID-19 Pandemic. 92.5% of the Express trains owned by Southern Railway have now resumed operation. Some passenger trains have resumed as Specials and the remaining will resume in due course.</p>

6.0	<u>Withdrawal of concession to Weaker sections:</u> Previously, Railways provided concessions in 54 categories. Concessions to senior citizens, medal-winning police officials, national award-winning teachers, widows whose spouses died in wars, farmers and artists going for exhibitions and sports persons going for national meets have been stopped. There is a need to restore all these concessions with immediate effect.
	<u>Response:</u> Policy matter. As per RB orders, in view of health advisory issued regarding Covid -19 and to discourage passengers from undertaking non-essential travel, no concessional UTS and PRS tickets shall be issued for all categories of passengers except students, 4 categories Divyangjan and 11 categories of patients.
7.0	<u>Absence of Catering Services:</u> Catering services have not been restored in all trains. This is causing great trouble and imposes financial burden on the passengers. Catering services should be started in all the trains with immediate effect.
	<u>Response:</u> In all Pantry cars cooked food is also being supplied along with Ready to Eat food.
8.0	<u>Short Supply of unreserved compartments:</u> There are not enough unreserved General Compartments and that is adding to the woes of the passengers. The charges are almost double of what they were earlier. This is causing immense distress to thousands of commuters, including staff and students who depend on railways for daily travel.
	<u>Response:</u> Restoration of the unreserved coaches is being done in a phased manner taking into account the feasibility and prevailing local conditions. Mail/express train fares are charged for the fully unreserved trains as per extant directions of Railway Board.
9.0	<u>Withdrawal of the decision to shut down the Thiruvananthapuram RRB:</u> The Thiruvananthapuram RRB does an annual recruitment of around 500, each year. Inviting applications, conducting examinations and interviews and publishing of the rank list are the major functions of the board. The Thiruvananthapuram RRB ensured representation of candidates within the state, earlier during the recruitments. With the dissolution of the board, the apprehension is that there will be a reduction in the representation of aspirants from Kerala in railways.
	<u>Response:</u> RRBs function directly under the Railway Board and this railway is not aware of any information from Board in this matter.
