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# दक्षिण मध्य रेलवे South Central Railway

## माननीय संसद सदस्यों के साथ बैठक

*Meeting With*

# Hon'ble Members of Parliament

05 अक्टूबर  
October 2021

सिकंदराबाद  
Secunderabad



**SOUTH CENTRAL RAILWAY**

**MEETING WITH HON'BLE MPs  
AT SECUNDERABAD  
ON 05.10.2021**

**AGENDA WITH REMARKS**

# Meeting with Hon'ble MPs at Secunderabad on 05.10.2021

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<b>1.</b>	<b><u>Shri Badugula Lingaiah Yadav, Hon'ble MP, Rajya Sabha:</u></b>
1.1	<u>New Railway line between Chityal and Jaggaiahpet:</u> <i>At present broad gauge line is passing through Nalgonda district from Secunderabad to Guntur deviating at Chityal Mandal head quarter which is located on National Highway No.65. The other important towns such as Narketpally, Nakrekal, Suryapet and Kodad towns of Nalgonda and Suryapet Districts are not connected with any railway communication.</i>
	<b>Remarks:</b> There is no sanction available for Reconnaissance Engineering cum traffic Survey/ Preliminary Engineering cum traffic Survey for new Railway line from Chityal to Jaggaiahpet in the Blue Books of South Central Railway.
1.2	<u>Doubling of line from Bibinagar to Nadikudu:</u> <i>Though there is good revenue and also now the separate State of Telangana is formed, there is an increased traffic between Hyderabad and Amaravathi and there is urgent need for the doubling of line.</i>
	<b>Remarks:</b> <u>Guntur (Nadikudi)-Bibinagar (Doubling):</u> Final Location Survey for doubling between Guntur - Bibinagar (239 km) was sanctioned with the cost of Rs.2,480.00 Cr. Final Location Survey is completed. Detailed Project Report along with Detailed Estimate at a vetted cost of Rs.2,969.27 Cr. was submitted to Rly. Board for sanction. Board has made certain observations and remarks to it are under compliance.
1.3	<u>Functioning of Dameracharla Railway Station:</u> <i>At present, all the trains between Bibinagar - Nadikuda are halting at Vishnupuram. Damercharla station is completed in all aspects and it should be bring into operation. Dameracharla is a Mandal Head Quarter and a 4000 MW Yadadri Ultra Power Project is coming up nearby Dameracharla is under construction, due to which number of employees including technical and skilled workers from across the country are working at construction site. Further the Power Plant is expected to commission within 2 years and huge quantity of Coal is to be imported from various parts of the country. In view of the above it will be convenient to the general public and staff and workers of power station if Dameracharla station is brought into operation.</i>
	<b>Remarks:</b> There is no station at Damaracherla. Nearest station to Damarcherla is Vishnupuram which is 2.5 Km away. Pushpull train stops at Vishnupuram station.
1.4	<u>Routing the Trains To Vijayawada (via) Miryalaguda, Vishnupuram, Janpahad, Mellachervu, Mattampally &amp; Jaggaiahpet.</u> <i>Rly. works between Jaggayyapeta-Janapadu-Vishnupuram are completed including electrification. As such it is nearer route from Secunderabad to Vijayawada by about 60 Km.</i>

	<p><i>Therefore, it is requested to issue a notification to run some of trains to Vijayawada (via) Vishnupuram as it will be convenient to local people and reduce the cost of operation as well as journey time. At present on this route Goods Trains are operating and there is an urgent need to operate Passenger trains.</i></p>
	<p><b>Remarks:</b>  This section was opened for running of freight traffic only and currently running with heavy freight traffic. For running of passenger trains in this section, doubling along with passenger amenities is essentially required. Final Location Survey for doubling between Motumarri-Vishnupuram (DL) was sanctioned on 15.07.2021. Survey is under progress.</p>
1.5	<p><i>High Speed Line/Corridor between two capital cities of Telangana and AP i.e., Hyderabad (Kacheguda)-Amaravathi (Vijayawada) along NH-65:</i></p> <p><i>1500 buses are plying per day on NH-65 in addition to the existing trains between Secunderabad and Vijayawada. In spite of that, there is always a further demand by passengers to travel through private vehicles/carriers. This shows a high demand between these two.</i></p> <p><i>Distance between the present Railway line via Kazipet/Guntur is in the range of 360 - 320 KM, whereas the proposed line along the NH-65 is about 265 KM i.e., the distance is shortened by 90 KM.</i></p> <p><i>The travel time by train via Kazipet/Guntur is in the range of 6 to 7 hours, depending upon the train. The road travel due to tolled 4-lane highway of NH-65 has drastically reduced to 4 - 4½ hours due to which people are preferring the road than rail. By proposed High Speed line, the travel time will be reduced to 3 to 3.5 hours. This proposed line will also connect Kakinada, Visakhapatnam, Krishnapatnam Port as well as Northern Coastal of Andhra area (VSKP) towards Hyderabad, Mumbai and further to Western &amp; Northern Ports of India for freight movement of imports &amp; exports.</i></p> <p><i>This proposed line will rapidly industrialize the backward regions of Southern Telangana.</i></p>
	<p><b>Remarks:</b>  As on date there is no sanctioned proposal along NH 65 for new line between Hyderabad-Vijayawada. It is pertinent to mention that extension of Mumbai-Hyderabad High Speed Rail Project to Vijayawada along NH 65 Highway is the subject matter to be decided by NHRCL (National High Speed Rail Corporation Ltd) and Ministry of Railways. Hon'ble MP's Representation will be forwarded to the Ministry.</p>

1.6	<p><i>New Line between Dornakal Junction to Gadwal via Suryapet, Nalgonda, Nagarkurnool:</i></p> <p><i>It connects all the 7 district headquarters (Khammam, Mahabubabad, Suryapet, Nalgonda, Nagarkurnool, Wanaparthy and Gadwal) which covers majority of Southern Telangana region. This region is the most backward/ interior area of Telangana State and people generally go to Mumbai &amp; Ahmedabad/Surat for their livelihood for a greater period of the year due to perennial employment conditions. By this new line, development will take place and annual intra-immigration will come to a bare minimum.</i></p> <p><i>This proposed line will have short distance for a freight movement from Singareni Collieries and Kakinada &amp; Visakhapatnam Ports to the Thermal Power Plants and Cement Plants which are situated in South Western &amp; Central Railways of Karnataka and Maharashtra States.</i></p> <p><i>The proposed line will connect the people of Telangana, Andhra Pradesh and Orissa to the Western India (Mumbai, Pune, Goa, Ahmadabad, Surat, Jaipur, etc.) and also to Bangalore &amp; Mysore.</i></p> <p><i>This proposed line will also decongest the already saturated line of Dornakal-Kazipet section and Kazipet-Secunderabad section. Required land acquisition and the total project cost will get it shared with the Government of Telangana, after land survey sanction.</i></p>
	<p><b>Remarks:</b></p> <p>There is no sanction available for Reconnaissance Engineering-cum-Traffic Survey/Preliminary Engineering-cum-Traffic Survey for new Railway line from Dornakal Junction to Gadwal via Suryapet, Nalgonda, Nagarkurnool in the Blue Book of South Central Railway.</p>
1.7	<p><i>Setting up of Vande Bharath Coaches Production Unit in Nalgonda/ Suryapet/Yadadri Districts:</i></p> <p><i>These coaches are developed indigenously for high speed connectivity by the help of private players, as a part of proto-type production.</i></p> <p><i>No green field Railway Production facility is available in India. Presently, totally Indian Railways are depending on private players. There is an immediate need for one production unit exclusively to be set up on green field basis. There is no coaching production unit in Telangana till now, although there was initially planned at Kazipet in 1980s, later shifted to Punjab (Kapurthula) to suppress the terrorist movements in Punjab at that time.</i></p> <p><i>This facility at Southern Telangana will greatly develop the unemployment and also as spur rapid industrial growth due to ancillary units setting up in and around Southern Telangana region.</i></p> <p><i>Required land will get it arranged on free of cost from the Government of Telangana after principal policy decision/approval is taken.</i></p>
	<p><b>Remarks:</b></p> <p>Setting up of Coach Production Unit is a policy decision to be taken by the Railway Board, Ministry of Railways, New Delhi.</p>

1.8	<p><i>Setting up of Midlife Rehabilitation and Traction Components Overhauling Workshop for self-propelled coaches (EMU (Electric Multiple Unit), MEMU (Mainline Electric Multiple Unit), DEMU (Diesel Electric Multiple Unit), Tower Cars and Power Cars) at Nalgonda/Suryapet/Yadadri Districts:</i></p> <p><i>Presently, Midlife Rehabilitation (MLR) facility exists at Bhopal and also a sanction exists to have another facility at Kurnool for ICF &amp; LHB coaches. There is no MLR facility for the self-propelled coaching vehicles in Southern India particularly for EMU &amp; MEMU.</i></p> <p><i>For Midlife Rehabilitation of DEMUs, South Central Railway is presently sending to Perambur Workshop, but however they are unable to take up due to their existing load. For Traction Machines, overhauling/rehabilitation, all are being sent to Nasik, for which inordinate delay and non-priority in taking up the work is faced by South Central Railway &amp; South Western Railway.</i></p> <p><i>Having this Workshop at South Central Railway, it will solve the problems of our Zone as well as proposed South Coastal Railway, South Western Railway and East Coast Railway.</i></p> <p><i>Required land will get it arranged on free of cost from the Government of Telangana after principal policy decision/approval is taken.</i></p>
	<p><b>Remarks:</b> Diesel operated engines are going to be withdrawn from service, as per the Railway Board's Policy. At present, DEMU Power Cars only to undergo Midlife Rehabilitation, which can be handled by Perambur Workshop. Presently, as per Railway Board's Policy, EMU/MEMU Coaches are not required to undergo Midlife Rehabilitation.</p>
1.9	<p><u><i>Survey for line between Station Ghanpur to Suryapet:</i></u> <i>This has been sanctioned in 2018-19 Budget. However, the progress is very poor and no further budgetary sanction was made for constructing this line. The present status and the action taken to expedite the survey report submission as well as the proposed sanction in the ensuing Budget 2020-21 may be discussed.</i></p>
	<p><b>Remarks:</b> Reconnaissance Engineering-cum-Traffic Survey between Ghanpur-Suryapet via Palakurti (Surveyed Length 91.7Km) New BG line was sanctioned in 2015-16. Combined Survey Report at an estimated cost of Rs.2,657.11 Cr. is under process of approval.</p>
1.10	<p><u><i>Requirements at MIRYALAGUDA Railway Station :</i></u></p>
(a)	<p><i>Miryalaguda is busy important station as number people including businessmen travel from this station, it is necessary to provide CC Cameras to prevent thefts and to curb mischievous activities and to provide a First Aid Centre for the benefit of passengers.</i></p>

	<p><b>Remarks:</b> A proposal for installation of 10 CCTV Cameras at Miryalaguda Railway station is under process under Nirbhaya Fund. Joint Survey is already made and locations are identified.</p>
(b)	<p><i>The illumination at Miryalaguda station is very poor Arrival/ Departures Digital Display and Coach indicator sign boards are not properly working at Miryalguda station.</i></p>
	<p><b>Remarks:</b> Noted. Illumination at this station will be improved. Work has been sanctioned to improve the illumination which will be completed by March 2022.  Work was proposed in the Works Programme of 2021-22, but it was not sanctioned. The same will be proposed again in Works Programme 2022-23.</p>
(c)	<p><i>Provision of halt at Miryalaguda station for (Train. No12795/12796) Secunderabad-Vijayawada-Secunderabad Super Fast express trains.</i></p>
	<p><b>Remarks:</b> It is important train serving the commuters and employees working in AP Capital City Region. If any extra stoppage is given, the train will be detained and may not serve the intended purpose of providing quickest possible transit time between the two capitals of AP and Telangana.</p>
1.11	<p><b>Requirements at NALGONDA Railway Station :</b></p>
(a)	<p><i>Provision of Separate Reservation Quota for Narayanadri and Sabari Express trains for Nalgonda district passengers. At present people from Suryapet constituency and Nakrekal constituency travel to Nalgonda for train facility. There is no separate quota for the pilgrims who travel from Nalgonda to Tirupati and facing much troubles to confirm the tickets and berths. It is requested to arrange a separate Reservation quota in any coach of the above trains.</i></p>
	<p><b>Remarks:</b> On an average, 39 reserved passengers are boarding per trip at Nalgonda by T.No.02734 Lingampalli-Tirupati Special (Narayanadri Express) and T.No.07230 Secunderabad-Trivandrum Central Special (Sabari Express). The passengers boarding at Nalgonda by these trains have access to the source quota i.e., Lingampalli and Secunderabad quota respectively, which has the maximum quota and hence there is no requirement for the provision of a separate quota at Nalgonda by these trains.</p>
(b)	<p><i>Provision of halt at Nalgonda station for (Train No12795 /12796) Secunderabad-Vijayawada-Secunderabad Super Fast express trains.</i></p>
	<p><b>Remarks:</b> It is important train serving the commuters and employees working in AP Capital City Region. If any extra stoppage is given, the train will be detained and may not serve the intended purpose of providing quickest possible transit time between the two capitals of AP and Telangana.</p>



(c)	<i>Cloak Room may be provided for convenience of the passengers at Nalgonda Railway Station.</i>
	<b>Remarks:</b> Provision of Cloakroom at Nalgonda will be examined.
(d)	<i>Nalgonda Railway Station has two entries one towards Pangal Fly Over another towards Gollaguda route (Leelavathi Hospital) both entrance are to be developed by providing lighting system.</i>
	<b>Remarks:</b> Sufficient lighting is available on the approach roads. Further improvement in lighting has been approved in September-2021 and will be executed shortly.
(e)	<i>At present (04) Water Coolers are available at Nalgonda railway Station, increase to (06) @ 3 each platform.</i>
	<b>Remarks:</b> As per norms, Nalgonda being NSG-5 station (Non-Suburban Grade) is eligible for one water cooler per platform, but is already provided with 2 water coolers per platform.
(f)	<i>Station Name Indication Board is to be provided towards Panagal Flyover.</i>
	<b>Remarks:</b> At present, Station Name Indication Board is placed at prominent location for maximum visibility. However, Station Name Indication Board towards Panagal Flyover will be provided.
(g)	<i>Nalgonda is busy important station as number people including employees travel from this station, it is necessary to provide CC Cameras to prevent thefts and to curb mischievous activities and to provide a First Aid Centre for the benefit of passengers.</i>
	<b>Remarks:</b> At present, 9 CCTV Cameras are functioning at Nalgonda Railway station. Proposals are under way for additional 19 Cameras. Joint Survey is already made and locations are identified.
(h)	<i>The existing road from Marriguda bye pass X road to Nalgonda town is expanded 15.00 meters both the sides. Heavy vehicular traffic is passing through the ROB BR No.123 located at Arjalbavi. To avoid Heavy Traffic delays, it is essential to construct 2X11.00X5.5 RCC BOXES at BR No.123 Arjalbavi KM between 72/10-73/0 in Nalgonda Town immediately.</i>
	<b>Remarks:</b> For provision of another two vent ways (2 x 11 x 5.5) at Bridge No.123, State Government to come forward to bear the cost for construction of the same under 100% deposit terms.

1.12	<i>Requirements at BHONGIRI Railway Station :</i>
(a)	<i>Provision of halt at Bhongir station for Secunderabad - New Delhi (Telangana Express), Shathavahana, Padmavathi, Charminar, Kakatiya Falaknuma, Mangalore and Intercity Express trains.</i>
	<p><b>Remarks:</b> Presently 11 pairs of Express trains, 2 pairs of daily passenger train are having halt at Bhongiri to cater to the present level of traffic.</p> <p>Telangana Express, Padamvathi Express, Satavahana Express, and Intercity Express are superfast trains with tight timings. Any extra stoppages will result in the loss of superfast status of these trains.</p> <p>However, the following trains give connectivity from Bhongir to the destinations mentioned.</p> <ul style="list-style-type: none"> <li>• Dakshin express towards Delhi.</li> <li>• Krishna Express towards Tirupati.</li> <li>• Four daily Express trains towards Vijayawada/Guntur.</li> </ul> <p>Falaknuma and Mangalore Express trains do not run in this section.</p>
(b)	<i>Introduction of New Intercity MMTS (Multi-Modal Transport System) module train services between Hyderabad and Yadadri station as it is going to be biggest Lord Sri Laxmi Narasimha Swamy temple in the Country.</i>
	<p><b>Remarks:</b> Extension of MMTS Phase-II from Ghatkesar to Raigir has been sanctioned at a cost of Rs.330 Cr. vide Pink Book Item No.759 in the year 2016-17. The project has been sanctioned on cost-sharing, where 2/3<sup>rd</sup> cost is to be given by State Govt. Funds from State Government are awaited for taking any further action on the project.</p>
(c)	<i>Extension of Existing Passenger Foot over bridge up to the last end of platform and construction of New Foot over Bridge at another side as the General passenger coaches halts at last and passengers are missing to catch the trains with existing single Foot over bridge.</i>
	<p><b>Remarks:</b> Bhongir Railway station has been provided with one FOB as per minimum essential norms for a NSG-5 category station. Additional FOB will be proposed in the future depending on traffic pattern and availability of funds.</p> <p>Provision of New FOB from outside to outside can be taken up, if State Government comes forward with full deposit terms.</p>
(d)	<i>Bhongiri Station is busy important station as number people including employees travel from this station, it is necessary to provide CC Cameras to prevent thefts and to curb mischievous activities. and to provide a First Aid Centre for the benefit of passengers.</i>

	<p><b>Remarks:</b> 10 CCTV Cameras are sanctioned for installation at Bhongir Railway station. The tender for the work has already been floated by RCIL/SR/SC. (RailTel).</p>
(e)	<i>Canteen to be reopened immediately, Vehicle Parking should be provided.</i>
	<p><b>Remarks:</b> There was no response to the tenders floated for catering stall at Bhongir Station. However, fresh tenders will be floated shortly.</p> <p>At present, parking facility for 4 Wheeler and 2 Wheeler is available covering an area of 6611.95 sft.</p>
(f)	<i>Improvement of cleanliness in Wash Rooms.</i>
	<p><b>Remarks:</b> Cleanliness at station is being monitored on regular basis. In addition to these, efforts have been taken for improving cleanliness in washrooms.</p>
(g)	<i>IZZAT Monthly Season Ticket to be issued at Bhongiri station as more than 5000 passengers are travelling to Hyderabad &amp; Secunderabad regularly.</i>
	<p><b>Remarks:</b> At Bhongir Railway Station, there is provision for issuing Izzat Season Tickets. However, no one has approached for IZZAT season tickets and no IZZAT season tickets were issued since 2019.</p>
(h)	<i>Construction of Underpass Bridge at Urban colony Railway gate as 10000 people are regularly crossing this gate and causing inconvenience besides losing travelling time.</i>
	<p><b>Remarks:</b> The requested location is at LC No.30(T) at km.239/20-22 having TVUs 1,07,429 between Pagidipalli-Bhongir stations on Secunderabad-Kazipet section.</p> <p>The work for construction of ROB at this LC Gate not sanctioned by Railway Board (processed for sanction in 2019-20, 2020-21 &amp; 2021-22). It will be proposed in the year 2022-23 once again.</p>
(i)	<i>Repairs to be taken up immediately and reopen Existing Underpass Bridge located at Ambedkar Colony near Railway Quarters .</i>
	<p><b>Remarks:</b> The above location is at Bridge No.340 at Km.240/17-19 at Ambedkar Colony near Railway Quarters is not a RUB. It is a waterway bridge and being used for passage of rainwater from the nearby catchment area of the bridge. The flow of water is as per gradient of terrain and diversion of water due to terrain topography is not feasible. If State Govt. wants RUB at nearby location, the same can be taken up on full deposit work, after finding feasibility and joint inspection by the Railway officials and local authorities.</p>

(j)	<i>The illumination at Bhongiri station is very poor Arrival/Departures Digital Display and Coach indicator sign boards are not properly working.</i>
	<p><b>Remarks:</b> All Four Train Arrival/Departure Display Boards: PF No.1 (2 nos.) and PF-2 (2 nos.) are working, at present.</p> <p>Coach Indication Boards in both the PF No: 1 (25 nos.) &amp; PF-2 (22 nos.) are working, at present.</p> <p>Illumination in Bhongir station is satisfying the norms for NSG-5 Station. Improvements will be planned in future based on traffic and availability of funds.</p>
1.13	<i>Requirements at VALIGONDA Railway Station: Provision of wash rooms and drinking water at Valigonda Station</i>
	<p><b>Remarks:</b> As per Minimum Essential Amenities norms, 2 nos. of drinking water taps, 1 no. urinal &amp; 1 no. of Lavatory are to be provided at Valigonda station. At present, 1 no. of drinking water tap, 2 nos. of Lavatories &amp; 1 no. of urinal are provided at Valigonda Station. Further, additional tap will be planned.</p>
1.14	<i>Requirements at Nagireddipalli Railway Station : Provision of wash rooms and drinking water at Nagireddipalli Station.</i>
	<p><b>Remarks:</b> Due to ongoing High level platform construction at Nagireddipalli station, existing toilets and water booths were dismantled. 3 toilets with urinals and water booths will be constructed shortly.</p>
1.15	<i>Requirements at ALAIR Railway Station :</i>
(a)	<i>Providing halt for Padmavathi, Dakshin &amp; Mangalore express Trains at Aler Station.</i>
	<p><b>Remarks:</b> Dakshin Express and Padmavathi Express are having stoppage at Jangaon which is 14 Km from Aler.</p> <p>Padmavathi Express and Dakshin Express are long distance superfast trains with tight timings. Any extra stoppages, more so at short distances, will not only result in the trains losing their super fast status but will also have a cascading effect on the punctuality of other trains in the section.</p> <p>Mangalore Express train does not run in this section.</p>
(b)	<i>Bhahadurpeta underpass bridge at Gate No. 36 construction work progress is very poor since Three years due to this the five villagers are facing troubles to travel. Requested to complete the work immediately.</i>

	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. The work of RUB approaches is in progress.</li> <li>2. The progress is delayed due to Pandemic COVID-19 second wave and unprecedented rains.</li> <li>3. However work is being planned to complete in 2021-22.</li> </ol>
<i>1.16</i>	<i>Improvement of all passenger amenities in Railway Stations of Nalgonda &amp; Bhongiri Parliamentary Constituencies.</i>
	<p><b>Remarks:</b></p> <p>The stations falling under Nalgonda and Bhongiri Parliamentary Constituencies with passenger traffic are as under:</p> <p><u>Bhongir Constituency:</u> Nagireddipalli, Valigonda, Ramannapet, Chityala, Jangaon, Aler, Bhongir, Bibinagar, Pembarti, Yadadri and Wangapalli.</p> <p><u>Nalgonda Constituency:</u> Srirampuram, Nalgonda, Tipparthi, Miryalaguda and Vishnupuram.</p> <p>Passenger amenities at these stations are available as per the Railway Board norms of Minimum Essential Amenities and are considered adequate for the present level of traffic.</p>

2.	<b>Shri Soyam Bapu Rao, Hon'ble MP/Adilabad:</b>
2.1	<p><i>New Line:</i>  2013-14-RET between Mancherial Adilabad via Utnoor New Line appeared in Blue Book Item No.33 of the year 2013-14. Survey completed. Combined survey report was under preparation for submission to Railway Board.</p> <ol style="list-style-type: none"> <li>1. What is the present stage?</li> <li>2. Whether the combined survey completed and report submitted to Railway Board or not?</li> </ol>
	<p><b>Remarks:</b>  Reconnaissance Engineering-cum-Traffic Survey for new line between Mancherial-Adilabad via Utnoor is sanctioned in the Blue Book No.33 of the year 2013-14 of South Central Railway. Combined Survey Report submitted to Railway Board for surveyed length of 160.58 km at a cost of Rs.3,331.48 Cr. and ROR(-) 8.81 % on 31.12.2020. Project shelved by Railway Board on 27.05.2021, in view of no operational benefit and being financially unviable.</p>
2.2	<p><i>New Line:</i>  2018-19 RET for new line between Nizamabad-Nirmal-Adilabad 125 Km: Reconnaissance Engineering-cum-Traffic Survey was sanctioned vide Blue Book No.43 for the year 2018-19. Letter of acceptance issued on 31-01-2019 .</p> <ol style="list-style-type: none"> <li>1. What is the present stage?</li> <li>2. Survey completed or not?</li> <li>3. When the work will start?</li> </ol>
	<p><b>Remarks:</b>  Reconnaissance Engineering-cum-Traffic Survey for new line between Nizamabad-Nirmal-Adilabad is sanctioned for a length of 125 Km in Blue Book No.43 of 2018-19 of South Central Railway. Survey completed. Combined Survey report is under preparation.</p>
2.3	<p><i>ROB</i>  There is long pending proposal for sanction of ROB at LC.No.29 or 30 at Adilabad town. But till date no action has been taken .50% of the town population is living one side of the Line and more over the Agriculture Market &amp; number of cotton Industries are also in the same side and the gate is existing on the inter-state road i.e., Adilabad to Mahore M.H state. General Public School going children and farmers suffering a lot in transportation. This ROB is very important which may kindly be sanctioned and completed as early as possible.</p>
	<p><b>Remarks:</b>  Road Over Bridge in lieu of Level Crossing No.29 and Road Under Bridge in lieu of Level Crossing No.30 have been sanctioned at a cost of Rs.76.70 Cr. on cost-sharing basis.</p>

	General Arrangement Drawings for the above work have been approved. Railway portion estimate is kept ready since April 2019. Detailed Estimates for approaches from State Government are awaited. CE/R&B is being pursued. Last letter sent on 15.06.2021.
2.4	<u>Pitline</u> <i>A proposal for provision of Pit line of 26 coach length at Adilabad station at cost of Rs.13.77 Cr. has been submitted to Railway Board for inclusion in Preliminary Works Programme 2020-21. What is the present stage?</i>
	<b>Remarks:</b> The proposal of Adilabad: Construction of new pit line of 24 coach length, IOH Shed/sick line and service building has been sent to Railway Board for sanction. The proposal is cleared by Additional Member (AM's) Committee. Further, under process for sanction by Railway Board.
2.5	<u>Development of Basar Rly. Station</u> <i>There is a Saraswathi Temple at Basar village and the heavy flotation of devotees from all over India by train reaching this place every day. Hence the Basar Rail way station which is on the Nanded-Nizamabad line may kindly be developed with all facilities.</i>
	<b>Remarks:</b> Basar Railway station has been identified as an Adarsh station in 2015 due to its tourist importance. All amenities for passengers befitting an Adarsh station have been provided. Recently the station has been further upgraded by providing lifts and R.O. Plants to improve drinking water quality.
2.6	<u>Under Passes</u> <i>On the Mudkhed Adilabad section gate.No.25, 26 etc. but due storage of water in the rainy season the farmers and villagers are facing lot of problems in public transport and goods transport. In some villages even ambulance and fire engine cannot reach in emergency. Therefore the concerned Officials may kindly be instructed to solve the problems on war foot basis.</i>
	<b>Remarks:</b> At both the Level Crossings, making of permanent drainage arrangements are in progress. Construction of pucca drains to lead away the water are undertaken. As a temporary measure pumping arrangements have been provided with the local Railway authorities.
2.7	<u>Kisan Train</u> <i>Adilabad district is agriculture based district and the large no. of farmers are growing vegetable like tomato, brinjal chilli, turmeric, ginger etc and also Cotton, soya bean, jawar pulses also dairy products etc to transport the farmer produces to Bombay, Delhi &amp; Calcutta etc metropolitan cities a kisan rail connectivity to Adilabad may kindly be provided in the interest of farmers.</i>

	<p><b>Remarks:</b> Kisan Rails are not scheduled trains. Rakes are supplied as per the demand. Till date there was no demand from Adilabad district.</p>
2.8	<p><u><i>New trains</i></u> <i>A train from Hyderabad to Calcutta via Kagaznagar may kindly provided in the interest of huge no. of Bengali settlers living in the Kagaznagar area every day number of people use trains to go Kolkata.</i></p>
	<p><b>Remarks:</b> T.No.02767/02768 Nanded-Santragachi Express runs via Adilabad connecting Adilabad area with Kolkata.</p> <p>Due to saturation of coach maintenance facilities at Hyderabad and path constraints in enroute Railways, it is operationally not feasible to introduce a new train between Hyderabad to Kolkata via Sirpurkagaznagar.</p>
2.9	<p><u><i>Rebbena Station stop</i></u> <i>The Rebbena Rly. Station is in between Ramagundam-Balharshah section and surrounding number of villages are existing in two assembly constituencies. Hence a request you to provide 1 minute stoppage of maximum trains passing through the station.</i></p>
	<p><b>Remarks:</b> There is no station by name Rebbena. Asifabad Road station is serving Rebbena village.</p> <p>At present, 7 daily express and 1 daily passenger train are having stoppage at Asifabad Road station, sufficiently catering to the present level of traffic.</p>
2.10	<p><u><i>New Under passes</i></u> <i>New Underpasses may kindly be sanctioned on the track from Kagaznagar to Sirpur at following places: Sanjeevaiah Colony Kagaznagar to reach Smashanghat/Crematory.</i></p>
	<p><b>Remarks:</b> The requested location is at LC No.77 @ Km 202/23-25 in Sirpurkagaznagar Yard. An ROB has been commissioned in lieu of of LC No.77, which is 127 M from Sanjeevaiah Colony.</p> <p>Construction of Underpass is not feasible at this location due to drainage issues.</p>



3.	<b>Shri Komatireddy Venkat Reddy, Hon'ble MP /Bhongir:</b>
3.1	<i>Regular maintenance of Railway Under Bridge - Bhongir Parliament Constituency. Water Stagnation in RUB for month's together, causing lot of inconvenience to the public.</i>
1)	<i>Gate No.3 - Bommaipally Village to Bibinagar via Bibinagar mandal</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.3 is existing at Km.7/5-6 between Pagidipally Railway Station - Nagireddipalli (PGDP-NRDP) Stations in Bibinagar-Nadikudi Jn. (BN-NDKD) Section.</li> <li>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</li> <li>3. This RUB is having double vent with each vent size 4m x 4m. Road level of one vent will be raised to 0.50 m so as to use this vent way during water logging, if arises.</li> </ol>
2)	<i>Gate No.4-Bommaipally - Nagireddypally Village in Bibinagar Mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.4 is existing at Km.9/5-6 between PGDP-NRDP Stations in BN-NDKD Section.</li> <li>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</li> </ol>
3)	<i>Gate No.8 - Nagireddypally-Nandanam Gallepally Village in Bhuvanagiri Mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.8 is existing at km.18/7-8 between PGDP-NRDP Stations in BN-NDKD Section.</li> <li>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</li> </ol>
4)	<i>Gate No.9 &amp; 10 - Tekulasomaram Village to via Gollapally, Sangem, Bibinagar in Valigonda Mandal</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.9 is existing at km.21/6-7 between Nagireddipalli-Valigonda (NRDP-VLG) Stations in BN-NDKD Section.</li> <li>2. LC No.10 is existing at km.22/9-23/0 between NRDP-VLG Stations in BN-NDKD Section.</li> <li>3. No water logging problem observed this year at these above gates. However, agency is fixed for dewatering during rains.</li> </ol>

5)	<i>Gate No.11 - Podduturu Village to via Choutuppal in Valigonda mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.11 is existing at km.24/7-8 between NRDP-VLG Stations in BN-NDKD Section.</li> <li>2. Provision of additional low height ventway is proposed. Accordingly, sanctioning of work is under process.</li> </ol>
6)	<i>Gate No.12 - Mandapur Village in Valigonda Mandal</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. RUB @ LC No.12 is existing at km.26/2-3 between NRDP-VLG Stations in BN-NDKD Section.</li> <li>2. Agency is available for dewatering &amp; desilting at this RUB.</li> <li>3. Provision of side footpaths is proposed. Work awarded on 6.9.21.</li> </ol>
7)	<i>Gate No.14 - Valigonda via Choutuppal in Valigonda Mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.14 is existing at km.30/2-3 between Valigonda-Ramannapet (VLG-RMNP) Stations in BN-NDKD Section.</li> <li>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</li> </ol>
8)	<i>Gate No.18 - Indrapalanagaram Village via Vellanki in Ramannapet Mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.18 is existing at km.35/7-8 between VLG-RMNP Stations in BN-NDKD Section.</li> <li>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</li> </ol>
9)	<i>Gate No.20 - Indrapalanagaram village via Siripuram, Ramannapet Mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.20 is existing at km.37/3-4 between VLG-RMNP Stations in BN-NDKD Section.</li> <li>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</li> </ol>
10)	<i>Gate No.22 - Ramannapet via Siripuram, Choutuppal in Ramannapet Mandal</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.22 is existing at km.41/4-5 between VLG-RMNP Stations in BN-NDKD Section.</li> </ol>

	<p>2. Agency is available for dewatering &amp; desilting at this RUB.</p> <p>3) Provision of sump and side footpaths is proposed. Work awarded on 06.09.2021.</p>
11)	<i>Gate No.23 - Ramannapet via Kammaigudem NH65 in Ramannapet Mandal.</i>
	<p><b>Remarks:</b></p> <p>1. LC No.23 is existing at km.42/7-8 between Ramannapet-Chityala (RMNP-CTYL) Stations in BN-NDKD Section.</p> <p>2. Earlier, approx. 3 m depth water logging problem is observed at this RUB due to reverse flow of adjacent Canal Water.</p> <p>3. However, after completion of Syphon work, the depth of water stagnation is reduced from 3 m to 2 feet.</p> <p>4. Agency is available for providing footpaths and grouting work will also be taken up to eliminate water-logging problem at this RUB.</p>
12)	<i>Gate No.25 - Balanarsimhaswamy Temple to Chityala Village in Chityala Mandal.</i>
	<p><b>Remarks:</b></p> <p>1. LC No.25 is existing at km.47/4-5 between RMNP-CTYL Stations in BN-NDKD Section.</p> <p>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</p>
13)	<i>Gate No.31 - Venugopaldaswamy temple to Narketpally in Narketpally mandal.</i>
	<p><b>Remarks:</b></p> <p>1. LC No.31 is existing at km.55/0-1 between Chityala-Srirampuram (CTYL-SRMR) Stations in BN-NDKD Section.</p> <p>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</p>
14)	<i>Gate NO.32 - Narketpally to via Brahmana Vellemla in Narketpally Mandal.</i>
	<p><b>Remarks:</b></p> <p>1. LC No.32 is existing at km.56/4-5 between CTYL-SRMR Stations in BN-NDKD Section.</p> <p>2. This RUB is having double vent. Retaining wall work is in progress and one vent side will be completed within 2 months.</p> <p>3. Kutcha drain completed. However, road traffic diverted to manned LC No.30.</p>

15)	<i>Gate No.36 - NH163 to Bahupet Village in Yadagirigutta Mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.36 is existing at km.64/2-3 between CTYL-SRMR Stations in BN-NDKD Section.</li> <li>2. No water logging problem observed this year. However, agency is fixed for dewatering during rains.</li> </ol>
16)	<i>Gate No.37 - Aler to Kolanupaka Road in Aler Mandal.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. LC No.37 is existing at km.65/5-6 between CTYL-SRMR Stations in BN-NDKD Section.</li> <li>2. This gate was sanctioned for RUB in Works Programme 2021-22.</li> </ol>
3.2	<i>Extension of MMTS (Phase-II) Works upto Jangaon, Telangana without insisting any sharing from the Telangana State.</i>
	<p><b>Remarks:</b></p> <p>Extension of MMTS Phase-II from Ghatkesar to Raigir has been sanctioned at a cost of Rs.330 Cr. vide Pink Book Item No.759 in the year 2016-17. The project has been sanctioned on cost-sharing, where 2/3<sup>rd</sup> cost is to be given by State Govt. Funds from State Govt. are awaited for taking up further action on this project.</p>
3.3	<i>Construction of Railway Station at Komuravelli Village (Mandal), District - Siddipet.</i>
	<p><b>Remarks:</b></p> <p>Proposed construction of Railway Station at Komuravelli has been examined. Requested station of Komuravelli may be at chainage Km 54/900 or Km 52/500, which is the nearest point for Mallanna Swamy Temple. It is observed from longitudinal section of Manoharabad - Kothapalli New BG line project that, at these locations and nearby other location, the gradients are very steep and not suitable for providing a station.</p> <p>Further, it may be appreciated that, station buildings have been completed at a nearby place at Lakhadaram (48.41 km) which is about 10 km away from the Mallanna Swamy Temple and about 4.50 km away from the proposed location on Railway alignment near Mallanna Swamy Temple.</p> <p>In view of above, it is to inform that, provision of new station at Komuravelli is not feasible, on technical grounds.</p>
3.4	<i>Stoppage of Trains at Bhongir.</i>
1)	<ol style="list-style-type: none"> <li>1. Train No.12714/12713 - Satavahana Express</li> <li>2. Train No.12764/12763 - Padmavathi Express</li> <li>3. Train No.11020/11019 - Konark Express</li> <li>4. Train No.12750/12749 - Machilipatnam Express</li> </ol>

	<p><b>Remarks:</b> At present, 11 pairs of Express trains and 2 pair of Passenger trains have stoppage at Bhongir.</p> <p>The following alternative trains are available for the destinations mentioned.</p> <p>4 trains i.e., T.No.07406 - Adilabad-Tirupati Festival Spl.; T.No.07202 - Sec'bad-Guntur Golconda Special; T.No.02706 - Sec'bad-Guntur Festival Special; T.No.08646 - Hyderabad-Howrah East Coast Special connecting Vijayawada have stoppages at Bhongir.</p> <p>1 train i.e, T.No.07406 - Adilabad-Tirupati Festival Special connecting Tirupati has stoppage at Bhongir.</p> <p>1 train ie., T.No.08646 - Hyderabad-Howrah East Coast Special connecting Bhubaneswar has stoppage at Bhongir.</p> <p>The above trains are connecting the same destinations, which are requested and are catering to the present level of traffic.</p> <p>The section between Kazipet and Secunderabad is highly congested and additional stoppages to express trains will not only decelerate them, but will further add to the congestion of the section. Hence, it is not operationally feasible to provide additional halts.</p>
2)	<p><i>Stoppage of Trains at Ramannapet.</i></p> <ol style="list-style-type: none"> <li>1. Train No.12604/12603 - Chennai Express.</li> <li>2. Train No.17230/17229 - Sabari Express.</li> <li>3. Train No.17222/17221 - Kakinada - LTT Express.</li> <li>4. Train No.17626/17625 - Delta Fast Passenger.</li> </ol>
	<p><b>Remarks:</b> T.No.02604/02603 Hyderabad - Chennai - Hyderabad Chennai Exp., T.No.07230/07229 Sabari Express and T.No.07222/07221 Kakinada-Lokmanya Tilak Terminus (LTT) Express are long distance trains with limited stoppages and are running in tight timings. Provision of halt for such trains at more stations may not be feasible.</p> <p>T.No.17626/17625 Delta Fast Passenger passes Ramannapet between 00.00 and 04.00 in both directions and may not attract passenger traffic due to inconvenient timings.</p>
3)	<p><i>Stoppage of Trains at Aler.</i></p> <ol style="list-style-type: none"> <li>1. Train No.11020/11019 - Konark Express</li> <li>2. Train No.17206/17205 - Kakinada - Shirdi Express.</li> <li>3. Train No. 18310/18309 - Nagavali Express.</li> <li>4. Train No.20811/20810 - Nanded Express.</li> <li>5. Train No.12722/12721 - Dakshin Express.</li> <li>6. Train No. 12704/12703 - Falaknuma Express.</li> <li>7. Train No. 12764/12763 - Padmavathi Express.</li> </ol>

	<p><b>Remarks:</b> The proposed trains are long distance express trains having limited halts and tight timings.</p> <p>Moreover, the section between Kazipet and Secunderabad is highly congested and additional halts to express trains will further congest the section.</p> <p>T.No.02704/02702 Secunderbad - Howrah Falaknuma Express does not pass in this route.</p>
4)	<p><i>Stoppage of Trains at Jangaon.</i></p> <ol style="list-style-type: none"> <li>1. Train No. 18510/18509 - Nanded Express.</li> <li>2. Train No. 12760/12759 - Charminar Express.</li> <li>3. Train No. 17214/17213 - Narasapur - Nagarsol Express.</li> <li>4. Train No. 67276/67275 - Falaknuma - Bhongiri MEMU.</li> <li>5. Train No. 18520/18519 - Visakhapatnam - LTT Express.</li> <li>6. Train No. 20809/20810 - HS Nanded Express.</li> </ol>
	<p><b>Remarks:</b> T.No.67276/67675 Falaknuma - Bhongir MEMU is cancelled due to operational constraints and poor patronage.</p> <p>The proposed trains are long distance express trains having limited halts and tight timings.</p> <p>Moreover, the section between Kazipet and Secunderabad is highly congested and additional halts to express trains will further congest the section.</p> <p>However, provision of some halts will be examined subject to commercial justification.</p>
3.5 1)	<p><i>To facilitate the people of Jangaon, the survey, it is found that the location at Km 278/21-23 is feasible for construction of ROB (Road Over Bridge) at Jangaon Station.</i></p>
	<p><b>Remarks:</b> The requested location @ km.278/21-23. There is no LC at this location. Survey conducted and found that location is feasible for construction of ROB at Jangaon station.</p> <p>If State Government (local bodies) comes forward to bear the cost on 100% deposit terms, this work will be examined.</p>
2)	<p><i>Provision of approach roads to Bridge No.338/A</i></p>
	<p><b>Remarks:</b> Bridge No. 388A at Km.278/15-17 in Jangaon station is a waterway bridge. Hence, it is not open to road traffic.</p>
3)	<p><i>Extension of FOB towards Goods line.</i></p>
	<p><b>Remarks:</b> This work will proposed in the next financial year 2022-23, subject to availability of funds.</p>

4)	<i>Provision of Coach indication and train indication boards.</i>
	<p><b>Remarks:</b>  Already work awarded for provision of Coach Indication and Train Indication Display Boards at Jangoan Railway Station. Work is in progress. Target date of completion is 31.12.2021.</p>
5)	<i>Provision of lighting and roads (WBM) surface between goods lines.</i>
	<p><b>Remarks:</b>  WBM of Goods Shed surface will be completed by December 2021. Improvement of lighting in Goods Shed area is being proposed in the year 2022-23.</p>
6)	<i>Stoppage of additional passenger express trains.</i>
	<p><b>Remarks:</b>  At present, 15 pairs of Express trains and 2 pairs of Passenger trains are sufficiently catering to the present level of traffic.</p>
7)	<i>Request for one additional booking counter on Goods line side.</i>
	<p><b>Remarks:</b>  Provision of number of Booking Counters and the shift timings are based on the traffic dealt at the station.</p> <p>At Jangaon Railway Station, Booking Office is available only on Platform No.1. At present, 3 UTS Counters are being operated, 1 Automatic Ticket Vending Machine (ATVM) is also available for ticketing activities. On an average 1553 tickets are being issued at Jangaon station per day. (Pre-COVID).</p> <p>As per Railway Board norms, an additional Counter can be provided, only if the transactions are more than 1000 tickets per shift per Counter.</p> <p>Provision of Booking Office at Goods Line side in station requires construction of new building, deployment of additional manpower, etc. Since other side of the station, there is a Goods Shed, consisting of three Goods lines, there will be goods loading and lorry movement and no pathway is available to the station from other side of the station.</p> <p>Further, the proposal will be given due consideration in future Works Programme subject to feasibility, improvement in passenger traffic and availability of funds.</p> <p>For the convenience of public, the facility of purchase of unreserved tickets through Mobile App is also available and Passengers can download the UTSONMOBILE App in their Smart Phones and after registration, can book tickets for the required destinations without waiting in queues at Booking Office.</p>

8)	<i>Request for RPF Outpost at Station.</i>
	<p><b>Remarks:</b>  Jangoan station is covered by the RPF Outpost at Bhongiri station. Security at the station is being ensured and monitored. In addition, CCTV Cameras are also sanctioned for Jangaon station which will be installed by RailTel.</p>
9)	<i>Request for extra vent way for Br.388 at the end of Platform at Kazipet end.</i>
	<p><b>Remarks:</b>  Bridge No. 388A at Km. 278/15-17 in Jangaon station is a waterway bridge. It is not open to road traffic. This is being utilised by the public un-authorizedly as Railway Under Bridge (RUB).</p>



4.	<b><u>Dr. G. Ranjith Reddy, Hon'ble MP/ Chevella:</u></b>
	<i>Issues relating to Tandur:</i>
4.1 (a)	<i>Construction of ROB between Old Tandur and New Tandur.</i>
	<p><b>Remarks:</b> The above location is at LC.No.13/T at Km.70/8-10 (Tandur yard on Secunderabad to Wadi section). The work for construction of ROB at this location has been sanctioned in 2016-17 on cost-sharing basis. Part estimate for Railway Bridge portion is kept ready. Awaiting approach estimate from R&amp;B Department. State Government has been advised on 20.08.2018 to submit the approach estimate. Several reminders were sent to State Government, and the last reminder was sent on 13.05.2021. No response from State Government so far.</p>
(b)	<i>Installation of Two lifts at Tandur Railway station. I know that this work has been under consideration for inclusion of works under 2020-21. I don't know what has happened to that. You kindly take up this work.</i>
	<p><b>Remarks:</b> Sanction for two lifts has been accorded by Railway Board recently and the work will be taken up accordingly.</p>
(c)	<i>Laying BT Road at Narayanpur Railway crossing.</i>
	<p><b>Remarks:</b> The requested location is at Km.67/2 - 68/12 in-between Tandur and Mantatti Railway stations.</p> <p>LC No-12(E) having Train Vehicle Units (TVUs) 8,970 at Railway Km.67/24-26. During the course of time, local villagers started using Railway land along the track as Kutcha Road unauthorizedly near the LC Gate. Now it is being requested to upgrade it to BT road.</p> <p>The present kutcha road itself is an encroachment/unauthorized passage within Railway boundary and this land is essentially required for track maintenance.</p> <p>Keeping in view the present essential requirement and to accommodate future third line, it is not feasible to spare Railway land for laying the BT road at the above said location.</p>
(d)	<i>Withdraw the proposal to cancel Kalaburagi-Gulbarga-Hyderabad intercity Express Train.</i>
	<p><b>Remarks:</b> The train belongs to Central Railway and the proposal to restore the train needs to be examined by them.</p> <p>The proposal will therefore be forwarded to Central Railway for examination.</p>

(e)	<i>Constitution of RUB at 63/17 km stone between Tandur and Mantatti Korratched Railway stations.</i>
	<b>Remarks:</b> The requested location is at Km 63/17 between Tandur and Mantatti Korratched Railway stations. There is no LC at this location. However, RUB is not feasible, as existing bank height is very low (less than 1m).
(f)	<i>Construction of ROB in lieu of LC No.13/T at Km. 70/7-9 (new) at Tandur town limits (Railway yard) on Secunderabad to Wadi section), Vikarabad district.</i>
	<b>Remarks:</b> The above location is at LC.No.13/T at Km.70/8-10 (Tandur yard on Secunderabad to Wadi section). The work for construction of ROB at this location has been sanctioned in 2016-17 on cost-sharing basis. Part estimate for Railway Bridge portion is kept ready. Awaiting approach estimate from R&B Department. State Government has been advised on 20.08.2018 to submit the approach estimate. Several reminders were sent to State Government, and the last reminder was sent on 13.05.2021. No response from State Government so far.
(g)	<i>Beautification of Tandur railway station.</i>
	<b>Remarks:</b> Circulating area, colony and children park, have been developed with Conocarpus plants, Singapore plants with adequate greenery.
(h)	<i>Construction water fountain-park near Tandur railway station.</i>
	<b>Remarks:</b> The circulating area at Tandur is small and just adequate to handle the parking of vehicles. Providing a water fountain will be restrictive and causes inconvenience to passengers.
4.2	<u><i>Issues relating to Vikarabad:</i></u>
1)	<i>Construction of RUB at Ramaiahguda, Vikarabad Municipality.</i>
	<b>Remarks:</b> The above location is at LC No.4 @ km 3/2-3 between Vikarabad - Sadashivapet Road stations. The work for provision of RUB is processed in 2020-21 & 2021-2022 Works Programme, but was not sanctioned due to paucity of funds. This work is proposed again in Works Programme 2022-23.
2)	<i>Construction of RUB near camp office, Vikarabad municipality.</i>
	<b>Remarks:</b> The requested location is at LC No. 3(E) at Km.2/7-8 between Vikarabad - Sadashivapet Road station which is on main road from Vikarabad to Tandur connecting important hill station and pilgrimage centre, Ananthagiri Hills. The LC is having TVUs 41,697 and located in Vikarabad town. Road Under Bridge is not feasible due to less bank height.

	Considering the location and importance, ROB is feasible at this location. This LC is not qualified for construction of ROB on cost-sharing basis, as (Train Vehicle Units) TVUs are less than 1 lakh. If State Government (local bodies) comes forward to bear the cost on 100% deposit terms, the work will be taken up.
3)	<i>Construction of RUB at Gatvanampally, Mominpet Mandal.</i>
	<b>Remarks:</b> The subject location at LC No.9(E) at Km 15/7-8 having TVUs 31,150 between Vikarabad-Sadashivapet Road stations. As existing bank height is insufficient, Road Under Bridge/Limited Height Subway is not feasible. Provision of ROB can be examined, If State Government (local bodies) comes forward to bear the cost on 100% deposit terms.
4)	<i>Construction of RUB at Morangapalli at Mominpet Mandal.</i>
	<b>Remarks:</b> The subject location at LC No.18 T at Km 35/5-6 having TVUs 19,552 at Marpalli (MRF) yard. As existing bank height is insufficient, Road Under Bridge/Limited Height Subway is not feasible. Provision of ROB can be examined, If State Government (local bodies) comes forward to bear the cost on 100% deposit terms.
5)	<i>Strengthening of the existing bridge of Railway Station, Vikarabad.</i>
	<b>Remarks:</b> The condition of the Road Over Bridge 119 @ km 111/16-18 at Vikarabad Yard is good. Widening the bridge will require a proposal from State Government on full deposit terms.
6)	<i>Diversion of water passing through Gerigetpally RUB.</i>
	<b>Remarks:</b> The above said location is at Bridge No.6 (1x6.10m RCC slab) at Km 4/13-14 between Vikarabad-Sadasivpet station which is a purely waterway bridge, used for free flow of water. Waterway diversion is not technically feasible.
7)	<i>Laying of alternate road near Moosi river crossing (Vikarabad junction).</i>
	<b>Remarks:</b> The above location is at Bridge No.134 at Km. 120/22-28 at Chitgidda yard. Joint Inspection along with State Government officials has been conducted on 28.04.2021 and found that laying of alternate road is not feasible as the area will be inundated during rains/floods.
8)	<i>Diversion of water passing through Godamguda RUB.</i>
	<b>Remarks:</b> The above location is at Bridge No.111 Up (2 x 5.0m RCC slab) at km.103/8-10, 111 Dn (2 x 3.66M Arch) at Km.103/9-11 at Godamguda Yard which is purely waterway bridge used for free flow of drainage/ rainwater. Waterway diversion is not technically feasible.

9)	<i>Construction of another footpath at Vikarabad Railway Station.</i>
	<p><b>Remarks:</b> Vikarabad is NSG-4 category station (Non-Suburban) on Secunderabad-Wadi section of Secunderabad Division. At present, one FOB is available at this station as per norms. Provision of additional Foot Over Bridge at Vikarabad station will be examined as per the passenger traffic in future.</p>
4.3	<i>Stoppage of trains:</i>
1)	<i>Kindly request you to facilitate stoppage of Konark Express at Vikarabad as this is a long pending request.</i>
	<p><b>Remarks:</b> At present 3 daily express trains and 2 non-daily Express trains are connecting Vikarabad to Mumbai.</p> <p>T.No.18112 Yesvantpur-Tata Express, T.No.18520 Lokmanya Tilak Terminus-Visakhapatnam Express are connecting Vikarabad with Visakhapatnam.</p> <p>These trains are found sufficient to cater to the present level of traffic.</p>
2)	<i>Request for halting Train No.12731/12732 (Padmavathi. Express) at Tandur station.</i>
	<p><b>Remarks:</b> At present, Tandur is connected to Tirupati by the following trains:</p> <ul style="list-style-type: none"> <li>• T.No.12793/12794 Nizamabad-Tirupati Rayalaseema Express</li> <li>• T.No.17417/17418 Tirupati-Shirdi Sai Nagar Express.</li> <li>• T.No.07621 Aurangabad-Renigunta Express.</li> </ul> <p>Above trains cater sufficiently to the present level of traffic at Tandur to Tirupati.</p>
3)	<i>Request for halting Garibrath Express at Tandur station.</i>
	<p><b>Remarks:</b> At present, 2 daily trains are connecting Tandur to Bangalore sufficiently catering to the present level of traffic.</p> <p>Garibrath is S superfast Express with tight timings and limited halts. Additional stoppage to this train will decelerate the train and may be resented by the present users.</p>
4)	<i>Request for extending Train No. 12747/12748 (Palnaadu Superfast Express GNT-VKB) up to Tandur.</i>
	<p><b>Remarks</b> This train does not have sufficient lie over at Vikarabad to be extended to Tandur. Additional running time and maintenance time required for the desired extension of this train is 4 hours, whereas the lie over period available is only 2 and half hours.</p> <p>In view of the above, it is operationally not feasible to extend this train any further.</p>

5)	<i>Request for halting Train No. 16593/16594 (KSR Bengaluru Express) at Navandgi station.</i>
	<b>Remarks</b> The proposal will be examined subject to commercial justification.
6)	<i>Request for halting Train No. 12701/12702 (Hussain Sagar Superfast Express) at Navandgi</i>
	<b>Remarks</b> T.No. 12701/12702 Hussain Sagar Superfast Express is a long distance Superfast train with tight timings. Additional stoppage to this train will decelerate the train and it will lose its superfast nature.
7)	<i>Request for halting Train No. 16593/16594 (Link Express) at Navandgi.</i>
	<b>Remarks</b> The proposal will be examined subject to commercial justification.
8)	<i>Request for halting Train No. 17319/17320 (Hubli Express) at Navandgi.</i>
	<b>Remarks</b> The proposal will be examined subject to commercial justification.
9)	<i>Request for halting Train No. 11307/11308 (Intercity Express) at Navandgi.</i>
	<b>Remarks</b> The proposal will be examined subject to commercial justification.
10)	<i>Request for halting Train No. 17010 at Dharur and Marpally Railway Station.</i>
	<b>Remarks</b> T.No.17010 Bidar Intercity Express presently stops at Kohir station, which is 9 Km from Marpalli. Frequent halts to Express trains decelerate the train and may cause inconvenience to present users.  T.No.17010 Secunderaba-Bidar Intercity Express does not pass through Dharur station.
11)	<i>Request for halting Train No. 07653 at Shankerpally Railway Station - 0920 - Hyderabad-Purna Express.</i>
	<b>Remarks</b> T.No. 07653/07654 Hyderabad- Purna Passenger has been speeded up by eliminating some unremunerative stoppages and converted into an express train. However, passengers can avail stoppages provided for T.No.17002/17206/17208 to travel from/to Parbhani. (T.No.17002 - Secunderabad-Sainagar Shirdi Express; T.No.17206 - Kakinada Town-Sainagar Shirdi Express and T.No.17208 - Vijayawada-Sainagar Shirdi Exp).

12)	<i>Request for halting Train No. 07654 at Shankerpally Railway Station - 1634 Purna- Hyderabad Express.</i>
	<b>Remarks</b> T.No.07653/07654 Hyderabad- Purna Passenger has been speeded up by eliminating some unremunerative stoppages and converted into an express train. However, passengers can avail stoppages provided for T.No. 17002/17206/17208 to travel from/to Parbhani.
13)	<i>Request for halting Train No. 07049 at Shankerpally Railway Station - 2346 - Hyderabad-Aurangabad Express.</i>
	<b>Remarks</b> Passengers may avail stoppage for T.No.07049 Hyderabad-Aurangabad Express provided at Ravalpalli Kalan which is only 5 Km away from Shankarpalli.
14)	<i>Request for halting Train No. 07050 at Shankerpally Railway Station - 0424 Aurangabad- Hyderabad Express</i>
	<b>Remarks</b> Passengers may avail stoppage for T.No.07050 Aurangabad-Hyderabad Express provided at Ravalpalli Kalan which is only 5 Km away from Shankarpalli.
15)	<i>Request for halting Train No. 07319 at Shankerpally Railway Station - 0917 - Hubli-Hyderabad Express.</i>
	<b>Remarks</b> The proposal will be examined subject to commercial justification.
16)	<i>Request for halting Train No. 07320 at Shankerpally Railway Station - 1646 - Hyderabad-Hubli Express.</i>
	<b>Remarks</b> The proposal will be examined subject to commercial justification.

<b>5.</b>	<b><u>Shri Asaduddin Owaisi, Hon'ble MP/Hyderabad:</u></b>
5.1	<p><i>Providing Train services on the routes</i></p> <ol style="list-style-type: none"> <li>1. <i>Nampally to Sabari Express (07230)</i></li> <li>2. <i>Hyderabad to Narsapur</i></li> <li>3. <i>Hyderabad to Nanded, Aurangabad (72563)</i></li> <li>4. <i>Hyderabad to Tirupati (Rayalaseema Express)</i></li> <li>5. <i>Hyderabad to Ajmer (daily).</i></li> <li>6. <i>Hyderabad to Gulbarga</i></li> <li>7. <i>Hyderabad to Bijapur.</i></li> </ol>
	<p><b>Remarks:</b></p> <p>1 to 4. Due to congestion in Hyderabad station yard and no scope for further expansion of the yard, terminal station of following trains was changed:</p> <p>T.No.07229/07230 Secunderabad-Trivandrum Sabari express, T.No.07441/07740 Secunderabad-Narsapur express, T.No.07691/07692 Nanded-Tandur-Parbhani express, T.No.02793/02794 Tirupati-Nizamabad Rayalaseema express</p> <p>5. Increase of frequency of Hyderabad-Ajmer train was proposed by this Railway. But the proposal was not accepted by enroute Railways due to path constraints in their system.</p> <p>6. Post-COVID, trains are being restored in a phased manner. As the train belongs to Central Railway, the proposal to restore it, will be taken up with them.</p> <p>7. Due to COVID-19 pandemic, trains are being restored in a phased manner.</p>
5.2	<i>MMTS Train service</i>
	<ol style="list-style-type: none"> <li>1. <i>Providing/Increase of services from Falaknuma to Hyd &amp; Lingampally.</i></li> <li>2. <i>Increase of MMTS services to 32 Nos.</i></li> </ol>
	<p><b>Remarks:</b></p> <p>At present, 56 MMTS services have been restored. Out of these, 16 services are originating from Falaknuma. Restoration of further services will be done in due course, based on increase in patronage.</p>
(a)	<i>Construction of Foot over Bridge for Platforms No.4&amp;5 at HYB Station</i>
	<p><b>Remarks:</b></p> <p>At present, two FOBs are available at Hyderabad Railway station. One is from PF No.6 to PF No.4 and another one is from PF No.6 to circulating area PF No.1 side.</p>
(b)	<i>Provision of Shed or shelter at outside Auto Stand Parking at HYB Station.</i>
	<p><b>Remarks:</b></p> <p>The station is under re-development by Indian Railways Station Development Corporation (IRSDC). A master plan of re-development of the station is being made. This aspect will be included in the master plan.</p>

<i>(c)</i>	<i>Restoring General Bogies/increase to each train</i>
	<b>Remarks:</b> The coaches will be augmented as per the requirement.
<i>(d)</i>	<i>Providing Shelter /Shed for Coolies at HYB Station.</i>
	<b>Remarks:</b> A Rest Room has been provided for use of Sahayaks at Hyderabad Station. At present, there are 44 Sahayaks.
<i>(e)</i>	<i>Arrangement of Lift &amp; Escalators to facilitate old age, disabled persons etc.</i>
	<b>Remarks:</b> To facilitate old aged and differently abled persons , 2 nos. of Escalators are available. One each at Platform No.5/6 (Up Direction) and Circulating Area (Up Direction) towards Platform No.4 on New FOB. Another Escalator at circulating area (Down Direction) towards Platform No.4 will be commissioned in the current financial year.
<b>5.3</b>	<b><i>Kacheguda Railway Station</i></b>
<i>(a)</i>	<i>Construction of Foot Over Bridge from Bridge to VIP entrance.</i>
	<b>Remarks:</b> Two FOBs are already available and are sufficient, for present traffic. At Kacheguda, there is only one entrance and one exit.
<i>(b)</i>	<i>Restoration of Walls (of Nizam Era)</i>
	<b>Remarks:</b> Due to shifting of Railway track, the walls constructed along the siding during the era of Nizam have become redundant.
<i>(c)</i>	<i>Providing train service from Falaknuma to Gulbarga</i>
	<b>Remarks:</b> T.No.07752/07751 Falaknuma-Wadi Express was restored with effect from 19.07.2021 and its further extension upto Gulbarga will be taken up with Central Railway.
<i>(d)</i>	<i>Providing regular train services from Kurnool to Ajmer (Kacheguda division) at least once in a week).</i>
	<b>Remarks:</b> Enroute Railways are not accepting new services to Ajmer, due to path constraints in their systems. SCR's proposal for increase in frequency of Hyderabad-Ajmer service was, therefore, not agreed to by enroute Railways.
<i>(e)</i>	<i>Construction of SW drain from Kacheguda Bus Stop to Railway Station.</i>
	<b>Remarks:</b> Sewage water drain is not within the Railway land.



<i>(f)</i>	<i>Commencement of pre-paid Auto service.</i>
	<b>Remarks:</b> Efforts were made to provide Pre-Paid Auto facility and contract was awarded on 05.01.2018. However, the contractor withdrew from the contract on 16.03.2019 due to unviability.
<i>(g)</i>	<i>Construction of Sheds for Autos</i>
	<b>Remarks:</b> Since the Auto Stand developed besides Reservation Office was not properly utilized by the Auto Drivers, as of now, no proposal is under consideration for provision of sheds for autos.
<i>(h)</i>	<i>Providing of 108 Ambulance services and direct Access to Station Manager/ Station Director.</i>
	<b>Remarks:</b> Station Manager/Station Director of Kacheguda Station has direct access to 108 Ambulance services. Enabling him to attend all the emergency services, a separate rest room is provided for ambulance staff at Kacheguda.
<i>(i)</i>	<i>Kacheguda to Tirupati Train - orders to halt on Falaknuma Station also.</i>
<i>(j)</i>	<i>Kacheguda to Bengaluru Train-orders to halt on Falaknuma Station also.</i>
<i>(k)</i>	<i>Egmore Express Train - orders to halt at Falaknuma station also.</i>
	<b>Remarks:</b> All the proposed trains are long distance express trains. Provision of additional stoppage to long distance express trains at short intervals in Suburban Section will not only decelerate the train, but also causes slowing down of other commuter trains in the section.
<i>(l)</i>	<i>New recruitments need to be started.</i>
	<b>Remarks:</b> The process of Recruitment is done through RRB/RRC, for which decision is taken at the level of Ministry of Railways. Indents are placed as and when required.
<i>(m)</i>	<i>Increase of sitting areas (seating benches)</i>
	<b>Remarks:</b> Kacheguda is a NSG-2 category station (Non-Suburban Grade). At present, 480 seats on Platform No.1, 523 seats on Platform No.2/3 and 266 seats on Platform No.4/5 have already been provided at Kacheguda station, which are more than the Railway Board's norms of 150 seats per Platform, stipulated for NSG-2 category station.
<i>(n)</i>	<i>Construction of Roof (RCC) over Platforms (on 5 Platforms).</i>
	<b>Remarks:</b> Cover over Platform of 3933 Sq. m area is available on Platform No.4 & 5, which is more than Minimum Essential Amenities (MEA) norms of 500 sqm. stipulated for NSG-2 category station.

(o)	<i>This Railway station was constructed by Mir Osman Ali Khan the 7<sup>th</sup> Nizam in the year 1916. Arrangement of necessary renovation/repairs works to protect this heritage structure.</i>
	<b>Remarks:</b> Condition of the building is good. Necessary repairs and maintenance of the building are being taken up as per requirement.
5.5	<i>Malakpet Railway Station</i>
1)	<i>Restoration of 2 Nos. of UTS Counters.</i>
	<b>Remarks:</b> At present, Malakpet station is provided with one UTS Counter, wherein 880 tickets are sold per day (pre-COVID) against the Railway Board's guidelines of 1000 tickets per shift. In addition, three Automatic Ticket Vending Machines (ATVMs) are also provided on both sides of the station for the convenience of the passengers.
2)	<i>Construction of Overhead Platform (with RCC Shed)</i>
	<b>Remarks:</b> Malakpet is SG-3 category station (Suburban Grade). Cover Over Platform (COP) is available on PF.1 & PF.2 for 796 sqm. and 1010 sqm. respectively against the norms of 200 sqm.
5.6	<i>Dabeerpura Railway Station</i>
	<i>Certain works and other necessary facilities.</i>
1)	<i>Construction of RRC Shed (Overhead platform)</i>
	<b>Remarks:</b> Dabeerpura is a SG-3 category station. Cover Over Platform of 402 sqm. and 324 Sqm. respectively is available on PF.1 & PF.2 respectively against the Minimum Essential Amenities norms of 200 sqm. per platform stipulated for SG-3 category station.
2)	<i>Restoration of Ticket Counters (3 Nos.) urgent of 3 shifts.</i>
	<b>Remarks:</b> As per Railway Board norms, a yardstick of 180 tickets per shift has been prescribed to set up a PRS counter (Passenger Reservatoin System), whereas at Dabeerpura, on an average only 200 tickets are issued per day i.e., 100 per shift and existing two shifts are sufficient.
3)	<i>Construction of Foot Over Bridge at Platform from temple to Chanchalguda Hospital (urgent).</i>
	<b>Remarks:</b> Dabeerpura Station is provided with one FOB connecting both the platforms for convenience of passengers.  With regard to construction of FOB at Dabeerpura Railway gate, work can be taken up on full deposit terms and conditions. A letter was addressed to the Commissioner/GHMC by DRM/HYB on 10.04.2018 along with abstract cost for construction of the same by Railways, if approved by GHMC. Reply from GHMC is still awaited.

4)	<i>Repair of existing bore wells (Seepage problems).</i>
	<b>Remarks:</b> Bore wells are in working condition.
5)	<i>Construction of new building.</i>
	<b>Remarks:</b> Condition of existing building is sound.
6)	<i>Renovation of existing building, as it is in dilapidated condition. (This is the 2<sup>nd</sup> earning station after Kacheguda station).</i>
	<b>Remarks:</b> Condition of existing building is sound.
7)	<i>To develop a garden at backside of UTS counter</i>
	<b>Remarks:</b> Development of garden will be taken up.
8)	<i>Providing sufficient cleaning staff.</i>
	<b>Remarks:</b> Sufficient cleaning staff are being engaged based on the requirement.
9)	<i>Providing writing benches</i>
	<b>Remarks:</b> Two writing tables are already available which are sufficient for passenger convenience.
10)	<i>Construction of retaining wall at parking area.</i>
	<b>Remarks:</b> The Platform No.2 wall which collapsed due to recent heavy rains is planned for reconstruction.
11)	<i>Construction of Toilets/Bathroom/Washroom at parking area.</i>
	<b>Remarks:</b> On Platform No.1, 1 toilet is provided at Dabeerpura station. In addition, Urinals are provided on Platform No.2 which are sufficient for the level of traffic.
5.7	<i>Yakutpura Railway Station Certain works and other necessary facilities.</i>
1)	<i>Raising of Rails Level at Road Under Bridge (RUB) Yakutpura to avoid Water stagnation at below RUB (most important issue).</i>
	<b>Remarks:</b> Raising of track and regrading is technically not feasible due to yard constraints. Proper drainage arrangement is provided. In general, no complaint of water stagnation is reported at this RUB.
2)	<i>Construction of RCC Shed (Overhead)</i>
	<b>Remarks:</b> Cover Over Platform of 400 sqm and 542 sqm is already available on PF.1 and PF.2 respectively, which is sufficient for the present level of traffic.

3)	<i>Providing PRS - UTS Commercial counters.</i>
	<b>Remarks:</b> At present, only UTS Counter is available at Yakutpura. PRS Counter operated earlier as closed due to poor patronage (average 20 tickets per day). However, the passengers can book the ticket through online by Mobile App/Website of IRCTC.
4)	<i>Providing seating benches at Platform and CCTV Cameras.</i>
	<b>Remarks:</b> Sufficient number of seats (88 as against the norms of 20) have been provided at the station, as per norms.  A proposal for installation of 26 CCTV Cameras at Yakutpura Railway Station was proposed under Nirbhaya Fund.  A Joint Survey was already made for identifying of locations for installation of the same.  At present, the proposal is in tender stage and after finalization of tender, CCTVs will be installed.
5)	<i>Development of parking area.</i>
	<b>Remarks:</b> Circulating area including parking area is available on one side (2700 sqm.). On the other side, due to non-availability of land, parking could not be provided.
6)	<i>Arrangement of Electric Escalators.</i>
	<b>Remarks:</b> As per Board's policy, Escalator will be provided where minimum passenger footfall is 25,000 per day, whereas at this station, it is only 6,494.
7)	<i>Re-construction of steps at Azmath Nagar.</i>
	<b>Remarks:</b> Azamth Nagar is near Yakutpura Railway station. Reconstruction of steps at Azmath Nagar will be taken up and completed by 31.12.2021.
5.8	<i>Falaknuma Railway Station Certain works and other necessary facilities.</i>
1)	<i>Construction of Foot Over Bridge</i>
	<b>Remarks:</b> Falaknuma is SG-3 category station. At present, one FOB is available, as per Railway Board norms.
2)	<i>Construction of a Workshop (sufficient space available).</i>
	<b>Remarks</b> There is no requirement for any workshop at Falaknuma, at present.

3)	<i>Public road paths at Jangampet</i>
	<b>Remarks:</b> One Road Over Bridge (46A) is available connecting Jangampet to Mandi House, which is located 500m from Falaknuma station. The requested road/paths do not fall within Railway area.
4)	<i>Providing Electric Escalators (both sides)</i>
	<b>Remarks:</b> As per Board's policy, Escalator will be provided, where minimum passenger footfall is 25,000 per day, whereas at this station, it is only 14,294.
5)	<i>Requirement of MMTS Common Lope and down Lope lines.</i>
	<b>Remarks:</b> There is a provision for down loop-line in doubling project between Secunderabad - Mahabubnagar. Doubling work is under progress.
6)	<i>Coaching at platform No.5 &amp; 6.</i>
	<b>Remarks:</b> Line Nos.5 & 6 at Falaknuma are not fit for dealing passenger trains. While Line No.5 is used for stabling, line No.6 is used for goods loading and unloading.
7)	<i>Requirement of stalls at Platform No.2.</i>
	<b>Remarks:</b> Tea Stall contract terminated on 27.09.2018 on contractor's request. Subsequently, no response for the tender invited. Proposal would be re-examined once again. [
8)	<i>Increase of staff (staff who retired/expired, their many posts are not yet filled).</i>
	<b>Remarks:</b> Fresh appointments to fill up vacancies arising due to retirement etc. are done through Railway Recruitment Board/Railway Recruitment Cell, as planned by the Ministry of Railways. However, vacancies arising due to expiry of serving employee are filled up at the earliest through compassionate ground appointment of dependents duly complying with the laid down conditions.
9)	<i>Payment to the staff (overtime payments).</i>
	<b>Remarks:</b> Overtime payments are being made, as per the prescribed provisions to all the eligible employees who are put to work on OT.
10)	<i>Due payment to the staff from March 2020 to February 2021.</i>
	<b>Remarks:</b> All payments as per eligibility are drawn correctly during the said period. No payments are pending in this regard as per records in this office.

11)	<i>Providing street lights</i>
	<b>Remarks:</b> Street light has been provided by GHMC. At present, sufficient lighting is available.
12)	<i>Increase Railway lanes.</i>
	<b>Remarks:</b> Presently, 4 running lines with 3 platforms are available. In addition to this, one Goods Siding, stabling/loading line and shunting neck is available.  The work of Down loop-line at Falaknuma Railway Station has been sanctioned by Railway Board vide letter dated 29.09.2021. Work will be taken up shortly.
5.9	<i>Filling up the vacancies, which were lying vacant due to retirement of the staff/expired in services etc.</i>
	<b>Remarks:</b> Filling up of vacancies is a continuous process and the same is carried out on official exigencies.
5.10	<i>Increase of staff during shift system.</i>
	<b>Remarks:</b> At present, adequate counters/shifts are operated as per the quantum of traffic handled. Additional counters will be operated, as and when traffic increases.

<b>6.</b>	<b><u>Shri Nama Nageswar Rao, Hon'ble MP /Khammam:</u></b>
6.1	<i>Khammam Railway Station:</i>
i)	<i>Erection of "Escalator" for advantage to (senior citizens) aged people and women passengers and "May I help you" both.</i>
	<b>Remarks:</b> Two escalators, one each on Platform No.1 & 2 at Khammam Station have been sanctioned in 2020-21. Work will be taken up accordingly. "May I Help You" booth has been provided at Khammam Rly. Station.
ii)	<i>Required separate air conditioned Waiting Halls for Men &amp; Women.</i>
	<b>Remarks:</b> Khammam Railway Station has been identified as a potential station for redevelopment and a sanction in this regard has been sought from Railway Board. Provision of AC Waiting Hall will be a part of this re-development work.
iii)	<i>The length of both existing No.1 &amp; 2 Platforms is 618 mtrs., it has to be increased by 200 mtrs. Each extra and the entire corridor be shaded with appropriate roof ceiling to protect/safeguard the commuters from sunlight, rains etc.</i>
	<b>Remarks:</b> The existing platform length of 620 mts. each on Platform No1 and Platform No.2 is sufficient for the longest train (565 mts) stopping at the station. As such, the existing platform length is adequate.  <u>Cover Over Platforms:</u> Khammam Railway Station is provided with platform shelter (COPs) of 2268 sqm on PF No.1 and 2357 sqm on PF No.2 as against Railway Board norms of 400 sqm on each platform. However, provision of COPs on either end of both platforms and provision of Bus type shelters will be examined.
iv)	<i>Toilets exists only one side on Platform No.1 &amp; 2, and also toilet facility to be arranged on another side of both platforms.</i>
	<b>Remarks:</b> Khammam Railway Station is a NSG-3 category station and has been provided with 16 Urinals and 17 latrines against Railway Board norms of 10 urinals and 10 latrines. Further, proposal to provide Pay and use Toilets in circulating area through Sulabh International is also under process.
v)	<i>Erection of shed (6 x 100 mtrs) required along and at Auto Stand. Commuters are suffering a lot while enter/exist from Railway Station during rainy and summer seasons due to non-availability of Shed.</i>
	<b>Remarks:</b> Khammam Railway Station has been identified as a potential station for redevelopment and a sanction in this regard has been sought from Railway Board. Provision of shelters in Auto Stand will be a part of this redevelopment work. Meanwhile, erection of shed under Raiwlay Works Programme will be examined.

vi)	<i>The existing 8 nos. CC cameras are insufficient for proper surveillance, hence 20 more CC cameras to be placed to cover the maximum area.</i>
	<p><b>Remarks:</b> At present, only 8 CCTV cameras are functioning at Khammam Railway Station.</p> <p>60 Additional CCTC Cameras have already been sanctioned under Nirbhaya Fund and the work has been entrusted to RailTel Corporation for execution.</p> <p>Joint Survey has already been made and tendering process is under way.</p>
vii)	<i>Suitable Rest Rooms and Dormitories may be provided.</i>
	<p><b>Remarks:</b> Khammam Railway Station has been identified as a potential station for redevelopment and a sanction in this regard has been sought from Railway Board. Provision of Rest Rooms and Dormitories will be a part of this redevelopment work.</p>
viii)	<i>Railway Mail Service (RMS) building may be spared to some extent to cope up with some more amenities.</i>
	<p><b>Remarks:</b> The Postal Department is at present utilising the RMS building. The issue will be reviewed jointly with Postal Department.</p>
ix)	<p><i>Feasibility of Trains halt at Khammam Railway Station for</i> <i>(a) Kerala Super Fast Train No.12625/12626 (priority may be given)</i> <i>(b) Swarna Jayanti Express Train No.12803/12804</i> <i>(c) VSKP LTT Express Train No.18519/18520.</i></p>
	<p><b>Remarks:</b> At present, Khammam is connected by 4 trains with Thiruvananthapuram area, 9 trains with Visakhapatnam, 5 trains with New Delhi Area and one train with Mumbai area.</p> <p>The above trains are sufficiently catering to the present level of traffic. However, feasibility of providing additional stoppages will be examined subjected to commercial justification.</p>
x)	<p><i>Railway Under Bridge (RUB): The existing narrow RUB between Mustafanagar and Srinivasanagar in Khammam Municipal Corporation Limits which caters only two/three wheelers to pass through. In view of increasing population visa-a-visa transportation (four wheelers) due to fast growth of residential, commercial, social and other activities in and around Khammam Municipal Corporation, it has become dire necessity for four wheelers also to pass through. RUB expand facility shall solve heavy traffic congestion in the city as the transport through RUB thereby approach road connectivity to Bonakal - Kodad highway would benefit in "time and distance" aspect. As such, it is emphasized for RUB expansion on priority.</i></p>



	<p><b>Remarks:</b>          Bridge No.674 at Km 487/17-18 between Mustafanagar and Srinivasanagar is not a RUB. It is a water way bridge and used for free flow of drainage/ rain water and not open for public.</p> <p>For providing a RUB in this area at nearby location, feasibility study can be carried out if a request for the same is received from State Government on full deposit terms.</p>
6.2	<i>Bhadrachalam Road (Kothagudem) Railway Station:</i>
a)	<i>Sanctioned/granted for erection of BOX BRIDGE between BDCR Railway station and nearby Kothagudem Bus Station. Implementation is to be expedited.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. There is no LC at this location. No such proposal is received from Local bodies/State Government.</li> <li>2. If the state Government comes forward to bear the cost on 100% deposit terms, work shall be processed for sanction.</li> </ol>
b)	<i>Sanctioned for laying of double track line between Dornakal Junction and Karepally Station. While implementing the project, it is to be taken into consideration for getting sanctioned double track line extended upto BDCR road station.</i>
	<p><b>Remarks:</b>          Final Locatoin Survey (FLS) for doubling between Dornakal-Manuguru sanctioned by Railway Board vide letter dated 15.07.2021. FLS estimate under process.</p>
	<i>c) Sanctioned for laying of railway track line 15.5 KMs between Pandurangapuram and Sarapaka. This is to be extended upto Bhadrachalam temple two to facilitate pilgrims visit Lord Srirama temple.</i>
	<p><b>Remarks:</b>          Updating survey from Pandurangapuram station on Bhadrachalam Road-Manuguru section to Sarapaka was sanctioned by Railway Board in the budget of 2011-12, as a socially desirable project vide item No.106 of Blue Book. The updated survey report for Pandurangapuram-Sarapaka (13 Km) submitted to Railway Board vide Lr.dt:30.06.2011 with a cost of Rs.79.82 Cr. and ROR (+) 18.29%.</p> <p>Govt. of AP vide letter dated 16.01.2013. Consented for sparing of land free of cost and getting the formation work done under the Rural Employment scheme and informed that 50% cost sharing is not acceptable to them.</p> <p>Again the updated survey report with a cost of Rs.65.35 Cr and ROR of (+) 0.55% was submitted to Railway Board on 10.05.2013 without considering cost of land and formation.</p>

	<p>Subsequent to the bifurcation of AP, as the project is falling entirely in Telangana State, a letter dated 07.12.2017 was addressed to Principal Secretary, Transport, Roads &amp; Buildings Department. Govt. of Telangana, to accord approval for 50% cost-sharing and providing land free of cost.</p> <p>In the mean time, Principal Secretary, Govt. of Telangana, vide Lr.No. 1202/SER IV/2/2002 dt.31.07.2018 requested to furnish the details for cost of construction of New BG line from Pandurangapuram to Bhadrachalam Town (13 km) along with the cost for land acquisition and the same was replied on 03.09.18. Reply from Govt. of Telangana is awaited.</p>
d)	<i>Lighting/Illumination to be increased at all Railway stations between Dornakal Junction and Bhadrachalam road station.</i>
	<p><b>Remarks:</b> At all the Railway stations between Dornakal Jn. and Bhadrachalam road station, sufficient illumination has been provided as per norms. Improvements will be planned in the future based on traffic pattern, requirement and availability of funds.</p>
6.3	<p><i>Madhira Railway Station: It appeared that Madhira was the biggest Taluka in erstwhile Warangal District before the Independence. Over a span of time it has been emerging more floating populated Municipality and the Railway Station seems to be gateway to Telangana State. So many public representations are received demanding "halting provision" for certain superfast/express trains at Madhira Railway Station viz;</i></p> <p><i>a) Navjeevan Superfast Train No.12655/12656</i> <i>b) East Coast Express Train No.18645/18646</i></p>
	<p><b>Remarks:</b> T.No.12655/12656 Ahmedabad-Chennai Navjeevan superfast Express and T.No 18645/46 East Coast Express are both long distance trains with tight timings.</p> <p>Any additional stoppage will not only decelerate the train but will also have cascading affect on the punctuality of other trains as the section between Warangal and Vijayawada is a highly saturated section on the North-South Trunk route.</p>
6.4	<p><i>Yerrupalem Railway Station: This station caters transportation of larger number of pilgrims from various corners as famous temples situate near and around. Lord Venkateswara Swamy temple at Jamalapuram in Yerrupalem Mandal is known as "Telangana Tirupati".</i></p> <p><i>I received few representations regarding feasibility of the following trains halt at Yerrupalem station.</i></p> <p><i>a) Intercity Express No.12705/12706.</i> <i>b) Satavahana Express No.12713/12714.</i> <i>c) Machilipatnam Express No.12749/12750.</i></p>

	<p><b>Remarks:</b> The proposed trains are Superfast trains and are having tight timings. Passengers can avail stoppage at Madhira station which is 15 km away from Errupalem station.</p>
6.5	<p><i>Kerepalli Railway Station/Gandhipuram Railway Station in Manuguru - Dornakal line:</i></p>
a)	<p><i>Halting provision at Karepally station for Express Train No.11303/11304 between Manuguru and Kolhapur.</i></p>
	<p><b>Remarks:</b> The proposal will be examined subject to commercial justification.</p>
b)	<p><i>Elevation/upgradation of Gandhipuram Station in consideration of increasing revenue generation.</i></p>
	<p><b>Remarks:</b> Gandhipuram Railway Station has annual earnings of Rs.11 lakhs. Amenities have been provided as per the norms prescribed for HG-2 station (Halt Station Grade). As and when earnings at the station increases, Station will be upgraded by providing further amenities.</p>
c)	<p><i>Stoppage of trains certain Railway stations like Karepalli, Gandhinagar, Cheemalapadu, Bethampudi and Pocharam.</i></p>
	<p><b>Remarks:</b> Karepalli and Pocharam are having stoppage for 4 pairs of trains, whereas Gandhipuram, Cheemalapadu, Bethampudi are having stoppage for 2 pairs of trains to cater to the present level of traffic.</p>
6.6	<p><i>Summary of Rly. pending issues pertaining to Telangana, highlighted.</i></p>
a)	<p><i>Bhadrachalam road - Kovvur Railway line laying 133 km distance.</i></p>
	<p><b>Remarks:</b> <u>Bhadrachalam-Kovvur (151.0 km) New BG line:</u> The work was included vide item No.17 in the Pink book of 2012-13. Detailed Estimate for Rs.2154.83 Cr submitted to Railway Board vide this office letter dt.03.04.2018. The estimate is prepared in 3 parts.</p> <p>a) Sattupalli to (Telangana border)/Jilugumilli for a length of 48.585 km in Telangana State - Total cost Rs.723.58 Cr. (Telangana State Share - Rs. 361.79 Cr, Railway Share - Rs. 361.79 Cr).</p> <p>b) Telangana Border/Jilugumilli to Kovvur for a length of 70.315 km in Andhra Pradesh State - Total cost of Rs.1419.13 Cr. (AP State Share - Rs.709.565 Cr., Railway Share - Rs.709.565 Cr.)</p> <p>c) Passenger amenities in the existing sanctioned work of New BG line between Bhadrachalam-Sattupalli for Rs.12.12 Cr. (Telangana State Share - Rs. 6.06 Cr, Railway Share - Rs. 6.06 Cr) which was sanctioned only for goods traffic to make it fit for passenger traffic.</p>

	<p><u>Issues with State Government(s):</u> Govt. of Telangana advised that the contribution of M/s. SCCL in Bhadrachalam- Sattupalli New line is to be treated as their share in Bhadrachalam-Kovvur new line (via Sattupalli) consent of Govt. of AP is required for sharing 50% cost of the project in Andhra Portion (Rs.709.568 Cr. Last reminded on 10.11.2020.</p> <p>However, M/s SCCL are sharing funds to an extent of Rs 618.55 Cr. only in Bhadrachalam Road-Sattupalli project. This amount will not meet the requirement of 50 % cost share of Govt. of Telangana for Bhadrachalam Road - Kovvur project. (considering the project length falling in Telangana State as per revised alignment). Specific consent from Govt. of Telangana to share the cost over and above the amount of Rs 618.55 Cr. agreed by M/s.SCCL is awaited to meet 50% cost share. Reminded on 12.03.2020, latest on 09.09.2021. The extra amount is Rs. 215 Cr. as per the cost of 2018.</p>
<i>b)</i>	<i>Railway Coach Factory establishment at Kazipet and to constitute Kazipet Division.</i>
	<p><b>Remarks:</b> Sanction of Railway Coach Factory is a policy decision under the purview of Railway Board.</p> <p>However, Wagon POH Workshop has been sanctioned at Kazipet. The process of mutation of land for transfer to Railway records is under process. The detailed estimate of the project has been sanctioned</p> <p>Constitution of new division at Kazipet is the matter to be decided by Ministry of Railways.</p>
<i>c)</i>	<i>To complete Munirabad-Mahabubnagar new Railway line project sanctioned in 197-98.246 KMs @ Rs.645 crores.</i>
	<p><b>Remarks:</b> <u>Munirabad- Mahabubnagar (231.31 Km) New Line:</u> The Project length (231.31 Km) traverse through Telangana (65.74Kms) and Karnataka (181.57 Km) States.</p> <p><u>Status of work:</u> The work of Doubling between Krishna-Yermaras and Important Bridge across river Krishna completed.</p> <p>The phasing of the project (SCR portion) for execution is taken up as per funds availability and site constraints and it is as under:</p> <ul style="list-style-type: none"> <li>• Devarkadra (excl.) to Jaklair (incl.) stations (28.345 km.): Completed and commissioned in phase-I for passenger services on dated 25.03.2017.</li> <li>• Jaklair-Makthal (11.477km) Phase-II Completed and Commissioned for Passenger traffic on 23.8.2020.</li> <li>• Makthal-Maganur (13.254km) is proposed in phase-III for opening during 2021-22.</li> </ul>

	<ul style="list-style-type: none"> <li>The rest of the section between Maganur-Krishna is proposed for completion during 2022-23.(Depends on handing over of land by State Government).</li> </ul>
d)	<i>To speed up Secunderabad-Mahabubnagar doubling railway line and electrical works sanctioned in 2015-16 for Rs.728 crores.</i>
	<p><b>Remarks:</b> Section between Shadnagar-Balanar-Gollapally: 30 km is commissioned in September-2020, between Umdanagar-Shadnagar section (30 km) commissioned on 02.08.2021 Electrification from Umdanagar to Gollapally is commissioned in September-2021. All the works on balance 25 km are in active progress in balance portion of the project as per the timeline i.e., March 2022.</p>
e)	<i>To modernize and expand Mahabubnagar Town existing Rly. Station.</i>
	<p><b>Remarks:</b> Mahabubnagar station is a NSG-5 category station and amenities/facilities are provided as per norms laid by the Rly. Board.</p> <p>In addition, monumental national flag has been provided in circulating area. Entry towards Motinagar side has also been developed.</p>
f)	<p><i>Electrical and other connected works sanctioned in 2018-19, works delayed.</i></p> <p><i>a) Gadwal - Raichur line 57 KMs @ Rs.46 Cr.</i></p> <p><i>b) Lingampet - Jagityal - Nizamabad line 95 KMs @ Rs.80 cr.</i></p>
	<p><b>Remarks:</b></p> <p>a) <u>Gadwal-Raichur line:</u> Gadwal-Raichur Electrification works are in progress and targeted for completion by December 2021.</p> <p>b) <u>Lingampet-Jagityal-Nizamabad line:-</u> Lingampet Jagityal to Mortad Electrification works are completed and commissioned. Mortad to Nizamabad electrification works are in progress and scheduled to be completed in FY 2021-22.</p>
6.7	<i>New Rly lines sanctioned in 2018-19, works are yet to start/initiate:</i>
	<p>a) Patancheru - Sangareddy - Jogipet - Medak, 95 Km.</p> <p>b) Vikarabad - Wadi - Krishna, 87 KMs</p> <p>c) Peddapalli - Kazipet.</p> <p>d) Pagidipalli - Bhongir.</p> <p>e) Bhongir - Shankarpalli.</p> <p>f) Vishnupuram - Janpahad.</p> <p>g) Manokondur - Huzurabad - Elkathurthi.</p> <p>h) Nizamabad - Mudkhed - Parbhani.</p> <p>i) Nizamabad - Nirmal - Adilabad.</p> <p>j) Gadwal - Macherla.</p>

**Remarks:**

a) Patancheru-Sangareddy-Jogipet-Medak

Reconnaissance Engineering-cum-Traffic Survey for New line between Patancheru-Sangareddy-Jogipet-Medak (sanctioned length - 95 Km) appeared in Blue Book vide item No.42 in the year 2018-19. Survey completed. Survey report submitted to Railway Board vide letter dated 31.12.2020. Shelved by Railway Board vide letter dt:27.05.2021.

b) Vikarabad - Wadi - Krishna

Reconnaissance Engineering-cum-Traffic Survey/Preliminary Engg.-cum-Traffic Survey for construction of new line between Vikarabad -Krishna via Wadi is not sanctioned by Railway Board in 2018-19.

However, Preliminary Engineering-cum Traffic Survey for New BG line between Krishna(Makthal) - Vikarabad(TS). Sanctioned vide Sl.No.41 of RB's letter dated 24.06.2010 in the year 2010-11. Survey completed, for a length of 121.70 km. The stations covered are Makthal, Lingampally, Vatukur, Narayanpet, Sansapalle, Abhangapur, Maddur, Nandipad, Kosgi, Dadapur, Doma, Pargi & Naskal.

Survey Report submitted to Railway Board on 05-03.2012 with a cost of Rs.783.96 Cr. & ROR(+) 6.92% on 100% cost sharing by Railways & ROR of (+)10.02% on 33% cost sharing by Govt. of TS. Decision is awaited.

c) Peddapalli - Kazipet

Reconnaissance Engineering-cum-Traffic Survey/Preliminary Engineering-cum-Traffic Survey for construction of new line is not sanctioned by Railway Board in 2018-19. However, Preliminary Engineering-cum-Traffic Survey sanctioned by Railway Board for bypass line at Peddapalli connecting Kazipet-Balharshah line to Peddapalli - Karimnagar line vide Blue Book Item No.45. Survey completed. Combined Survey Report submitted to Railway Board on 24.08.2021. FLS has been sanctioned by Rly. Board on 27.09.21.

d) Pagidipalli - Bhongir

Reconnaissance Engineering cum Traffic Survey/Preliminary Engineering cum Traffic Survey for construction of new line is not sanctioned by Railway Board in 2018-19.

However, Preliminary Engineering cum Traffic Survey sanctioned by Railway Board for Bye pass line at Pagidipalli connecting Kazipet - Secunderabad line to Pagidipalli - Guntur line vide Blue Book item No.45. Survey completed. Survey report submitted to Railway Board vide letter dated 19.01.2021. Shelved by Railway Board vide letter dated 27.08.2021.

- e) Bhongir - Shankarpalli  
Railway Board have sanctioned Preliminary Engineering-cum-Traffic Surveys for bypass lines (221 km including bypass line at Bhongir-Shankarpalli) vide Blue Book item No.45 Major Head 3001/Miscellaneous. Expenditure (General) / Surveys in the year 2018-19.
- “Pagidipalli-Shankarpally” new line survey appeared as Blue Book item No.28 of the year 2010-11. Survey completed. The survey report with a cost of Rs.1188.52 Cr & ROR of (+)20.59% was submitted to Rly. Board vide Lr.dt:21.10.2014 & decision awaited.
- f) Vishnupuram - Janpahad  
Commissioned on 13.10.2012.
- g) Manokondur - Huzurabad - Elkathurthi  
Reconnaissance Engineering cum Traffic survey for Manakondur (Karimnagar) - Huzurabad & Elkaturthi (Hasanparthi) (sanctioned length - 60 Km) appeared in Blue Book vide item No.44 in the year 2018-19. Survey completed. Combined Survey report submitted to Railway Board vide letter dt:04.01.2021. Shelved by Railway Board vide letter dated 27.05.2021.
- h) Nizamabad - Mudkhed - Parbhani  
Line is existing between Nizamabad - Mudkhed - Parbhani
- i) Nizamabad - Nirmal - Adilabad  
Reconnaissance Engineering cum Traffic survey for new line between Nizamabad- Nirmal - Adilabad (sanctioned length -125 km) appeared in Blue Book vide item No.43 in the year 2018-19. Survey completed. Estimate being prepared.
- i) Gadwal - Macherla  
Survey Report for new line between Gadwal to Macherla (184.2Km) (via Arepally, Wanaparthy Town, Nagarkurnool, Kalwakurti, Devarkonda and Tirumalagiri) was submitted to Railway Board on 21.12.2010. ROR has been assessed at a cost of Rs.919.78 Cr. for the following three scenarios:  
(1) 100% cost borne by Railways (-)4%,  
(2) 87% cost borne by Railway and 13% by Govt. of AP (-)3.98% and  
(3) 50% cost sharing between Railways and Govt. of AP (-)1.87%.  
After bifurcation of AP State on 02.06.2014, Govt. of Telangana had requested to furnish project details to study the adoption of PPP model vide letter dated 19.07.2014. Details such as feasibility report, cost of project & ROR, cost and details of land were provided vide letter dated 24.09.14 with a request for sharing cost. Chief Secretary, Govt. of Telangana conducted meeting with Bankers’ to finalize modalities of PPP model on 01.10.2015 and decision is still awaited.

	<p>Gadwal-Macherla Railway Line project was identified by Govt. of Telangana to be taken up in SPV mode through state Joint Venture company. The same was informed to Railway Board on 18/02/16. This has appeared in Capital Investment Programme of 2016-17 vide item no.16 with outlay of Rs.3500 Cr.</p> <p>Decision regarding formation of State Joint Venture is awaited from Govt. of Telangana. After formation/ incorporation of Joint Venture company the work can be taken up by the JV.</p>
6.8	<i>Other issues:</i>
1)	<i>Requesting for providing Way to the farmers of Gadepadu, Charlapalli and Voddugudem villages of Singareni Mandal, Khammam District.</i>
	<p><b>Remarks:</b> The requested location is at Road Under Bridge in lieu of LC No.6KK(E) at km.23/1-2 having TVUs 8,136 between KAREPALLI - CHIMALAPAHAD stations. Work in progress for construction of RUB. Targeted to complete during financial year of 2022-23.</p>
2)	<i>Construction of Railway Under Bridge (RUB) at Govindapuram (A) village, Bonkal Mandal.</i>
	<p><b>Remarks:</b> The requested location is at LC No.119(E) at km.518/15-17 having TVUs 57,600 between Bonakal- Motumarri stations on Kazipet-Vijayawada section. Construction of Road Under Bridge was sanctioned in the year 2020-21. Work is in progress. Targeted to complete during financial year of 2021-22.</p>
3)	<i>Sanction of Railway Under Bridge at Pagellapadu village at Yerrupalem Mandal.</i>
	<p><b>Remarks:</b> The requested location is at km.542/23-25. There is no LC at this location. As per the site inspection, provision of limited height subway is feasible at this location.  If StateGovernment/Local bodies comes forward to bear cost on 100% deposit terms, work can be taken up by Railways.</p>
4)	<i>Providing Sub Way from Chinthakani to Jagannadhapuram villages of Chinthakani mandal.</i>
	<p><b>Remarks:</b> The requested location is at LC No.110(T) at km.500/22-24 at Chintahkani yard. Construction of RUB is completed in the month of July 2021 and opened for public usage.</p>
5)	<i>To re-start the Manuguru to Secunderabad Express.</i>
	<p><b>Remarks:</b> T.No. 02745/02746 Secunderabad - Manuguru - Secunderabad Express has been restored.</p>



6)	<i>Construction of proposed RUB at Railway Gate, Madhira Town.</i>
	<p><b>Remarks:</b> The requested location is at old Railway gate at Bridge No.714, km.526/42- in Madhira town. This is already closed long back about 20 years back .</p> <p>No such proposal has been received from State Government/Local bodies towards construction of RUB. Feasibility will be examined, If State Govt. comes forward to bear the cost on 100% deposit terms.</p>
7)	<i>To propose double line from BCM Road to Dornakal Junction.</i>
	<p><b>Remarks:</b> Final Location Survey sanctioned by Railway Board vide letter dated 15.7.2021. Final location survey is in progress.</p>
8)	<i>To shift the existing Railway station of Pandurangapuram to nearby the village for usage of passengers.</i>
	<p><b>Remarks:</b> Pandurangapuram Railway Station is in Bhadrachalam Road-Manuguru section. There is no commercial activity at this station. This station is not opened for Passenger Traffic. Since the Pandurangapuram village is 04 km away from Railway line, it will not be feasible to shift Railway station near to Pandurangapuram village considering present track alignment.</p>
9)	<i>To extend the trains from Manuguru Railway Station to Kunavaram level crossing Gate i.e. P.V.Colony, Manuguru.</i>
	<p><b>Remarks:</b> Kunavaram LC gate i.e., P.V. Colony is in the Manuguru station - CSP Siding line. This line is from station to siding and fit for freight traffic only.</p>
10)	<i>Auto Drivers representation at BCM Road Station, for payment of Auto Cab fee for parking place.</i>
	<p><b>Remarks:</b> Auto cab fee charges are being collected as per extant policy guidelines at stations (on six monthly basis). This system intends to streamline the facility at stations and also to boost the income of registered auto drivers. At present, due to COVID conditions, 50% relief has been given on auto cab fee charges.</p>
11)	<i>Providing display boards at Madhira Railway Station.</i>
	<p><b>Remarks:</b> Provision of Electronic Train Indication Boards is a Minimum Essential Amenity for NSG-1 to NSG-3 category stations and desirable amenity for NSG-4 station. Madhira being a NSG-5 category station, it does not qualify for Electronic Train Indication Boards, for the present level of traffic. Provision of Display Board will be considered in future depending on traffic pattern and availability of funds.</p>

12)	<p><i>Requesting for stoppage of Trains. T.No.12714/12713 Sathavahana Superfast Express and T.No.17405/17406 Krishna Express at Chinthakani Railway Station.</i></p>
	<p><b>Remarks:</b> T.No.12714/12713 Sathavahana Superfast Express runs with limited stoppages to tight timings. Moreover, the section between Warangal and Vijayawada lies on the North-South Trunk route with high density traffic. Hence, it may not be feasible to provide stoppage for this train.</p> <p>However, the feasibility of providing stoppage for Train No.17405/17406 Krishna Express will be examined subjected to commercial justification.</p>
13)	<p><i>Construction of RUB at Gandhi Chowk Railway Gate, Khammam City.</i></p>
	<p><b>Remarks:</b> Provision of RUB is not feasible due to drainage issues and approach heavy built up area. However, ROB is sanctioned recently in 2020-21 Works Programme. Joint inspection to be done.</p>

7.	<b><u>Smt. Kavitha Maloth, Hon'ble MP/Mahabubabad:</u></b>
A)	<p><b><u>Proposal of New Railway Lines</u></b></p> <ol style="list-style-type: none"> <li>1. <i>From Manuguru to Mancherial via Medaram (India's biggest Tribal God Sammakka Saralamma Jathara)</i></li> <li>2. <i>From Dornakal to Suryapet.</i></li> <li>3. <i>From Pandurangapuram to Sarapaka 13.5 km (Holy Shri Ram Place)</i></li> </ol>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1) There is no sanction available for Reconnaissance Engineering-cum-Traffic Survey/Preliminary Engineering cum Traffic Survey for Manuguru-Mancherial via Medaram (India's biggest Tribal God Sammakka Saralamma Jathara) in the Blue Book of South Central Railway.</li> <li>2) There is no sanction available for Reconnaissance Engineering-cum-Traffic Survey/Preliminary Engineering cum Traffic Survey for Manuguru- Mancherial via Medaram (India's biggest Tribal God Sammakka Saralamma Jathara) in the Blue Book of South Central Railway.</li> <li>3) Updating survey from Panduragapuram station on Bhadrachalam Road-Manuguru section to Sarapaka was sanctioned by Railway Board in the budget of 2011-12, as a socially desirable project vide item No.106 of Blue Book. The updated survey report for Pandurangapuram - Sarapaka (13 km) submitted to Railway Board vide Lr.dt:30.06.2011 with a cost of Rs.79.82 Cr. and ROR (+)18.29%.</li> </ol> <p>Govt. of AP vide Lr. Dt. 16.01.2013. consented for sparing of land free of cost and getting the formation work done under the Rural Employment scheme and informed that 50% cost sharing is not acceptable to them.</p> <p>Again the updated survey report with a cost of Rs.65.35 Cr and ROR of (+) 0.55% was submitted to Railway Board on 10.05.2013 without considering cost of land and formation.</p> <p>Subsequent to the bifurcation of AP, as the project is falling entirely in Telangana State , a letter dated 07.12.2017 was addressed to Principal Secretary, Transport, Roads&amp; Buildings Department. Govt. of Telangana to accord approval for 50% cost sharing and providing land free of cost.</p> <p>In the mean time Principal Secretary Govt. of Telangana vide Lr. No. 1202/SER IV/2/2002 dt.31.07.2018 requested to furnish the details for cost of construction of New BG line from Pandurangapuram to Bhadrachalam Town (13km) along with the cost for land acquisition and the same was replied on 03.09.18. Reply from Government of Telangana is awaited.</p>

B)	<i>Mahabubabad Constituency Railway Issues:</i>
1)	<i>Making Mahabubabad Railway Station as 'A' Class Station which is having more than 15 Crores of Revenue.</i>
	<p><b>Remarks:</b> Categorization of stations is based on passenger earnings and/or outward passengers handled at the stations. It is reviewed in every 5 years. The last review was done in 2017-18 based on originating earnings/outward passengers of 2016-2017. Accordingly, Mahabubabad was categorized as NSG-4 category station (Non-Suburban Grade). Mahabubabad will be suitably categorized during next review, as per the instructions of Railway Board. Accordingly facilities will be upgraded.</p>
2)	<i>Construction of General and AC Waiting Halls in Mahabubabad Railway Station.</i>
	<p><b>Remarks:</b> Mahabubabad Railway Station is a NSG-4 category station (Non-Suburban Grade) having 187 Sqm of one general Waiting Hall / One Upper Class Waiting Hall against the Railway Board Norms of one General Waiting Hall as a desirable Amenity for NSG-4 category station (Non-Suburban Grade).</p>
3)	<i>Construction of Foot Over Bridge, Lifts, Escalator, Wi-Fi and CC Cameras in Mahabubabad Railway Station.</i>
	<p><b>Remarks:</b></p> <ul style="list-style-type: none"> <li>• Mahabubabad is NSG4 category station (Non-Suburban Grade). Foot Over Bridge is available. Work of the second Foot Over Bridge is in progress. Target date of completion is 31.12.2021.</li> <li>• Two lifts sanctioned and will be taken after completion of FOB work</li> <li>• The average footfall of this station is 14756 only as against Railway Board norms of minimum 25000 and as such this station does not qualify for provision of Escalator.</li> <li>• Wi-Fi facility is already available.</li> <li>• Provision of CCTV cameras work has been entrusted to M/s.RailTel Corporation and tender has been floated.</li> </ul>
4)	<i>West Side 24 Hrs Booking Counters in Kesamudram and Mahabubabad Railway Stations.</i>
	<p><b>Remarks:</b> <u>Kesamudram</u>: At Kesamudram Railway station, Booking Office is available only on PF no: 1. One counter is operated round the clock in two shifts and an average 980 (pre-COVID) tickets are issued per day at the station. In addition to booking counters, One ATVM is also available for ticketing activities. These facilities are sufficient for the present level of passenger traffic at the station.</p>

	<p><u>Mahabubabad station:</u> At Mahabubabad station, booking Offices are available on East side (PF no: 1) and West side (PF No. 2).</p> <p>One counter is available at West side booking office. The counter is operated in two shifts from 06:00 hrs to 22:00 hrs and on an average 300 tickets (pre-COVID) are issued per day. In addition to the booking counter, One ATVM is also available for ticketing activities.</p> <p>On an average, 16 trains are running during the period from 22:00 hrs to 06:00 hrs of which 8 trains are handled on PF No.2. However, due to COVID, out of the 8 trains handled on PF No.2, unreserved ticketing is available only for 5 trains and on an average only 40 tickets are being sold for these trains.</p> <p>However, once normalcy is restored and the scope of sale of tickets is enhanced, implementation of 24 hrs booking counter at West side will be examined.</p>
5)	<i>Construction of Foot Over Bridge from Srinivasa Center to Mother Teresa for solving Mahabubabad City Traffic Issues.</i>
	<p><b>Remarks:</b> The proposal will be taken up, if the State Authorities comes forward on full deposit terms.</p>
6)	<p>1. <i>Halting of Trains 02805/02806 - Visakhapatnam-New Delhi Spl.</i>  2. <i>Halting of Trains 02713/02714 - Narsapur-Nagarsol Spl.</i>  3. <i>Halting of Trains 02615/02616 - Chennai-New Delhi Express</i>  4. <i>Halting of Trains 02511/02512 - Pune-Kamakhya Special</i>  5. <i>Halting of Trains 08505/08506 - Visakha-Sainagar Shirdi Spl.</i>  6. <i>Halting of Trains 08519/08520 - Visakha-LTT Special</i>  7. <i>Halting of Trains 02625/02626 - Trivandrum-New Delhi SF Exp.</i>  8. <i>Halting of Trains 02773/02774 - Howrah-Secunderabad Spl.</i>  9. <i>Halting of Trains 02739/02740 - Visakha-Sec'bad Garibrath Spl.</i></p>
	<p><b>Remarks:</b> Presently, 34 daily and 12 non-daily express trains and 2 passenger trains are having stoppage at Mahabubabad station giving connectivity to various destinations catering adequately to the present level of traffic.</p>
7)	<i>Halting of Trains which are going to Delhi, Shirdi, Visakhapatnam and Kottayam.</i>
	<p><b>Remarks:</b> Presently, 34 daily and 12 non-daily express trains and 2 passenger trains have halts at Mahabubabad station and some of these are giving connectivity to Shirdi Sai Nagar, Visakhapatnam, and New Delhi.</p>

8)	<i>Halting of Charminar, Godavari, Shirdi, Konark, Gouthami and Inter City Trains in Kesamudram.</i>
	<p><b>Remarks:</b> Presently, 13 daily, 5 non-daily express trains and 2 passenger trains are having halt at Kesamudram station sufficiently catering the present level of traffic.</p> <p>Passengers desiring to travel to Chennai, Shirdi Sainagar, Bhubaneswar and Kakinada may avail train services from Mahabubabad which is only 15 Km away from Kesamudram.</p>
9)	<i>Halting of Kakinada-Manmad Express, Vijayawada - Manmad Express, Howrah Express Trains in Kesamudram.</i>
	<p><b>Remarks:</b> Presently, 13 daily, 5 non-daily express trains and 2 passenger trains are having halt at Kesamudram station sufficiently catering to the present level of traffic.</p> <p>Passengers desiring to travel to Chennai, Shirdi Sainagar, Bhubaneswar and Kakinada may avail train services from Mahabubabad Station which is only 15 Km away from Kesamudram.</p>
10)	<i>Requesting to run Peddapally Passenger Train to run daily which is running only two days per week.</i>
	<p><b>Remarks:</b> T.No.77251/77254 Peddapalli-Vijayawada is not restored after COVID pandemic due to poor patronage.</p>
11)	<i>Requesting to run Secunderabad - Tirupati Super Fast Train to run daily which is running five days per week.</i>
	<p><b>Remarks:</b> T.No.02763/02764 Secunderabad-Tirupati Superfast express is integrated with T.No.02731/02732 Secunderabad-Tirupati which runs on 02 days via Vikarabad, Raichur, Guntakal. Hence, it is operationally not feasible to increase the frequency of this train.</p>
12)	<i>Construction of Railway Under Bridge at Kesamudram KM 422/12-14 Br.No.560 and Mahabubabad KM 436/15-17 Br.No.577.</i>
	<p><b>Remarks:</b> Road Under Bridge at Kesamudram station at km.422/12-14, Bridge No.560 - there is no LC gate existing at this location. No proposal has been received from State Government authorities for construction of Road Under Bridge. Feasibility will be studied if State Government comes forward on full deposit terms and conditions.</p>

	Road Under Bridge at Mahabubabad at km.436/15-17, Bridge No.577 - there is no LC gate existing at this location. Drainage is not feasible for RUB. No proposal has been received from State Government authorities for construction of Limited Height subway. If State Government comes forward on full deposit terms and conditions. Work will be processed.
13)	<a href="#">Construction of Railway Kalyana Mandapam, Mini Park and West Side Toilets in open land of Mahabubabad Railway Station.</a>
	<p><b>Remarks:</b></p> <ul style="list-style-type: none"> <li>• Mahabubabad Station is located at a distance of 25 Km from Dornakal Junction and 60 Km from Warangal. A Railway Community Hall is available at Dornakal Junction for catering the needs of Staff of Warangal-Dornakal Junction section. However, there are 12 private function halls available in Mahabubabad area, out of which 7 function halls are located within a radius of 2 Km from Mahabubabad Railway station.</li> <li>• Improvement to the existing Mini Park will be planned and executed in this financial year.</li> <li>• Provision of toilets in circulating area will be explored through Sulabh Organisation.</li> </ul>
14)	<a href="#">Construction of Platform Roof Sheds in Kesamudram Railway Station.</a>
	<p><b>Remarks:</b></p> <p><u>Platform Roof Sheds:</u> Kesamudram Railway Station is a NSG-5 category station (Non-Suburban Grade), shelters/sheds of an area of 567 sqm. each was already provided on Platform No. 1 &amp; 2 which is more than prescribed norm of 100 sqm. by Railway Board for NSG-5 category station (Non-Suburban Grade).</p>
15)	<a href="#">Passenger Train is running between Bhadrachalam to Dornakal, it is very necessary to extend upto Kazipet.</a>
	<p><b>Remarks:</b></p> <p>Due to insufficient lie over time and path constraints for this passenger train, extension upto Kazipet is operationally not feasible for the present.</p> <p>Moreover, Bhadrachalam and Kazipet/Warangal are already well connected by T.No.11303/11304 MUGR-KOP Express, T.No.02746/02745 MUGR-SC Express, 57625/57626 Secunderabad-Manuguru-Secunderabad Express and T.No.07259/07260 BDCR-SRUR Pass.</p>
16)	<a href="#">Construction of Foot Over Bridge at Gundrathi Madugu Station.</a>
	<p><b>Remarks:</b></p> <p>Gundrathi Madugu is NSG-6 category station (Non-Suburban Grade), with two high level platforms. Foot Over Bridge connecting the two platforms will be proposed in the ensuing works programme.</p>

17)	<i>Reduce Contract Tender Fees to 5% from 10%.</i>
	<b>Remarks:</b> This is a policy issue to be decided by Railway Board.
18)	<i>Should not allow Contractors to participate in Tenders who are far away more than 500 Km.</i>
	<b>Remarks:</b> This is a policy issue to be decided by Railway Board.
C)	<u><i>Narsampet Constituency Railway Issues:</i></u>
1)	<i>Halting of Intercity, Shirdi, Manuguru Trains in Nekkonda Railway Station.</i>
	<b>Remarks:</b> Presently, 8 daily, 1 non-daily express trains and 2 daily passengers are having stoppage at Nekkonda station adequately catering to the present level of traffic.
2)	<i>Construction of General Waiting Halls, Platform Roof Sheds and installing CC Cameras in Nekkonda Railway Station.</i>
	<b>Remarks:</b> <u>General Waiting Halls:</u> Nekkonda is a NSG-5 station (Non-Suburban Grade). At present, upper/general waiting hall of 98 sqm is available which is more than the Railway Board norms of 30 sqm stipulated for NSG-5 category station (Non-Suburban Grade). <u>Platform Roof Sheds:</u> Nekkonda is a NSG-5 category station (Non-Suburban Grade) having 886 Sqm Platform roof shed/shelter against 100sqm of Minimum Essential Amenities as per the Railway Board guide lines. Further, as and when, the earnings and Number of passengers increases, all the facilities will be proposed in future Works Programme. Provision of CCTV cameras work has been entrusted to M/s.RailTel and tender has been floated.
3)	<i>West Side 24 Hrs Booking Counters in Nekkonda Railway Station.</i>
	<b>Remarks:</b> At Nekkonda Railway station, Booking Office is available on PF-1. One counter is operated round the clock in two shifts and on an average 790 tickets (pre-COVID) are issued per day at the station. As per Railway Board norms, an additional counter can be provided only if the transactions are more than 1000 tickets per shift. Further, for the convenience of passengers, the facility of purchase of unreserved tickets through Mobile App is introduced w.e.f., 01.11.2018, passengers can download the UTSONMOBILE app into their smart phones and after registration one can avail getting tickets for the required destinations without waiting in Queues at Booking Office.



D)	<u><a href="#">Dornakal Constituency Railway Issues:</a></u>
1)	<u><a href="#">Construction of Platform Roof Sheds, Wi-Fi Facility, CC-Cameras in Dornakal Railway Station.</a></u>
	<p><b>Remarks:</b>  <u>Construction of Platform Roof Sheds:</u> Dornakal is NSG-5 category station (Non-Suburban Grade). At present, 1365 sqm, of shelter is available on PF-1, shelter of 971 sqm is available on PF-2 and 1107 sqm of shelter is available on PF-3&amp; 4 which is more than the Railway Board's norm of 150 sqm stipulated for a NSG-5 category station (Non-Suburban Grade).</p> <p>Wi-Fi facility is already available.</p> <p>Provision of CCTV cameras work has been entrusted to M/s.RailTel and tender has been floated.</p>
2)	<u><a href="#">Providing Lab and X-Ray facility in Dornakal Railway Hospital.</a></u>
	<p><b>Remarks:</b>  Lab and Radiological investigations facilities of Health Unit, Dornakal have been tied up with Dolphin Diagnostic services, Khammam for a period of one year and shall be extended from time to time.</p>
3)	<u><a href="#">Halting of Trains which are going to Delhi, Shirdi, Chennai, Visakhapatnam and Kottayam.</a></u>
	<p><b>Remarks:</b>  Presently 15 daily express, 6 non-daily express trains and 06 passenger trains have halts at Dornakal station giving connectivity to Shirdi Sai Nagar, Visakhapatnam, and New Delhi. They are considered adequate to cater to the present level of passenger traffic.</p> <p>T.No.02647/02648 Korba-Kochuveli Express &amp; T.No. 06318/06317 Sri Matha Vaishnavi Devi Katra-Kanyakumari Express is having stoppage at Khammam, which is 23 km away from Dornakal.</p>
4)	<u><a href="#">Sanction new line from Dornakal to Yellandu.</a></u>
	<p><b>Remarks:</b>  There is no sanction available for Reconnaissance Engineering-cum-Traffic Survey/Preliminary Engineering cum Traffic Survey for Dornakal to Yellandu in the Blue Book of South Central Railway.</p>
5)	<u><a href="#">East Side 24 Hrs Booking Counter in Dornakal Railway Station.</a></u>
	<p><b>Remarks:</b>  At Dornakal Railway station, Booking Office is available on PF -1. One counter is operated round the clock in two shifts and on an average 500 tickets (pre-COVID) are issued per day at the station.</p>

	<p>On-duty supervisor operates an extra counter to clear any abnormal rush. In addition, two Automatic Ticket Vending Machines (ATVMs) are also available for ticketing activities. As per Railway Board norms, an additional counter can be provided only if the transactions are more than 1000 tickets per shift.</p> <p>Provision of Booking office at East side of the station requires laying of approach road, construction of the building deployment of additional manpower etc., which is not commercially viable for the present level of passenger traffic at the station.</p>
6)	<i>Request to change Train Timings of Manuguru-Secunderabad Passenger from 01.00 Am to 04.00 Am which is very inconvenient to passengers.</i>
	<p><b>Remarks:</b> T.No.57626/57625 Manuguru-Secunderabad fast passenger is a commuter train converted into Express. It leaves Manuguru at 23.55 hrs and reaches Secunderabad at 09.20 hrs, which is very convenient for the commuters. Any change in the timings may cause inconvenience to the present users all along the route of this train.</p>
7)	<i>Halting of Padmavathi Express 02761/02762.</i>
	<p><b>Remarks:</b> Feasibility of providing stoppage for Padmavati express and 02761/02762 will be examined after taking the commercial justification. However, T.No.07406/07405 (krishna) daily express is connecting Dornakal and Tirupati.</p>
8)	<i>Halting of Charminar Express 02759.</i>
	<p><b>Remarks:</b> Stoppage at Dornakal for T.No.02759 Tambaram-Hyderabad Express train was eliminated due to poor patronage as it comes to Dornakal at around 03.00 AM.</p>
9)	<i>Halting of Karimnagar to Tirupati Express 02761/02762.</i>
	<p><b>Remarks:</b> Feasibility of providing stoppage for Padmavati express and 02761/02762 will be examined after taking the commercial justification. However, T.No.07406/07405 daily express is connecting Dornakal and Tirupati.</p>
10)	<i>Installation of Lifts on Platforms.</i>
	<p><b>Remarks:</b> Dornakal Railway Station is a NSG-5 station (Non-Suburban Grade) with an average foot fall of 4499 per day (2019-20 ). At present, no work is sanctioned for provision of lift. However, the provision of lift will be looked into as per the future passenger traffic.</p>

E)	<u><i>Yellandu Constituency Railway Issues:</i></u>
1)	<u><i>Sanction new line from Yellandu to Vijayawada and Kazipet.</i></u>
	<b>Remarks:</b> There is no sanction available for Reconnaissance Engineering-cum-Traffic Survey/Preliminary Engineering-cum-Traffic Survey for Yellandu to Vijayawada and Kazipet in the Blue Book of South Central Railway.
2)	<u><i>Sanction new line from Yellandu to Mancherial.</i></u>
	<b>Remarks:</b> There is no sanction available for Reconnaissance Engineering cum Traffic Survey/Preliminary Engineering cum Traffic Survey for Yellandu to Mancherial in the Blue Book of South Central Railway
3)	<u><i>Development of Yellandu Railway Station.</i></u>
	<b>Remarks:</b> The passenger train between Singareni Station and Karepalli was discontinued w.e.f. 31.03.2007 owing to poor patronization. Subsequently, Singareni (Yellandu) station was totally closed from 10.06.11. People of Yellandu have better road access to Karepalli, Gandhipuram, Mahabubabad, Kothagudem and Khammam.
4)	<u><i>Re-opening of Railway Station (Yellandu) Singareni Collieries and Re- Instate of Passenger train from Yellandu hqrs. And also provide service to Hyderabad via Yellandu.</i></u>
	<b>Remarks:</b> Due to poor patronization the passenger train running between Karepalli and Singareni station was discontinued and subsequently station was closed on 10.06.2011 for passenger operation.
5)	<u><i>Permission to utilize Railway Dept. Land an extent of 8.00 acres for Play Ground at Garla Railway Station of Mahabubabad District.</i></u>
	<b>Remarks:</b> This land is required for railways future development works.
6)	<u><i>Construction of CC Road from R&amp;B Road to Railway station at Station Thadikalapudi Village, Tekulapally Mandal of Bhadradi Kothagudem District.</i></u>
	<b>Remarks:</b> The construction of CC road from R&B road to Railway station is to be executed by the State Govt. as the area is falling outside Railway boundary.
7)	<u><i>Construction of Bridge at Thavuriya Thanda Village &amp; G.P, Tekulapally Mandal of Bhadradi Kothagudem District.</i></u>
	<b>Remarks:</b> There is no LC gate existing at this location. Road Under Bridge if requested by local authorities can be considered on deposit work.

8)	<i>To provide infrastructure facilities and upgrade the Garla Railway Station of Mahabubabad District.</i>																																													
	<p><b>Remarks:</b> Garla Railway Station is a NSG-6 category station (Non-Suburban Grade). The following Passenger Amenities are provided at Garla Railway Station which are more than the norms of Minimum Essential Amenities for NSG-6 category station (Non-Suburban Grade).</p> <table border="1"> <thead> <tr> <th>Amenity</th> <th>As per Norms</th> <th>Actual Available</th> </tr> </thead> <tbody> <tr> <td>Drinking Water (no.of Taps)</td> <td>4</td> <td>9</td> </tr> <tr> <td>Waiting Hall</td> <td>15sqm</td> <td>118</td> </tr> <tr> <td>Seating (No.of seats)</td> <td>20</td> <td>183</td> </tr> <tr> <td>PF shelter</td> <td>100 Sqm</td> <td>574</td> </tr> <tr> <td>Urinals</td> <td>1</td> <td>3</td> </tr> <tr> <td>Latrines</td> <td>1</td> <td>3</td> </tr> <tr> <td>PFs</td> <td>High Level</td> <td>High Level</td> </tr> <tr> <td>Lighting</td> <td>-</td> <td>40</td> </tr> <tr> <td>Fans</td> <td>-</td> <td>0</td> </tr> <tr> <td>FOB</td> <td>One</td> <td>One</td> </tr> <tr> <td>Time Table Display</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>Clock</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>PA Systems</td> <td>Yes</td> <td>Sanctioned</td> </tr> <tr> <td>Dustbins</td> <td>Yes</td> <td>Yes</td> </tr> </tbody> </table>	Amenity	As per Norms	Actual Available	Drinking Water (no.of Taps)	4	9	Waiting Hall	15sqm	118	Seating (No.of seats)	20	183	PF shelter	100 Sqm	574	Urinals	1	3	Latrines	1	3	PFs	High Level	High Level	Lighting	-	40	Fans	-	0	FOB	One	One	Time Table Display	Yes	Yes	Clock	Yes	Yes	PA Systems	Yes	Sanctioned	Dustbins	Yes	Yes
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9)	<i>Singareni passenger Train at Station Thadikalapudi Rly. Station of Tekulapally Mandal, Bhadradi Kothagudem Dist.</i>																																													
	<p><b>Remarks:</b> Stoppage at Tadakalpudi for T.No.07259/07260 Bhadrachalam Road- Sirpur Town Singareni is eliminated owing to poor patronization.</p>																																													
10)	<i>Manuguru Superfast Exp at Garla Rly.Station of Mahabubabad Dist.</i>																																													
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11)	<i>Intercity Super Fast Express at Garla Rly. Station of Mahabubabad District OR Sathavahana Super Fast Express at Garla Railway Station of Mahabubabad District OR Bidar Super Fast Express at Garla Rly. Station of Mahabubabad District.</i>																																													
	<p><b>Remarks:</b> At present, 06 daily Express and 02 daily passenger trains have stoppage at Garla station sufficiently catering to the present level of traffic.</p>																																													
F)	<i><u>Pinapaka and Bhadrachalam Constituency Railway Issues:</u></i>																																													
1)	<i>Sanction Double line from Kothagudem (BDCR) to Manuguru Rly.Station.</i>																																													

**Remarks:**  
 Double track railway line from Kothagudem Bhadrachalam Road to Manuguru is covered as a part of proposal for Doubling between Dornakal Jn. To Manuguru via Bhadrachalam Road.

Preliminary Engineering-cum-Traffic Survey for Doubling of Dornakal Jn - Manuguru appeared in Blue Book vide item No.21 of 2008-09.

Accordingly survey completed and survey report with a cost of Rs.450 Cr. with ROR of (+)24.53% submitted to Railway Board on 25.08.2010.

Further updated Survey report (for a length of 103.83 km) with a cost of Rs.884.37 Cr. and ROR (+)21.14% was submitted to Railway Board on 24.10.2019.

Final Location Survey for doubling between Dornakal to Manuguru sanctioned by Railway Board vide Lr.dt:15.7.2021. FLS estimate under process.

2) *Development of Manuguru Railway Station.*

**Remarks:**  
 Manuguru is NSG-5 station (Non-Suburban Grade) with average footfall of 1930 (pre-COVID) and is provided with all Minimum Essential Amenities as per the Railway Board norms as furnished hereunder:

Amenity	As per Norms	Actual Available
Drinking Water (no.of Taps)	8	15
Waiting Hall	30sqm	50 sqm
Seating (No.of seats)	50	136
PF shelter	50 sqm	264
Urinals	4	4
Latrines	4	4
PFs	High Level	High Level
Lighting	-	7 Nos.
Fans	-	-
FOB	One	Not required due to singleplatform
Time Table Display	Yes	Available
Clock	Yes	Available
Water Cooler	1	1
PA Systems	Yes	Available
Dustbins	Yes	Available
Parking/Circulating area with lights	Yes	Available

Further, works for construction of Toilets on Platform and extension of Platform to accommodate 24 Coaches will be proposed in PWP 2022-2023.

3)	<p><i>Continuation of Push Pull Train from Manuguru to Yellandu.</i></p> <p><b>Remarks:</b> At present, 6 passenger services are connecting Manuguru to Karepalli sufficiently catering to the present level of traffic. However, Karepalli to Yellandu section was closed for passenger operation in 2011 due to poor patronage.</p>
4)	<p><i>West Side 24 Hrs Booking Counter in Kothagudem (BDCR) Railway Station in connection with Bus Stand.</i></p> <p><b>Remarks:</b> The provision of the number of booking counters and the shift timings are based on the traffic dealt at the station. At Bhadrachalam Road station, Booking Office is available on PF No.1. Three counters are operated in split timings and on an average 2700 (pre-COVID) tickets are issued per day. On-duty supervisor operates an extra counter to clear any abnormal rush. In addition, two ATVMs are also available for ticketing activities. As per Railway Board norms, an additional counter can be provided only if the transactions are more than 1000 tickets per shift.</p> <p>For the convenience of passengers, the facility of purchase of unreserved tickets through Mobile App is introduced w.e.f., 01.11.18, passengers can download the UTSONMOBILE App into their smart phones and after registration one can avail getting tickets for the required destinations without waiting in Queues at Booking Office.</p>
5)	<p><i>Construction of Foot Over Bridge, Lifts, Escalator, Wi-Fi and CC Cameras in Railway Station.</i></p> <p><b>Remarks:</b></p> <ul style="list-style-type: none"> <li>• Bhadrachalam Road is a NSG4 station (Non-Suburban Grade): Foot Over Bridge connecting to PF No. 1 to PF- 2 is available. In addition, Foot Over Bridge connecting the circulating area to the colony is also existing.</li> <li>• Lifts: Bhadrachalam-2 nos. Lifts sanctioned &amp; Work is in progress.</li> <li>• Escalators: The average footfall of this station is 8020 only as against Railway Board norms of minimum 25000 and as such this station does not qualify for provision of Escalator.</li> <li>• Wi-Fi facility is already available.</li> <li>• Provision of CCTV cameras work has been entrusted to M/s.RailTel and tender has been floated.</li> </ul>
6)	<p><i>Underway Bridge at Kunavaram Railway gate at Manuguru Mandal of Bhadrachalam Kothagudem District.</i></p>

	<p><b>Remarks:</b> RUB at this location requires a proposal from Singareni Collieries on full deposit terms as the LC gate at Kunavaram Railway gate (CSP-1) and PV colony road railway gate (CSP-2) is falling in private siding owned by Singareni Collieries.</p>
7)	<i>Underway Bridge at PV Colony Road Railway gate at Manuguru Mandal of Bhadradi Kothagudem District.</i>
	<p><b>Remarks:</b> The said locations lie in the private siding. It requires a proposal from Singareni Collieries on full deposit terms.</p>
8)	<i>Underway bridge at Venkatapuram Village of Aswapuram Mandal of Bhadradi Kothagudem District.</i>
	<p><b>Remarks:</b> There is no LC gate existing at this location. However, work can be considered if a formal request is received from the local authorities on deposit terms.</p>
9)	<i>Development of Aswapuarm Railway Station of Aswapuram Mandal of Bhadradi Kothagudem District.</i>
	<p><b>Remarks:</b> Aswapuram Railway station has been opened only for operating activities on Bhadrachalam-Manuguru section. However, depending upon the passenger requirement/scope, this station will be proposed for handling passenger traffic in future.</p>
10)	<i>Development of Pandurangapuram Railway Station of Burgampahad Mandal of Bhadradi Kothagudem District.</i>
	<p><b>Remarks:</b> Pandurangapuram Railway station has been opened only for operating activities on Bhadrachalam-Manuguru section. However, depending upon the passenger requirement/scope, this station will be proposed for handling passenger traffic in future.</p>

<b>8.</b>	<b><u>Shri Manne Srinivas Reddy, Hon'ble MP/Mahabubnagar:</u></b>
<b>I.</b>	<b><u>Stoppages of Trains</u></b>
1)	<p><i>Devarakadra Railway Station</i></p> <p><i>T.No.57436/57435 - Kacheguda-Kurnool City Passenger</i></p> <p><i>T.No.17252/17251 - Kacheguda-Guntur Express</i></p> <p><i>T.No.17028/17027 - Secunderabad-Kurnool City Express</i></p> <p><i>T.No.17024/17023 - Secunderabad-Kurnool City Tungabhadra Exp.</i></p> <p><i>T.No.12798/12797 - Kacheguda-Chittoor Venkatadri Express</i></p> <p><i>T.No.17652/17651 - Kacheguda-Chennai Egmore Express</i></p> <p><i>T.No.12786/12785 - Kacheguda-Bangalore Express</i></p> <p><i>T.No.12770/12769 - Secunderabad-Tirupati Express</i></p>
	<p><b>Remarks:</b></p> <p>A proposal has been sent to Railway Board for stoppage of T.No. 17251/17252 Kacheguda-Guntur-Kacheguda Express and T.No 17027/28 Secunderabad-Kurnool City-Secunderabad Hundri Express at Devarakadra Station. Railway Board's approval for the same is awaited.</p> <p>At present, 05 express trains and 03 passenger trains have stoppage at Devarakadra Station catering to the present level of traffic.</p>
2)	<i>Wanaparti Road Railway Station - Train No. 17651/17652.</i>
	<p><b>Remarks:</b></p> <p>At present 07 pairs of daily express and 01 pair of passenger trains are stopping at Wanaparthy Road station meeting the present level of traffic to and from Hyderabad.</p> <p>T.No. 17651/17652 Kacheguda-Chengalpatu-Kacheguda is a long distance overnight express train run with limited stoppages. This train has stoppage at Gadwal station which is 22 KMs away from Wanaparthy Road.</p>
<b>II.</b>	<b><u>ROB &amp; RUB</u></b>
1)	<i>RUB at Mudireddypally Village, Rajapur Mandal.</i>
	<p><b>Updated Remarks :</b></p> <p>RUB of size 1x6.00x4.50 m is feasible at Rly. Km 85/1-2 on full deposit terms and conditions. In this regard letter already addressed to the District Collector, Mahabubnagar requesting to deposit an amount of Rs.20 lakhs towards centage charges on 24.02.2020.</p>



2)	<i>RUB at LC.No.47E</i>
	<p><b>Remarks</b>  ROB proposal in lieu of LC No.47 at Km 95/0-100 has been processed in Works Programme 2021-22 (2020-21 umbrella work) on Cost sharing basis as per consent given by State Government for ROB. Cost for the Railway share-Rs. in Cr. 37.90 &amp; State share-Rs. in Cr. 56.67, Total cost-Rs. in Cr. 90.57. Board returned the proposal observing the cost to be high. In the meantime, State Government have explored the feasibility and proposed for RUB duly submitting consent from District Collector, Mahabubnagar. Accordingly, the cost of RUB for Railway portion is assessed. The cost for approaches to be given by state Government. A reminder letter has been written to CE/R&amp;B to furnish cost for providing RUB vide Lr.No.YW/287/W1/LC-47/Genl. dated 22.07.2021. Reply awaited from State Govt. After receipt of the same from State Government RUB will processed for sanction.</p>
3)	<i>To redesign the proposed Road Under Bridge at Gate No. 84 at Venkampally near Peruru passing from Devarakadra to Madnapur, Mahabubnagar</i>
	<p><b>Remarks:</b>  1. Construction of Road Under Bridge has sanctioned in lieu of LC gate No.84. in the year 2019.  2. Local public are not permitting for construction of Road Under Bridge due to heavy built up area on both approaches.  3. Shifting of Road Under Bridge to new location is not possible due to drainage problem.</p>
III.	<i>Passenger Amenities:</i>
1)	<i>Modernisation and beautification of MBNR Station. FOB, Escalators and Lifts</i>
	<p><b>Remarks:</b>  Mahabubnagar station is NSG-5 category station (Non-Suburban Grade) and all amenities/facilities are provided in accordance with Railway Board norms. In addition, monumental National Flag has been provided in circulating area. The Entry towards Motinagar side has been developed. FOB is available at the station.</p> <p>Escalators: The average footfall of this station is 9500(2019-20) &amp; 236 (2020-21) only as against Railway Board norms of minimum 25000 and as such this station does not qualify for provision of Escalator.</p> <p>Lifts: At present no work for provision of lift is sanctioned. However, the provision of lift will be examined in the doubling work.</p>

2)	<i>Modernisation of Divitipally Railway Station</i>
	<p><b>Remarks:</b> Divitipally is NSG-6 category station (Non-Suburban Grade). Minimum Essential Amenities at this station are provided in accordance with Railway Board norms stipulated for NSG-6 category station (Non-Suburban Grade), except for Cover over Platform on Platform No.2.</p> <p>The Work for provision of Cover over Platform on Platform-2 will be taken up along with the doubling work which is in progress.</p>
IV.	<i>New Lines, Doubling and Electrification:</i>
1)	<i>Yadgir-Khammam Via Narayanpet, Mahabubnagar, Jadcherla, Kalwakurthy, Devarakonda, Nalgonda and Suryapet line.</i>
	<p><b>Remarks:</b> There is no sanction for Reconnaissance Engineering Cum Traffic (RET) Survey work for New line between Yadgir (Karnataka) - Khammam (Telangana) via Narayanpet, Mahabubnagar, Jadcherla, Kalwakurthy, Devarakonda, Nalgonda and Suryapet line. The survey work for the above route can be taken up only after sanction of RET survey by Railway Board.</p>
2)	<i>Doubling and Electrification of Track from SC to MBNR.</i>
	<p><b>Remarks:</b> The status of doubling and electrification of track between Secunderabad to Mahabubnagar is as follows:</p> <p>Falaknuma-Umdanagar doubling with Electrification works completed and commissioned in March-2021.</p> <p>The doubling project between Umdanagar- Mahabubnagar was sanctioned with Railway Electrification. The work is being executed by M/s. RVNL. Umdanagar to Gollapalli Doubling with Electrification works completed and commissioned in August-2021.</p> <p>The doubling with Electrification works are in progress in the section between Gollapalli to Mahabubnagar.</p>
3)	<i>Muneerabad-Mahabubnagar New Railway Line</i>
	<p><b>Remarks:</b> The Project length (231.31 Km) traverse through Telangana (65.74 Km) and Karnataka (181.57 Km) states.</p> <p>The work appeared in the pink book vide item no.4 of 1998-99 with an anticipated cost of Rs. 380.00 Cr. Work lies in the jurisdiction of South central Railway and South western Railway.</p>

SCR portion:

Detailed estimate of Krishna -Devarakadra section has been sanctioned on dt.16.012012 at a cost of Rs.372.09 Cr8. Material Modification Estimate for Electrification between Krishna-Devarakadra has been sanctioned for a value of Rs. 80.20 Cr. Revised estimate of the project( Rs.798.43Cr SCR Portion) is under process of submission to Board including the portion being executed by South western Railway.

Progress of SCR portion is as below:

1. Devarakadra (excl.) to Jaklair (incl.) stations (28.345 km.): Completed and commissioned in phase-I for passenger services on dated25.03.2017.
2. Jaklair-Makthal (11.477 Km) is now proposed as phase-II to be complete in 2020-21.
3. Makthal-Maganur (13.254 Km) is proposed in phase-III for completion during 2021-22.
4. The rest of the section between Maganur-Krishna is proposed for commissioning during 2022-23, if sufficient Budget grant is provided.

SWR portion:Ginigera-Raichur portion transferred to SWR on date 25.01.2008. The Project length (165.57 Km) traverse through Koppal & Raichur districts of Karnataka state. The work papered in the pink book of 2007-08 with sanctioned cost of Rs.179.63 Cr. Revised Estimate is being processed.

Cost sharing: 50:50 (Rly : Govt. of Karnataka) including land cost. Revised Estimate Rs.2594.22 Cr. including OHE is vetted and is under process to submit to Railway Board.

Status of work:

Progress of S.W. Railway portion is as below:

1. Section bet.Ginigera-Chikkabenakal (27 Km) is commissioned on 31.03.2017.
2. Section between Chikkabenakal-Gangavathi (13 Km) commissioned on 05.03.2019.
3. Section between Gangavathi-Karatagi (27 Km) was commissioned on June 2020.
4. Works are in progress in the Section between Karatagi - Sindhanur and targetted by March 2022.
5. Land Acquisition is in progress in the section between Sindhanur - Raichur.

	<p><u>SWR portion:</u> Department of Revenue, Government of Karnataka State has to complete the land acquisition for balance 444.24 Hectares of land for Ginigera-Raichur Project.</p>
4)	<p><i>Krishna-Vikarabad Railway Line.</i></p> <p><b>Remarks:</b> Krishna - Vikarabad/ 119.10 km, New line appeared vide Sl.No.41 of Railway Board's letter dated 24.06.2010/ 2010-11. The Preliminary Engineering Cum Traffic Survey for new BG line between Krishna - Vikarabad (121.70 km) was sanctioned by Railway Board on 24.06.2011. The survey report at a cost of Rs 787.8 Cr with ROR of (+) 6.9% was submitted to Board on 05.3.12. Then Govt. of AP was informed vide letter dt.14.09.2012 to bear 58% of total cost of the project (Rs.787.8 Cr) to make project viable (i.e. to achieve the ROR of 14%) in order to consider the project for sanction.</p> <p>In reply, the then Govt. of AP vide letter dated 03.08.2013 has proposed to de-route the alignment between Narayanpet and Pargi stations over a distance of 73 km between Krishna - Vikarabad to take transport needs of cement plants into consideration. Then the Govt. of AP's request was considered and survey conducted and informed to the Govt. of AP on 22.02.2014 and Govt. of Telangana on 08.08.2014 and 31.12.2014 that the de-route is feasible and requested Govt. of Telangana to give two commitments viz.:</p> <p>(a) Land free of cost by the State Govt. (b) 50% of balance cost to be borne by State Govt.</p> <p>The entire project can be considered <i>denovo</i> by Railway Board and NITIAyog, if the Govt. of Telangana accedes for above sharing of the project cost and land. Reply is awaited from Govt. of Telangana.</p>
5)	<p><i>Gadwal - Raichur Electrification</i></p> <p><b>Remarks</b> <u>Gadwal- Raichur:</u>Electrification works completed in Gadwal-Raichur section except at Gadwal yard. At Gadwal yard electrification works are in progress and scheduled to be completed in Decemebr-2021.</p>
6)	<p><i>Gadwal-Macherla New Railway Line</i></p> <p><b>Remarks:</b> Survey Report for New line between Gadwal to Macherla (184.2Km) (Via Arepally, Wanaparthy Town, Nagarkurnool, Kalwakurti, Devarkonda and Tirumalagiri) was submitted to Railway Board on 21.12.2010. ROR has been assessed at a cost of Rs.919.78 Cr. for the following three scenarios:</p>

1. 100% cost borne by Railways ROR of (-) 4%,
2. 87% cost borne by Rly. & 13% by AP Govt., ROR of (-)3.98% and
3. 50% cost-sharing between Rlys & Govt. of AP, ROR of (-) 1.87%.

After bifurcation of AP State on 02.06.2014, Govt. of Telangana had requested to furnish project details to study the adoption of PPP mode vide letter dated 19.07.2014. Details such as feasibility report, cost of project & ROR, cost and details of land were provided vide letter dated 24.09.14 with a request for sharing cost. Chief Secretary, Govt. of Telangana conducted meeting with Bankers' to finalize modalities of PPP model on 01.10.2015 and decision is still awaited.

Gadwal-Macherla Railway line project was identified by Govt. of Telangana to be taken up in SPV mode through State Joint Venture Company for the portion falling in Telangana. The same was informed to Railway Board on 18.02.16. This has appeared in Capital Investment Programme of 2016-17 vide item no.16 with outlay of Rs.3500 Cr.

Decision regarding formation of State Joint Venture is awaited from Govt. of Telangana. After formation/ incorporation of Joint Venture company the work can be taken up by the JV.

9.	<b>Shri Kotha Prabhakar Reddy, Hon'ble MP/Medak:</b>
1)	<i>Construction of New RUB at Tellapur Village, Ramachandrapuram Mandal, Medak - New Request (Representation Letter submitted to General Manager).</i>
	<p><b>Remarks:</b> The requested location is at Km 158/21-23 between Lingampally-Nagulapalli on Secunderabad - Wadi section. There is already a LHS (Br.No.196A of size 1x4x3.6m) at this location (In lieu of LC No. 24) provided in consultation with revenue department. Provision of additional RUB/additional vent will be reviewed if state Government comes forward to bear cost under full deposit terms and constructing road approaches by State Government. (duly acquiring land, undertaking removal of structures, since it is heavily built up area etc.).</p>
2)	<i>Plat Form at Chegunta and Wadiyaram needs to be redesigned or needs to be modified as existing Platform is not convenient for the passengers to board / de board trains at these Railway Stations.</i>
	<p><b>Remarks:</b> Wadiyaram station is NSG-6 category (Non-Suburban Grade). This Station is near Chegunta village of Medak District. The station level is lower than the surrounding village. However, proper steps are provided to access station and platform. Originally, the platform was low level. Recently , platform height is increased to high level for convenience of passengers.</p>
3)	<i>Quality Control Checks at Medak Railway Station / Track (Letter sent to General Manager).</i>
	<p><b>Remarks:</b> A committee of Senior officers was constituted, which went in to the details of quality control, execution methods and specifications. No major defect was detected. Minor deficiencies in specifications and method of execution were identified and remedial measures taken. Delinquent staff/officials have been counseled.</p>
4_	<i>Slow pace of work carried out in Manoharabad-Kothapally Railway Track.</i>
	<p><b>Remarks:</b> Phase-I: Manoharabad-Gajwel (32.00 km): CRS Inspection (Commissioner Railway Safety) was done and authorization received on 19.06.2020. Workman Special has run on 26.8.2020.  Phase-II: Gajwel-Kodakandla (11.529 Km): is targeted for commissioning during Feb-22. Works are commenced after COVID-19 issues. Linking works are in progress.</p>

	<p>Phase-III: Kodakandla-Siddipet (32.6 Km): Contract for Major Bridges, Ballast, Track linking, and Station Buildings are awarded upto 56 Km. Works are in progress. Tenders from 56 Km to 75 Km are being considered.</p> <p>Phase-IV: Siddipet-Sircilla (37.15 Km):. Land acquisition is in progress.</p> <p>Phase-V: Siricilla-Kothapalli (39.01 Km): Land acquisition is in progress.</p> <p><u>Issues with State Government:</u>  Inadequate release of funds by Telangana State Govt., towards State governments share in the project cost. The proportionate share of the State Govt. is Rs. 340.11 Cr. An amount of 180.00 Cr has been deposited by Telangana Govt. so far. TS Govt. has to further deposit their share of 160.11 Cr as against the due share of Rs. 340.11 Cr.</p> <p>Requisition for land acquisition submitted for entire project. Balance land of 360.269 Ha is to be expedited by Govt., of Telangana, at the earliest.</p>
5)	<i>New Railway Booking Counter at Chegunta/Wadiyaram.</i>
	<p><b>Remarks:</b>  At present, one Booking counter is available for issue of General tickets to the passengers and is being manned by a private agent.</p> <p>The daily tickets sold are 47, whereas the criteria for a counter is 1000 tickets per shift. As such, for present level of traffic, provision of new Booking counter is not justified.</p>
6)	<i>Rail Over Bridge at Level Crossing Number 228 - Chegunta to Medak Road - Construction of Rail Over Bridge at Chegunta (Mandal Parishath Complex Road which leads to Medak), Heavy vehicular traffic passes in this road and there is a dire need to construction of Rail Over Bridge at said location.</i>
	<p><b>Remarks:</b>  ROB in lieu of LC No. 228 has been sanctioned in 2019-20 by Railway Board on cost sharing basis. Joint inspection completed. Alignment and GAD under finalization.</p>

<b>10.</b>	<b><u>Shri Pothuganti Ramulu, Hon'ble MP/Nagarkurnool:</u></b>
1)	<i>Railway Freight Corridor from Jadcherla to Nandyal via Kollapur link line.</i>
	<p><b>Remarks:</b> Reconnaissance Engineering cum Traffic Survey for New line between Nandyal - Jadcherla (183.37 Km) sanctioned in Blue Book item No.17 of the year 2005-06 of South Central Railway.</p> <p>Combined Survey report at a cost of Rs.565.61 Cr. and ROR of (-) 10.39% submitted to Railway Board on 14.09.2007. Shelved by Board vide letter dated 01.04.2008 on account of negative ROR (Rate of Return) and low traffic potential.</p>

Supplementary Agenda:

1)	<i>The proposal for New Railway line between Gadwal to Macherla is pending since 40 years, which is very much essential, Survey for the said line may be done immediately.</i>
	<p><b>Remarks:</b> Gadwal - Macherla Railway line project was identified by Govt. of Telangana to be taken up in SPV mode through State Joint Venture Company for the portion falling in Telangana. The same was informed to Railway Board on 18.02.16. This has appeared in Capital Investment Programme of Telangana in 2016-17 vide item no.16 with outlay of Rs.3500 Cr.</p> <p>Decision regarding formation of State Joint Venture is awaited from Govt. of Telangana. After formation/ incorporation of Joint Venture company the work can be taken up by the JV.</p>
2)	<i>Extension of Railway Platform by 50 Meters at Gadwal Railway Station to accommodate passengers from full length rains and also extension of Scooter parking shed, may be done immediately.</i>
	<p><b>Remarks:</b> Work for extension of Railway platform,parking shed was proposed in the Works Programme 2020-21, but was not sanctioned due to paucity of funds. Further, Work has been proposed in the Preliminary Works Programme 2022-23.</p>
3)	<i>Request for stoppage of Kongu Express at Gadwal Railway Station.</i>
	<p><b>Remarks:</b> At present 9 pairs of daily express trains and 13 non daily express trains and 1 pair of passenger trains have stoppages at Gadwal to cater to the present level of traffic.</p>



	<p>Kongu Express is a long distance train running with tight timings. Any additional stoppage will decelerate the train and it will also have cascading adverse effect on the punctuality of other trains.</p> <p>As an alternative to Kongu Express, Train No. 02781 TPTY-NZM Tri-weekly Express is connecting Nizamuddin and Train No.02777 KCG- MAQ Bi-weekly Express is connecting Coimbatore.</p>
4)	<i>Sanction of Road Under Bridge (RUB) at Jogulamba Halt Station (LC No.127).</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. RUB was sanctioned in lieu of LC No.127 (E) at KM 233/500-600 between Manopad-Alampur Road Stations having TVU 64,211.</li> <li>2. District Collector Consent is awaited for closure of Level Crossing after which work will be taken up.</li> </ol>
5)	<i>Round the clock Booking Clerk by outsourcing at Jogulamba Halt Railway Station may be started on trail basis.</i>
	<p><b>Remarks:</b></p> <p>Shri Bala Brahmeshwara Jogulamba station was upgraded to a Flag station (NSG-6) w.e.f. 01.06.2016. At present, Halt agent is available. Booking Staff will be provided on increase of sale of tickets and traffic.</p>
6)	<i>Water facility at Jogulamba halt Railway Station. The concerned authorities to take immediate action. The State Government is ready to extent Mission Bhagiratha Pipeline connection.</i>
	<p><b>Remarks:</b></p> <p>Application for water pipeline connection has been given in E-portal of Telangana State Government. Response is yet to be received.</p>
7)	<i>Approximately 200 acres of Railway land is available in the vicinity of Gadwal Railway Station area for the purpose of Railway Hospital/Training Centres/manufacturing units etc. Through which both the railway and unemployed youth get benefitted, which is turn results in development of Gadwal.</i>
	<p><b>Remarks:</b></p> <p>Sanction of New Railway Hospital/Manufacturing Unit is within the purview of Railway Board.</p> <p>However, this land is given for Solar Power generation plant and also identified /offered for FCI (12 acres) for constructions of Godowns.</p>

8)	<i>It is requested to submit the progress and likely completion date of Coach repair centre coming at Alampur.</i>
	<p><b>Remarks:</b> Coach Mid Life Rehabilitation Workshop at Kurnool has been sanctioned by Railway Board. The project execution is undertaken by Workshop Project Organization (WPO)/Patna on turnkey basis.</p> <p>The total requirement of the land falling in Telangana State is 24 acres 39 guntas from Gadwal Dist of Telangana, out of which 17.92 acres of land have been handed over to Railways and balance land of 7.03 acres is yet to be handed over from State Govt. of Telangana.</p> <p>WPO has adopted a modular approach for completing the project as Module-I: LHB Bogie Overhauling &amp; Module-II: POH of LHB Coaches</p> <p>WPO/Patna planned to complete the work by April'2023.</p>
9)	<i>Passenger amenities at Gadwal and Jogulamba Railway stations are to be improved.</i>
	<p><b>Remarks:</b> Gadwal is a NSG-5 category station and all facilities for the passengers as prescribed by the Railway Board for NSG-5 category station are already provided at the station. In addition, facilities viz., Ladies Waiting Room, Upper Class Waiting Room, Taps and Toilets for Divyangjan and façade improvement with lighting have already being provided. Work for provision of one lift is completed. Second Lift work will be completed by March 2022.</p> <p>Jogulamba has been upgraded to flag station( NSG-6 category station). All amenities prescribed by Railway Board for an NSG-6 category station are already provided at this station. Ramp and Toilet for Divyangjan have also been provided.</p>
10)	<i>To start all general passenger trains immediately as middle class and poor people are not able to cope with the high ticket charges for express trains.</i>
	<p><b>Remarks:</b> In view of COVID pandemic, passenger trains are being restored in phase wise manner.</p>
11)	<i>Booking Clerk with Reservation facility.</i>
	<p><b>Remarks:</b> At Gadwal, one unified counter is available where in both reserved and unreserved tickets are issued. On an average 36 reservation transactions are dealt per day (pre-COVID) at Gadwal, and the existing arrangement is sufficient for the traffic dealt.</p>

12)	<i>To issue General tickets for passengers as many of the illiterate passengers are not able to reserve tickets and facing severe inconvenience.</i>
	<b>Remarks</b> At present General passengers are being permitted in some of the special trains and unreserved trains. General tickets are being issued accordingly.
13)	<i>Stoppage of Wainganga Superfast express in Gadwal Rly. Station.</i>
	<b>Remarks:</b> Wainganga is a superfast express with tight timings. Any additional stoppage will decelerate the train and it will lose its superfast nature.  Alternatively, 2 pairs of daily Express trains and 4 non daily Express trains are connecting Gadwal with Bengaluru area and 3 pairs of non daily Express trains are connecting Gadwal with Nagpur to further connect to Korba.
14)	<i>To establish a Gadwal town halt near Gate No.98 since large number of people depart here.</i>
	<b>Remarks:</b> The proposed halt near Gate No. 98 is about one km from Gadwal station and is within Gadwal station limits. Hence, provision of halt near Gate No. 98 may not be feasible.
15)	<i>To run express trains via Gadwal - Raichur lane.</i>
	<b>Remarks:</b> Presently 2 express trains and 2 passenger services are running between Gadwal and Raichur which is considered adequate to cater to the present level of traffic.
16)	<i>Shifting of RUB locations from the LC Gate No.107 and 108 at Peddadinne Village.</i>
	<b>Remarks:</b> Road under bridge work is in progress ( boxes casted) at LC 107 at Km 201/500-600 having TVU 7636 between Poodoor-Itikyal stations. The location has been confirmed and finalized as per Local Revenue authorities/public demand and there is no issue for location of RUB at LC No.107.TDC: April 2022.  The requested location of Road under bridge for LC 108 having TVUs 11,577 between Poodoor-Itikyal stations, is at Km 202/200-300. Collector consent is awaited for Closure of Level Crossing. Joint Inspection along with RDO /Gadwal for change of location is completed. Based on State Govt/Collector consent, location of RUB at LC No.108 will be decided.

17)	<i>There is no single regular train between Kurnool and Mahabubnagar after 09.45 hours to 16.00 hours. One passenger train in between these hours may be introduced in between these timings from Kurnool to Mahabubnagar and Mahabubnagar to Kurnool for the convenience of local passengers. One demo train connecting to (3) District Headquarters i.e., Kurnool - Gadwal - Mahabubnagar may be operated during this period.</i>
	<p><b>Remarks:</b> Presently, 2 pairs of Express and 1 pair of passenger trains between 11.00 hrs to 14.00 hrs are leaving Mahabubnagar towards Kurnool city and one Express train and one passenger train between 12.00 hrs to 15.00 hrs are leaving Kurnool city towards Mahabubnagar.</p> <p>After commissioning of double line between Kurnool-Gadwal-Mahabubnagar, running of additional services will be examined.</p>
18)	<i>Jungle clearance may be done up to LC 99 Railway Gate. The passengers going by walk are much inconvenient during night times and the old railway quarters which were constructed more than 60 years may also be demolished.</i>
	<p><b>Remarks:</b> LC-99 is closed in the year Feb 2020 and ROB is constructed in lieu of LC 99. Hence, the road leading to LC was closed. Entry for passengers is through main entrance of station building only.</p> <p>All the quarters at the said location are condemned and proposed for dismantling.</p>
19)	<i>One exclusive Railway Enquiry counters should be arranged for the convenience of the passengers, as there is no response from the station master or anybody when the passenger contracts over telephone or approach in person.</i>
	<p><b>Remarks:</b> Gadwal is a NSG-5 category Station and provision of an exclusive enquiry counter is not an Essential Amenity. Further, enquiries are being dealt by on-duty staff. Passengers can also get train running details and reservation related information by dialing 139.</p>
20)	<i>Exclusive reservation counter should be opened in Gadwal Railway Station.</i>
	<p><b>Remarks:</b> At Gadwal, unified counter is available which issues reserved as well as unreserved tickets. On an average 36 slips per day are dealt at Gadwal, and the existing arrangement is sufficient for the traffic dealt.</p>

21)	<i>Request to reopen Railway Gate LC No.121 in Manopad Shivar, Gadwal District.</i>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. Unmanned LC No. 121, Km 224/100-200 having TVU 463 between stations Manopad and Alampur stations was closed due to meager traffic with the District Collector's approval in view of safety during 2017-18.</li> <li>2. As per board directives, all Unmanned Level crossings are eliminated in view of safety of both road and rail users.</li> <li>3. Reopening of Level crossing gate is not advisable in view of safety.</li> </ol>

11.	<b>Shri N.Uttam Kumar Reddy, Hon'ble MP/Nalgonda:</b>
1)	<p><i>Extension of Mumbai - Hyderabad High Speed Rail project to Vijayawada along NH 65 highway and high financial viability of Hyderabad - Vijayawada bullet train. This will boost the economy and traffic between the states of Telangana, Andhra Pradesh and Orissa and hugely benefit the country's economy.</i></p> <p><i>For the reasons mentioned above, a high speed rail connection between Hyderabad and Vijayawada is the need of the hour. At present, there are two routes connecting Hyderabad and Vijayawada, via., via Kazipet, which is 349 Km and via Miryalguda, which is 313 Km. But the proposed route along the NH 65 alignment is only 256 Km thus reducing more than 60 Km in. From Hyderabad, already there is rail track till Chityal and from Vijayawada, there is already rail track till Jaggaiahpet. Hence, rail track only needs to be laid between Chityal and Jaggaiahpet along NH 65. There is already earlier acquired land for NH expansion besides NH 65. Hence, land acquisition for the suggested new rail track from Chityal to Jaggaiahpet is not an issue. This route will also connect the hitherto unconnected but important towns of Suryapet and Kodad. A bullet train from Hyderabad to Vijayawada via Nakrekal, Suryapet and Kodad will also be financially viable.</i></p> <p><i>High Speed/Rapid Rail connectivity between Hyderabad - Vijayawada along the NH 65 will have many advantages.</i></p> <ul style="list-style-type: none"> <li><i>• 1500 buses are plying per day on NH 65 in addition to the existing trains between Hyderabad/Secunderabad and Vijayawada. In spite of that, there is always a further demand by passengers to travel through private vehicles/carriers. This shows a huge traffic density between these two cities.</i></li> <li><i>• Distance between the present Railway line via Kazipet/Guntur is in the range of 360-320 km., whereas the proposed line along NH 65 is about 265 km i.e. the distance is shortened by 90 km.</i></li> <li><i>• The travel time by train via Kazipet/Guntur is in the range of 6 to 7 hours, depending upon the train. The road travel due to tolled 4 lane Highway of NH 65 has drastically reduced to 5 ½ hours due to which people are preferring the road than rail. By proposed High Speed Line, the travel time will be reduced to 2 hours. This proposed line will also connect Kakinada, Visakhapatnam, Krishnapatnam Port as well as Northern Coastal of Andhra area (VSKP) towards Hyderabad, Mumbai and further to Western and Northern Parts of India for freight movement of imports and exports.</i></li> <li><i>• This proposed line will also connect the Machilipatnam port to Hyderabad and further to Northern India (New Delhi) and Western India (Mumbai and Ahmadabad).</i></li> <li><i>• This proposed line will rapidly industrialize the backward regions of Southern Telangana.</i></li> <li><i>• Hence it is requested to sanction the High Speed Railway line between Hyderabad - Vijayawada along NH 65 Highway in the line of project sanctioned between Mumbai to Hyderabad.</i></li> </ul>

	<p><b>Remarks:</b> As on date there is no sanctioned proposal along NH 65 for new line between Hyderabad-Vijayawada. It is pertinent to mention that extension of Mumbai - Hyderabad High Speed Rail project to Vijayawada along NH 65 highway is the subject matter to be decided by NHSRCL(National High Speed Rail Corporation Ltd) and Ministry of Railways. Hon'ble MP's representation will be forwarded to the Ministry.</p>
2)	<p><i>Doubling and Passenger movement on the railway line between Motumarri and Vishnupuram.</i></p> <p><i>The existing Motumarri - Vishnupuram single railway line is of 90 Km and connects not only the cement plants of the Jagayyapeta cement industrial cluster, but also the upcoming 4000 MW Yadadri Ultra Mega Power Plant of Telangana Power Generation Corporation. Once the Power plant is commissioned, the single line will not be able to cater to the projected requirement of rakes for the power plant. Hence, it is very much essential to double this line.</i></p> <p><i>Moreover, this line also connects the important towns and pilgrimage centres of my constituency like Jagayyapet, Mellacheruvu, Muktyala, Janpahad and Wadapalli. In view of the importance of these towns and the projected traffic on this line, this line should be doubled and passenger services are to be started.</i></p>
	<p><b>Remarks:</b> This section was opened for running of freight traffic only and currently running with heavy freight traffic. For running of passenger trains in this section, doubling along with passenger amenities essentially required. Final Location Survey for doubling between Motumarri - Vishnupuram (DL) was sanctioned on 15.07.2021. Survey under progress.</p>
3)	<p><i>New line between Dornakal and Miryalguda to connect agricultural and industrial areas of Miryalguda, Kodad, Neredcherla, Huzurnagar and Rajesapuram.</i></p> <p><i>A proposal for a new railway line between Dornakal and Miryalguda was sanctioned for survey in the Railway budget 2013-14. This line connects the important towns like Miryalguda, Kodad, Neredcherla, Huzurnagar, Rajesapuram and Nelakondapalli. This area is rich in not only agricultural production, but also cement and mining of granite. A railway line in this area will boost the economic development of the region by the provision of Rail transport facilities which is environment friendly and economical for the local farmers and industry. However, after the survey, no further progress has happened on the commissioning of the line.</i></p>

	<p><b>Remarks:</b> Railway Board has sanctioned Reconnaissance Engineering cum Traffic survey for New BG line between Dornakal–Miryalguda stations (120 km) vide item No.27 of Blue Book 2013-14. The alignment takes off from Papatpalli next block station after Dornakal Station and joins in the existing BG line at Kondrapole (Exg. Stn) (Construction length of 114.20 km).</p> <p>Revised Estimate for conducting the survey was sanctioned by railway Board on 01.04.2021. Tendering is in process.</p>
4)	<p><i>The present practice of admitting all passenger carrying trains on PF-2 may be swapped with PF-1 to avoid inconvenience to senior citizens, women and “Divyangjan” passengers.</i></p>
	<p><b>Remarks:</b> The officials concerned have been advised to admit passenger trains on PF-1 whenever feasible. Additionally end pathway has been provided for the benefit of passengers to change the platforms.</p>
5)	<p><i>Narayanadri and Visakha express trains are having halt on outward direction only. Requesting you to provide stoppage for either of the express trains while on return direction for the convenience of public from Miryalguda, Huzurnagar and Nagarjunasagar constituencies to reach Hyderabad.</i></p>
	<p><i>Stoppage of Narayanadri and Visakha Express only on one-direction causing difficulty. As the constituency people of Miryalaguda, Huzurnagar, Nagarjunasagar travel through Miryalaguda Station. Hence it is requested to provide Bi-directional stoppage for Important trains like Narayanadri and Visakha etc.at Miryalaguda Railway Station.</i></p>
	<p><b>Remarks:</b> The stoppage of Narayanadri and Visakha Express was eliminated due to poor patronage, as these trains are passing between 02:00 &amp; 03:00 AM.</p> <p>Alternatively, 5 daily Mail/Express trains, and 4 non-daily express trains provide connectivity from Miryalguda to Secunderabad.</p>
6)	<p><i>Coach Indication boards on platform are not in service. This is causing lot of inconvenience for passengers in locating their respective coach. Need to be restored immediately.</i></p>
	<p><b>Remarks:</b> Work was proposed in the Works Programme of 2021-22 but the work was not sanctioned. The same work will be proposed again in Works Programme of 2022-23.</p>



7)	<i>Cover over platform on platform of Miryalaguda Station has leaking. Kindly attend the problem and rectify the issue.</i>
	<b>Remarks:</b> The work of repairs to cover over platform has been awarded. Work is in progress and will be completed shortly.
8)	<i>Majority residents of the town prefer Ravindranagar road to reach railway Station and the road is not in a Good Condition. This may be improved as CC road .</i>
	<b>Remarks:</b> The existing approach road towards Ravindranagar to railway station is of BT (Bituminous Top) road and is in good condition with in the Railway boundary. The road beyond railway boundary belongs to state Government and improvements of this road to be taken up by local authorities.

### **Additional Agenda:**

1)	<i>Request stop for Intercity Express at Nalgonda station and Miryalaguda Station, there are passengers or freight to be picked up or dropped off.</i>
	<b>Remarks:</b> At Nalgonda station, 7 pairs of express trains and 4 pairs of daily passenger trains have stoppage sufficiently catering the requirement of present level of traffic.  At Miryalaguda, 6 pairs of express trains and 3 pairs of daily passenger trains have stoppage sufficiently catering the requirement of present level of traffic.
2)	<i>Kondrapole Railway Station is the first Telangana Railway line, which was independently acquired by the British rulers and the Nizam Government, was placed between the Bibinagar and the walker in the Village. Kondrapole Halt Railway Station is a small Railway station in Telangana, located in Nalgonda District.</i>  <i>Kondrapole Halt station falls under Guntur Division of SCoR/South Coast Railways. The Railway station became old and there modern services are unavailable, as such construction of new station with modern and digital facilities for passengers. Kondrapole Railway station was constructed 35 ft. height, the passengers are struggling and the public are requesting your respectable authority to construct new station for their easy access.</i>
	<b>Remarks:</b> Kondrapole over Guntur Division is a non-coaching station and, at present, no passenger train is stopping at this station.

3)	<i>There are no toilets at second platform in Miryalaguda Station. Kindly construct and establish toilets at second platform, Miryalaguda for public /passengers on ground of emergency.</i>
	<p><b>Remarks:</b> Miryalguda is provided with 4 toilets on Platform No.1 which is in accordance with Railway Board's Minimum Essential Amenities (MEA) norms stipulated. The existing facility is adequate for the level of traffic dealt at the station, at present.</p>
4)	<i>Coach indicators would help easy identification of coaches. Besides indicating Unreserved Compartments, Sleeper Coaches and AC Coaches, they would display train numbers. Coach Indicators in Miryalaguda station are not clearly visible. As such, kindly establish new digital advanced technology Coach Indicators in Miryalaguda Railway station.</i>
	<p><b>Remarks:</b> Work was proposed in the Works Programme of 2021-22 but the work was not sanctioned. The same work will be proposed again in Works Programme of 2022-23.</p>
5)	<i>Kindly arrange request stop of Pushpull Train at Damaracherla and Kukkadam. There are passengers or freight to be picked up or dropped off.</i>
	<p><b>Remarks:</b> There is no station at Damaracherla. Nearest station to Damaracherla is Vishnupuram which is 2.5 KM away. Pushpull train stops at Vishnupuram station.  Kukkadam is not opened for commercial activities.</p>
6)	<i>Kindly arrange water coolers at Nalgonda Station for passengers.</i>
	<p><b>Remarks:</b> In Nalgonda station, 4 Nos. of Water Coolers have been provided, 2 Nos. each on PF No.1 &amp; 2 with one each on Guntur end and Secunderabad end respectively.</p>

<b>12.</b>	<b>Shri Arvind Dharmapuri, Hon'ble MP, Nizamabad:</b>
1)	<i>Introduction of new Train between Karimnagar and New Delhi via Nizamabad, Basar, Mudkhed, Adilabad and Nagpur is the foremost need for people of North Telangana to travel to the National Capital, Delhi on the basis of a direct seamless train service which will also help people to travel beyond to other places in Northern States.</i>
	<b>Remarks:</b> Terminal constraints in Delhi area and path constraints on en route Railways preclude introduction of new train from Karimnagar to Delhi at present.
2)	<i>Extension of the present express train service between Karimnagar and Tirupati upto Nizamabad, which will enable fledgling towns of North Telangana such as Armoor, Metpalli, Morthad and Jagityal to directly get linked with the abode of Lord Balaji and world famous pilgrim destination, Tirupati. This will save the people of the region, the enormous burden of utilizing more than one option of travel, to journey to Tirupati, thereby reducing travelling time and enhancing convenience.</i>
	<b>Remarks:</b> Extension of Karimnagar - Tirupati express to Basar has been proposed via Nizamabad and the approval of Railway Board is awaited.
3)	<i>Reintroduction duly increasing the frequency of the weekly train running between Karimnagar and Mumbai (LTT), because large section of public from this area are settled/working in Mumbai and its nearby areas, in addition, people from this region are having regular contracts with Commercial Capital of the country (Mumbai) for trade and commerce. Presently, the people of Nizamabad and Karimnagar are forced to opt for bus travel every day towards Mumbai due to non-availability of train service. Travelling by road for such long distance is both unsafe and costlier for them, leading to a lot of dissatisfaction. Hence, I request you to please resume the train service between Karimnagar and Mumbai LTT and make it a daily train.</i>
	<b>Remarks:</b> Train No.11206/11205 LTT (Mumbai)-KRMR weekly express belongs to Central Railway. We have already requested Central Railway to restore the train.
4)	<i>Introduction of new train between Karimnagar and Kolhapur via Nizamabad, Basar, Mudkhed, Nanded, Parbhani, Parli, Latur, Padharpur may pleased be considered.</i>

	<i>This train will be of huge religious significance correcting holy places like Basar Saraswati Temple, Nanded Gurudwara, Parli Vajjnath Jyotirling Temple, Pandharpur Pandurang Vittal Mandir and the famous Mahalakshmi temple at Kolhapur.</i>
	<p><b>Remarks:</b> Due to non-availability of maintenance facilities at Karimnagar and path constraints in single line sections of South Central Railway and Central Railway, it may not be operationally feasible to introduce a new train between Karimnagar and Kolhapur via Nizamabad, Basar, Mudkhed, Nanded, Parbhani, Parli, Latur, Padharpur.</p> <p>Efforts are being made to restore early T.No 01414/01413 Pandarpur-Nizamabad Daily Express, which belongs to Central Railway.</p>
5)	<i>Status of Madhavnaagar ROB and reasons for pending?</i>
	<p><b>Remarks:</b> Hyderabad Division-SC-Mudkhed section: Dichpalli -Nizamabad - 2-Lane Road Over Bridge &amp; Limited use Subway in lieu of Level Crossing No. 193, Now Proposed as 4-lane on cost sharing with limited height RUB between Dichpalli and Nizamabad stations.</p> <p>This work was sanctioned at a value of Rs. 44.06 Cr. on cost sharing basis and included in the pink book of 2012 - 13 for two lane road. State Govt requested to make it for 4 lanes ROB instead of 2 lanes vide dt.30.12.2013.</p> <p>GAD for 4 lane ROB was approved on 31.03.2018, with 2 lane on cost sharing basis and 2 lane on deposit terms. State Government has requested to share the cost of 4 lane ROB with the justification that the TVUs at the LC has crossed more than 3 lakhs.</p> <p>In view of above, this work is now proposed as 4-lane ROB with limited height RUB on cost sharing on the basis of increased TVUs.</p> <p>Combined Detailed Estimate (including Approaches portion ) at a cost of Rs. 93.12 Cr sent to Railway Board with GM/SC approval on 03.09.20. Railway Board has sanctioned Combined estimate vide letter dated 21.10.2020. The sanctioned Combined estimate was sent to CE/R&amp;B on 10.11.2020 and requested advise the status of land acquisition and approach tendering. Remainder sent on 15.03.21, 09.09.21.</p> <p>As per Railway Board guide lines Dt.10.10.2016 “ Work may not be started in Railway portion unless at least tender for approach portion may be awarded by State Government”.</p>

6)	<i>Extension of Rayalaseema Superfast (Tirupati to Nizamabad Train No.12793/12794) to Bodhan.</i>
	<b>Remarks:</b> Due to lack of minimum terminal facilities at Bodhan, the proposed extension is operationally not feasible.
7)	<i>Extension of Marathwada Express (Manmad to Dharmabad Tr.No.17668/17688) to Nizamabad.</i>
	<b>Remarks:</b> Presently 3 pairs of daily express, and 4 pairs of non-daily express are connecting Nizamabad and Manmad stations.  Train No.17688/17687 Dharmabad - Manmad is integrated with Train No.17618/17617 Nanded - CSMT Mumbai and is maintained at Nanded. Due to the limited lie over time available for this train at Dharmabad, the extension of the above train to Nizamabad is operationally not feasible.
8)	<i>Extension of Nizamabad-Pandarpur passenger to Sangli by converting into Express as Nizamabad and Sangli are two major turmeric hubs of India.</i>
	<b>Remarks:</b> Nizamabad-Pandarpur passenger has already been converted as Express train. Extension of the train to Sangli station comes under the jurisdiction of Central Railway. The proposal will be forwarded to Central Railway for examining its feasibility.
9)	<i>Providing Escalator facility in Nizamabad Railway station as the biggest earning station in Hyderabad Division.</i>
	<b>Remarks:</b> Nizamabad Railway station falls under Non Suburban Grade 3 (NSG-3) (Non-Suburban Grade). This station is provided with 2 Lifts for the convenience of the passengers. Further, as per Railway Board's norms, minimum passenger footfall per day required is 25,000, whereas at Nizamabad Railway Station the passenger footfall is 18000 for the year 2019-20 Pre-COVID). Proposal will be examined as and when passenger footfalls increase.
10)	<i>Construction of ROB at LC No.191 (Arsapally) and Bodhan town LC No.18 JB.</i>
	<b>Remarks:</b> <u>ROB at LC No.191(Arsapally):</u> The requested location is at LC No.191 @ Km 457/200-300 Train Vehicle Units is 1,05,294.State Government consent for construction of Road Over Bridge is received on 27/07/2021, ROB proposal will be processed in ensuing Works Programme of 2022-23 to Railway Board for sanction.

	<p>ROB at LC NO. 18 JB ( Bodhan):The requested location is at LC No.18 J/B @ Km 19/100-200. This LC is sanctioned for construction of Road Over Bridge. Joint inspection completed and alignment is finalized by State Government. GAD under preparation.</p>
11)	<p><i>Change the timings of Kacheguda-Peddapalli DEMU 07793 and link the train to Mumbai - Secunderabad DevagiriExpress at Nizamabad. Presently Train No.07793 starts from Kacheguda at 6.00 am and it reaches to Nizamabad at 10.10 am. In the other way Devagiri Express reaches to Nizamabad at 11.15 am and passengers of Armoor, Metpally, Korutla, Jagtial will get down at Nizamabad only. By changing the time of Train No.07793 to 7.00 am instead of 6.00 am from Kacheguda it will be more useful for the people of Jagtial and Karimnagar Districts.</i></p>
	<p><b>Remarks:</b> 07793 Kacheguda-Peddapalli DEMU service is a popular commuter train catering to the needs of employees, students and other passengers en route. Change in the present timings may cause inconvenience to them.</p>
12)	<p><i>There is no train from Nizamabad to Secunderabad between 5.30 am (Ajanta)s to 11.00 am (Devagiri). Kindly start a new Express train between Nizamabad to Secunderabad which should start at 9.00 am from Nizamabad.</i></p>
	<p><b>Remarks:</b> Presently, section between Medchal-Nizamabad is a single line diesel hauled section. After completion of doubling and electrification, the proposal will be examined.</p>
13)	<p><i>Status of Electrification works between Peddapalli to Nizamabad.</i></p>
	<p><b>Remarks:</b> Electrification works between Peddapalli to Mortad section completed and commissioned. Electrification works in the section between Mortad to Nizamabad is in progress ad scheduled to be completed in the Financial Year 2021-22.</p>
14)	<p><i>Increasing of Platform length from 290 M to 600 M at Jagtial.</i></p>
	<p><b>Remarks:</b> Lingampeta Jagityal is NSG 6 category station (Non-Suburban Grade). At present two high level platforms with a length of 290 M. are available. The length of the platforms is adequate for the trains presently stopping at these stations.</p>

15)	<p><i>Lingampeta Railway Station on both platforms.</i></p> <p><b>Remarks:</b> Lingampeta Jagityal is NSG 6 category station (Non-Suburban Grade). At present two high level platforms with a length of 290 M are available. The length of the platforms is adequate for the trains presently stopping at these stations.</p>
16)	<p><i>Increasing of Platform length from 400 M to 600 M at Armoor and Metpally Railway Stations on both platforms.</i></p> <p><b>Remarks:</b> Armoor and Metpalli stations are in NSG-6 category (Non-Suburban Grade). At present two high levels platform with a length of 400 and 560 M respectively are available at both stations. The length of the platforms is adequate for the trains presently stopping at these stations.</p>
17)	<p><i>Utilization of 4<sup>th</sup> and 5<sup>th</sup> Platforms in Nizamabad to reduce the load on Platforms 1,2 and 3 and requested to shift Goods service to Dichpally Railway Station or Mamidipally which are the nearest to Nizamabad.</i></p>
	<p><b>Remarks:</b> The works of Nizamabad Yard remodeling was sanctioned by Rly. Board in the year 2017-18.</p> <p>1. <u>Scope of work:</u> One High Level island platform(new PF 4 &amp;5), One dead end spur to deal goods loading/unloading activity at Nizamabad.</p> <p>The above work will decongest sectional traffic and to reduce detention to passenger carrying trains.</p> <p>Work is under progress.</p> <p>2. <u>Jankampet:</u> The proposal for two additional loop lines is sanctioned under umbrella works by Railway Board dated 29.9.21.</p> <p><u>Scope of work:</u> Two additional loop lines.</p> <p>3. <u>Development of goods shed at Jankampet:</u> The work of shifting goods shed from Nizamabad to Jankampet has been processed for sanction of Railway Board.</p> <p>4. Proposal for development of Goods Shed at Dichpally is being processed in Works Programme for the year 2022-23.</p>
18)	<p><i>Construction of approached road approx. 1 km at Korutla and Armoor Railway stations and 150 Meters at Metpally Railway Station.</i></p>
	<p><b>Remarks:</b> Work for construction of approach road for Koratla, Armoor and Metpally Railway Stations is being proposed in Works Programme 2022-23.</p>

19)	<i>Request to change the route for Goods train with racks from Nizamabad to Dimmapur (Meghalaya &amp; Assam). Present distance from Nizamabad to Dimmapur is 3077.26 Km. New Railway line via Nizamabad to Karimnagar is shortest route 2607.9 Km.</i>
	<p><b>Remarks:</b> Freight traffic from Nizamabad to Dimapur is presently moving via the rationalized route of Akola-Itarsi as per Railway Board Rationalization order. However, an amendment to the same will be requested to Railway Board to move the traffic via the proposed route.</p>
20)	<i>Recommencement of Bodhan - Mahabubnagar, Bodhan - Mirzapalli and Nizamabad - Nanded passenger trains.</i>
	<p><b>Remarks:</b> Due to COVID-19 pandemic, trains are being restored in a phased manner.</p>
21)	<i>For introduction of DEMU train from Peddapalli to Bodhan via Karimnagar, Jagtiyal, Korutla, Metpally, Armoor and Nizamabad.</i>
	<p><b>Remarks:</b> Presently T.No. 07794/07793 Peddapalli -Kacheguda -Peddapalli is running with DEMU rake with halts at Nizamabad, Armoor, Mortad, Metpalli, Koratla, Lingampet-Jagityal, Gangadhara, Karimnagar and Sultanabad.</p> <p>Passengers can travel upto Nizamabad and avail alternate service to Bodhan which is 20 km away.</p> <p>Proposal to run direct service between Peddapalli and Bodhan will be considered once the section capacity improves in Peddapalli-Nizamabad section.</p>
22)	<i>Request for establishing coaching depot and pit line facility at Nizamabad, which will help in introduction of a greater number of originating trains from Nizamabad area.</i>
	<p><b>Remarks:</b> On date, the trains touching Nizamabad are all passing through except one T.No.02793/02794. This train requires Other End Maintenance (OEM) which does not require pitline.</p> <p>The pit line facilities available at nearby Coaching depots i.e., Hyderabad, Purna and Nanded are adequate for the present traffic requirements.</p>



<b>13.</b>	<b><u>Shri B.B. Patil, Hon'ble MP/Zahirabad:</u></b>
1)	<i>With my representation letter No.254/MP/ZHBD/Rly. dt.13.05.2020 and letter No.391/MP/ZHBD/Rly dt.26.07.2021, I have requested for the special repairs at Over Bridge No.556A/515 regarding water stagnation on either side of Railway Bridge causing problems for travelers and livestock passing by the Road, it is also hazardous to ROB. No reply received from the railway as to repairs till today, neither the repairs carried over.</i>
	<b>Remarks:</b> Stagnation of water at LC 556A at Km.515/100-200 has been improved by de-silting the percolation pits. This will ensure that normal rain fall will not cause any stagnation. However in case of abnormal rain fall pumping arrangements are made with the local Railway representative for utilization as per necessity.
2)	<i>With my representation letter No.239/MP/ZHBD/Rly dt.26.05.2020 I have requested for providing additional Goods loop line with Railway level platform for loading - unloading Goods trains, but my request was postponed for the year 2020-2021 just for feasibility survey postponement of a proposal for two years for small reason of feasibility survey is not admirable. Hence requested kindly take initiations to do the fever earliest.</i>
	<b>Remarks:</b> The loading at Zahirabad during the year 2019-20 is 1 rake and 15 rakes in 2020-21. Work for provision of additional Goods Line is found feasible. Work will be proposed in the Works Programme subject to availability of funds.
3)	<i>With my representation letter No.440/MP/ZHBD/Rly dt.25.08.2021 I have requested for construction of ROB at LC No.24 near Kohir Town as the State Highway connecting NH 65 to Karnataka State passing through Kohir and Tandur major towns this level crossing Gate No.24 is creating problem to the heavy flow of vehicles and Ambulances services. Request for immediate action.</i>
	<b>Remarks:</b> The above location is at LC No.24 at Km. 45/1-2 in Kohir station Yard with TVUs (Train Vehicle Units) of 29200 and RVUs (Road Vehicle Units) of 1841 taken on June 2021. RUB is not feasible. State Govt. Authorities has been advised to sponsor the proposals for replacement of busy level crossings Gates with ROB's on cost sharing basis vide this office DO Letter No.W.563/BR/1/30/Vol.XXIX, dated 01.07.2021. Reply is awaited.
4)	<i>With my representation letter No.317/MP/ZHBD/Rly dt.25.12.2019 I have requested for construction a New Railway station near LC No.207/E mile No.504/4-5 in the route Secunderabad-Nizamabad near Rangampet (V), Ramareddy (M), Kamareddy District No reply from Railway Department has been given till today, I once against request for New Railway Station at Rangampet.</i>

	<p><b>Remarks:</b> As per the Railway Board's norms "in the non-suburban area the proposed site of halt station should be at least 5 Km from station/halt on either side". The proposed halt between Uppalwai and Kamareddy is 3.8 Km from Uppalwai station. It is pertinent to mention that provision of new stations is the subject matter to be decided by Railway Board.</p>
5)	<p><i>With my representation letter No.406/MP/ZHBD/Rly dt.07.08.2021 I have requested for stoppage of Bidar-Yesvantpur Express and Latur-Yesvantpur Tri weekly Express at Mantralayam as people from my constituency and State of Telangana and Karnataka visit Raghavendra Swami Samadhi in Mantralayam, it is very famous tourist place.</i></p>
	<p><b>Remarks:</b> Presently, T.No.06519/06520 SBC-NED-SBC Express and T.No. 07621/07622 Aurangabad -Renigunta Express is having halt and connecting Bidar/Zahirabad to Mantralayam. Further, 24 daily Express, 38 non-daily express trains are having stoppage at Mantralayam. Provision of additional stoppages at the station will have cascading effect of slowing down of trains in the section.</p>
6)	<p><i>It was requested in the previous agenda for stoppage of Rayalaseema Express at Bolaram and was denied on the ground of time adjustment. Now the timing of Rayalaseema Express has been changed so kindly make provisions for stoppage Rayalaseema Express at Bolaram.</i></p>
	<p><b>Remarks:</b> At present, 10 daily Express, 4 non-daily express trains and 21 passenger trains are having stoppage at Bolaram Station sufficiently catering to the present level of traffic.</p> <p>Moreover, T.No.02793/02794 Tirupati-Nizamabad-Tirupati runs with tight timings. Any additional stoppage will decelerate the train and it will lose its superfast nature. It will also have cascading adverse effect on the punctuality of other trains.</p>
7)	<p><i>Stoppage of Secunderabad-Purna and Intercity trains at Chitta Railway Station of Nyalkal Mandal Sangareddy District may kindly be provided as it will facilitate 10-15 villages people nearby who travel every day to Bidar and Hyderabad for Medical and marketing needs.</i></p>
	<p><b>Remarks:</b> Chitta halt station has been closed permanently w.e.f. 01.02.2021 due to poor patronization.</p>
8)	<p><i>There is long standing demand of Pranimitra Ramesh Jagirdar Memorial Foundation for a New train from Hyderabad to Gandhi Dham or Bhu (Kutch-Gujarat) may kindly be considered.</i></p>

	<p><b>Remarks:</b> A new weekly train between Secunderabad and Gandhidham was proposed for which Railway Board's approval is awaited. For the present, 6 express trains are plying between Secunderabad and Ahmedabad/Rajkot/Bhavnagar/Porbandar/Okha.</p>
9)	<p><i>With my representation lr.No.187/MP/ZHBD/Rly dt.28.09.2019 addressed to Hon'ble Union Minister of Railways I have requested for naming of Bidar-Machilipatnam Superfast Exp as 'Kethaki Sangameshwara Superfast Express' same may kindly be considered.</i></p>
	<p><b>Remarks:</b> As the naming of the train is under the purview of Railway Board, the orders are awaited on the above request.</p>
10)	<p><i>It has been learnt from the sources that a New Foot Over Bridge at Bhiknur, Talmadla has been proposed in my Zahirabad Parliamentary Constituency. Actual progress of above proposals may kindly be updated it will be really useful to the passenger.</i></p>
	<p><b>Remarks:</b> Bhiknur and Talmadla are two lines stations and having one High level platform where Foot Over Bridges not required, at present.</p>
11)	<p><i>It also has been learnt that Platform construction of Bhiknur, Talmadla, Uppalavai and TIB/CIB replacement at Kamareddy station has been proposed the progress of the said proposals may kindly be updated.</i></p>
	<p><b>Remarks:</b> Raising of PF-1 at Uppalavai to High level work is completed recently. Talmadla and Bhiknur are already having High level platforms. Coach Indication Boards (CIBs)/Train Indication Boards (TIBs) replacement work completed at Kamareddy station during November 2019.</p>
12)	<p><i>The electrification of Manmad - Dhone Railway line and Vikarabad Parli Railway line may kindly be reviewed and progress be updated.</i></p>
	<p><b>Remarks:</b> Manoharabad-Secunderabad-Gollapalli section Rly. Electrification works are completed and commissioned.</p> <p>Electrification works in the section between Manoharabad to Manmad and Gollapalli to Dhone are in progress and scheduled to be completed in the FY 2023-24.</p> <p>Vikarabad to Kohir Deccan Railway Electrification works are completed and commissioned.</p> <p>Kohir Deccan to Parli Vaijnath Electrification works are under progress and scheduled to be completed in FY 2022-23.</p>

13)	<i>New Reservation Counter at Kohir Railway Station may kindly be arranged.</i>
	<p><b>Remarks:</b> The reserved passenger traffic at Kohir was 3 to 4 reserved passengers per month (pre-COVID). In view of the Board's policy and the meager existing traffic, it is not feasible to provide a separate PRS counter at Kohir Railway station. Further, Passengers can utilize the facility of booking reserved tickets through IRCTC App/Website.</p>
14)	<i>There is long standing demand for the Foot Over Bridge from Priya Deluxe Talkies Road to Bus Stand Road, Kamareddy. In the reply to this previous Agenda it has been said that the FOB was sanctioned with the deposit term with State Government. This Road has been closed by Railway in Platform extension State Government is not willing to deposit amount. Hence a fresh proposal for construction of FOB with Railway funds be kindly be forwarded for fresh sanction.</i>
	<p><b>Remarks:</b> Extension of Foot Over Bridge (FOB) beyond the platforms is taken up as a deposit work subject to the local authorities consenting and depositing the funds. The local authorities have initially agreed for the same but till date have not deposited the amount with the Railways.</p>
15)	<i>There is long standing demand for sanction of new RUB from Bhavani temple road at Zahirabad Railway Station connecting back side of the Railway Quarters, it has also been mentioned in previous Agenda reply to this it has been stated that there is threat to privacy and safety of Staff, I would like to bring to kind notice the quarters mentioned in this Agenda are dilapidated and not in use old quarters, so no question of safety and privacy of Railway employees arises intern the traffic due to non construction of Railway Under pass is diverted into small lanes of Zahirabad civilian colonies creating traffic congestions and safety as well privacy problems to Civilians. Accidents often occur in this colony.</i>
	<p><b>Remarks:</b> There are two RUBs available at Zahirabad Railway station. RUB No. 83A at Km 58/12-13 towards Kohir and RUB No. 83/B at Km 59/9-10 towards Bidar between Zahirabad-Matalkunta stations which are within 60 to 70 meters from the said location of Bhavani Temple Road. Provision of another RUB is not feasible at the requested location as there is a Multi-functional Complex.</p>
16)	<i>The Zahirabad Railway Station is categorized as NSG-5 (Non-Suburban Grade) long back now the number of train stoppage and number of passengers from Zahirabad Station has remarkably increased four latrines and four urinals are not adequate you have promised in the reply to the last agenda that you will explore and take necessary action if needed no progress has noticed yet.</i>

	<p><b>Remarks:</b> At Zahirabad station, there are 05 Lavatories and 06 Urinals against the Railway Board norms of 04 Lavatories and 04 Urinals for NSG-5 Station(Non-Suburban Grade). Possibilities of providing Sulabh Complex at the station will be explored.</p>
17)	<p><i>Re-construction of dilapidated Railway Station building and also to provide Railway staff quarters at Kohir Sangareddy District. The problem remained un-tackled and the demand is to be attended.</i></p>
	<p><b>Remarks:</b> Work for rehabilitation of Kohir station building and quarters have been sanctioned in 2021-22. Work will be taken up shortly.</p>
18)	<p><i>Bodhan-Bidar Railway, Secunderabad-Zahirabad Railway and Patancheru-Sangareddy-Jogipet-Medak are in Blue Books. Further progress of this two Railway line to be expedited.</i></p>
	<p><b>Remarks:</b> <u>Bodhan - Bidar Railway:</u> (i) Railway Board has sanctioned updating of Preliminary Engineering-cum-Traffic Survey for New line from Bodhan - Bidar via, Bhanswada (138 Km) at a cost of Rs.34.50 Lakhs on 26.08.2021 and the same is under process.  (ii) The New BG line between Bodhan-Bidar was included in Capital Investment Programme 2016-17 at a cost of Rs.2000 Cr. The line is proposed to be taken up through JV/SPVS/Partnership with State Government stakeholders.  <u>Secunderabad-Zahirabad Railway:</u> The updated survey report submitted to Railway Board at a cost of Rs.456.39 Cr and ROR of 8.07% for the portion of Secunderabad-Zahirabad vide letter dated 14.07.2011. This project was identified as JV with Govt. of Telangana. The same was informed to Railway Board on 19.02.16. Appeared in Capital Investment Programme of Telangana in 2016-17 vide Item No.2 of Annexure with a cost of Rs.1400 Cr.  <u>Patancheru-Sangareddy-Jogipet-Medak:</u> Reconnaissance Engg.-cum-Traffic Survey for new line between Patancheru-Sangareddy-Jogipet-Medak (sanctioned length - 95 Km) appeared in Blue Book vide Item No.42 in the year 2018-19. Survey completed. Survey Report was submitted to Railway Board vide letter dated 31.12.2020 with an estimated cost of Rs.1764.92 Cr. and ROR (+)2.3%. Project was shelved by Railway Board vide letter dated 27.05.2021, in view of no operational benefit and being financially unviable.</p>
19)	<p><i>The Intercity Express between Bidar - Hyderabad in office timing of private and Government employee was requested in previous Agenda the reply for this it is not satisfactory. Provision for this intercity express may kindly be made.</i></p>

	<p><b>Remarks:</b> At present T.No. 07009 (BIDR-HYB) intercity express is arriving at Hyderabad at 10.25 hrs. Apart from this train 03 other Express trains i.e., T.No. 07201/07205/07207 are arriving Secunderabad at 8.45 hrs which is convenient for Government and private office going employees.</p>
20)	<p><i>Providing under pass for Alladurg Ex.Road at NH 161 to Bhangur Village Road which further connects to Chintal, Rajgir NH 65 this Road is very important abruptly closed due to Railway track construction of ROB or RUB is most.</i></p>
	<p><b>Remarks:</b> Since there is no LC gate at this location, If State Govt. come forward with a proposal for ROB / RUB on full deposit terms and conditions, the work will be processed.</p>
21)	<p><i>Trains are stopping in 2<sup>nd</sup> and 3<sup>rd</sup> platforms in Kamareddy there is no shed for the passengers waiting for trains in this platforms. As well the shed of platform No.1 is also inadequate. Now the Kamareddy has become a District Headquarters, passenger flow in this station has been increased. Kindly provided shed in 2<sup>nd</sup> and 3<sup>rd</sup> platform considering in it is special case.</i></p>
	<p><b>Remarks:</b> Kamareddy is a NSG-5 station (Non-Suburban Grade). Cover Over Platform (COP) as per norms are available. On PF No.1 the cover over platform is 496 sq m and PF No.2 &amp; 3 is 452 sqm. The existing cover over platform available is more than the standard norms of 100 sqm. As and when passenger flow increases, additional COP will be processed.</p>
22)	<p><i>The progress of Akola-Khandwa Rail line is very slow provision may kindly made for expedition of the project which reduces 226 km distance between Secunderabad - Delhi.</i></p>
	<p><b>Remarks:</b> <u>Akola-Khandwa Gauge Conversion Project (173.59 km):</u> Detailed Estimate is sanctioned. The work of Akola-Khandwa Gauge Conversion Project (173.59km) is in progress and the Work is planned for completion as per the following stages:</p> <ol style="list-style-type: none"> <li>i) <u>Akola-Akot (45.54 Km):</u> Gauge Conversion of this section is completed in July 2020</li> <li>ii) <u>Amlakhurd-Khandwa Section (52.96 km):</u> This section is in Madhya Pradesh. Works started and are in progress.</li> <li>iii) Progress: Earth work:60%, Bridge work:50%, Requisition for land acquisition of 52.359 Ha was submitted to DM/Khandwa and DM/Burhanpur in March, 2019. An amount of Rs, 7.53 Cr is deposited. Requirement of land is 47.5 Ha in Khandwa district and 4.857 Ha in Burhanpur Dist. No land is handed over till date. Works are held up in 11.40 Km (approximate) for want land acquisition.</li> </ol>

	<p>iv) <u>Akot-Amlakhurd Section (78 km):</u>  The Railway track between Akot–Amlakhurd section is passing through Wan Sanctuary of Melghat Tiger Reserve. Awaiting Permission to pass through tiger Reserve and to advise the mitigation measures, if any, to be taken by Railways. The same is being pursued. Works in this section will be taken up after obtaining clearances of Forest and Wild life issues on existing MG alignment.</p>
23)	<p><i>Medchal-Bijapur T.No.57129 halts for more than 7 hours which can be extended upto Basara a religious tourist place the only ancient Saraswati temple in India Pilgrims from all over India visit Basara it will be great facility to them.</i></p>
	<p><b>Remarks:</b>  T.No 57129 Bijapur-Bolarum train has been converted into Express and short terminated at Hyderabad.</p>
24)	<p><i>Old age people and physically handicapped passengers are unable to use the foot over bridge. Hence kindly provide lift facility in Kamareddy and Zahirabad Railway Station.</i></p>
	<p><b>Remarks:</b>  Proposal for provision of lifts at Kamareddy station has recently been submitted to Railway Board for approval.</p> <p>Zahirabad station is NSG-5 station (Non-Suburban Grade) with average footfall of 2130 per day only. Provision of Lift will be examined.</p>

<b>14.</b>	<b><u>Shri Raja Amareshwara Naik, Hon'ble MP/Raichur:</u></b>
1)	<i>Yadgir-Rail Bhogi Kharkana at Kadechur is not functioning.</i>
	<i>MP Remarks: Even lapse of 03 years still not functioning.</i>
	<p><b>Remarks:</b>  Rail Bogie Kharkana (RBK) plant of fabrication and machining of LHB FIAT Bogie frames is commissioned on 18.08.2017. The plant is successfully running for the last 4 years with an average production of 440 Bogies per year.</p> <p>LHB FIAT Bogie frames are manufactured in RBK plant and supplied to Integral Coach Factory (ICF), Chennai, Rail Coach Factory (RCF), Kapurthala and other Zonal Railways.</p>
2)	<i>Escalator</i>
	<p><b>Remarks:</b>  Provision of new FOB along with lift/escalator will be proposed subjected to availability of funds.</p>
3)	<i>Yadgiri: Sprinkling Air coolers are not working properly.</i>
	<p><b>Remarks:</b>  Sprinkling coolers (Mist cooling pipes) are removed due to malfunctioning due to technical problems in maintenance. However sufficient ceiling fans are available.</p>
	<i><u>Raichur:</u></i>
4)	<i>Proposed Shifting of Good shed from Raichur to Yermaras Railway Station.</i>
	<p><i>MP Remarks:</i>  <i>It will be near to Raichur-Hyderabad bypass road, it connects Industrial Growth Centre &amp; YTPS hence the said works to start immediately.</i></p>
	<p><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>i) Yermaras is a serving station to the siding M/sYermaras Thermal Power Station (YTPY) having an average of 4-5 rakes unloading per day dealing around 8-10 rakes (load/empty) at Yermaras station.</li> <li>ii) Yermaras is only a 4-line station, where yard re-modelling work by YTPY authorities is still pending.</li> <li>iii) In the existing system of operations, Yermaras station is a congested station due to YTPY siding movements.</li> <li>iv) If Raichur goods shed is shifted to Yermaras, there will be further congestion at Yermaras yard leading to operational constraints.</li> <li>v) Further, at Yermaras station land availability, gradients and approach road needs to be explored to work out shifting of goods shed.</li> </ol>



	<p>vi) Proposed site for goods shed development in the earlier plans, which is on the opposite side of the station building, is not having proper approach road facilitating the truck movements.</p> <p>However, the work of shifting of goods shed from Raichur station to Yermaras station was proposed in Preliminary Works Programme 2020-21, 2021-22 at an estimated cost of Rs.22.15 Cr but couldn't be sanctioned due to pandemic and paucity of funds.</p> <p>Goods shed shifting from Raichur to Yermaras is only possible after yard remodeling at Yermaras is completed to facilitate both YTPY siding movement and goods shed operations.</p>
5)	<i>Escalator at Raichur Railway Station.</i>
	<i>MP Remarks: Long pending</i>
	<p><b>Remarks:</b> Provision of new FOB along with lift/escalator will be proposed subjected to availability of funds.</p>
6)	<i>Construction of new Railway line work from Ginigera to Mahabubnagar (Comes under South Western Railway)</i>
	<i>Sindhanur - Raichur land acquisition which is in progress to be speed up.</i>
	<p><b>Remarks:</b> The project length (231.31 Km) traverse through Telangana (65.74 Km) and Karnataka (181.57 Km) states.</p> <p>The work appeared in the pink book vide item no.4 of 1998-99 with an anticipated cost of Rs. 380.00 Cr. Work lies in the jurisdiction of South central Railway and South western Railway.</p> <p><u>SWR portion:</u>Ginigera-Raichur portion transferred to SWR on date 25.01.2008. The Project length (165.57 Km) traverse through Koppal &amp; Raichur districts of Karnataka state.</p> <p>Cost sharing: 50:50 (Rly:Govt. of Karnataka)including land cost). Revised Estimate Rs.2594.22 Cr., under submission to Railway Board for sanction.</p> <p><u>Status of work:</u> Progress of S.W. Railway portion is as below:</p> <ol style="list-style-type: none"> <li>1. Section bet.Ginigera-Chikkabenakal (27 Km) is commissioned on 31.03.2017.</li> <li>2. Section between Chikkabenakal-Gangavathi (13 Km) commissioned on 05.03.2019.</li> <li>3. Section between Gangavathi-Karatagi (27 Km) was commissioned on June 2020.</li> </ol>

	<p>4. Works are in progress in the Section between Karatagi - Sindhanur and targetted by March 2022.</p> <p>5. Land Acquisition is in progress in the section between Sindhanur - Raichur.</p> <p><u>SWR portion:</u> Department of Revenue, Government of Karnataka State, has to complete the land acquisition for balance 444.24 Hectares of land for Ginigera-Raichur Project.</p>
7)	<i>Raichur to Kakinada</i>
	<i>MP Remarks: As more Andhra Pradesh/Telangana people are residing in Raichur District who are travelling daily, hence a new train proposal to be started as early as possible</i>
	<p><b>Remarks:</b> Introduction of new train between Raichur and Kakinada was proposed in IRTTC 2020, but not agreed by the Railway Board.</p> <p>However, during pre-COVID period, one special train was running between Raichur - Kakinada. Once COVID restrictions are relaxed restoration of this special train will be examined, subjected to availability of rolling stock.</p>
8)	<i>Raichur to Kacheguda 07798 DEMU.</i>
	<i>MP Remarks: Present timing from Raichur is 5.00 PM &amp; reaches Kacheguda-at 11.00PM. It should be modified as It should be run between 6.00-08-00 AM and it should be made as Fast passenger.</i>
	<p><b>Remarks:</b> Train No. 07798 Raichur - Kacheguda is integrated with 12 other trains. Due to single line section between Kacheguda- Dhone, there are path constraints between Gadwal and Kacheguda and platform constraints at Kacheguda. Hence, change in timings is presently not feasible. However, on completion of doubling between Kacheguda-Dhone section, the proposal will be examined.</p>
9)	<i>Construction of CC road from Raichur Railway quarters Railway function hall road to Nagappa Hotel cross at behind Raichur Railway station</i>
	<i>MP Remarks - This road is too much damaged since long and it is very difficult to pass to Railway employees and public. Hence this road with an estimate cost of Rs.80.00 lakhs may be approved</i>
	<p><b>Remarks:</b> Road repairs (pothole filling and rolling) for the Water Bound Macadam road are in progress. Bituminous topping is planned. Target date of completion 31.12.2021.</p>

15.	<b><u>Dr. Umesh G. Jadhav, Hon'ble MP/Kalaburagi:</u></b>
	<u>Trains Requirement</u>
1)	<u>New Bidar-Kalaburagi-Bengaluru Express daily:</u> <i>As you know there is huge passenger flow between Bidar/Kalaburagi districts towards Bengaluru. This route will help utilization of the underutilized New Bidar-Kalaburagi route &amp; will provide connection to 2 talukas (Humnabad, Kamalapur) with direct train to Bengaluru.</i>
	<b>Remarks:</b> T.No.16571/72 Yeswanthpur-Bidar-Yeswanthpur has been proposed for diversion on this route. Railway Board's approval for the same is awaited.
2)	<u>Extension of Train No. 07327/8 Mangaluru-Vijaypur(Bijapur) express to Secunderabad via Kalaburagi:</u> <i>Currently this train is cancelled due to Covid-19. However, there is need to connect the northern most tip of Karnataka &amp; Telangana to Coastal Region. The existing 02777/8 Mangaluru-Kacheguda exp takes long circuitous route of 1525Kms, instead if 07327/8 Mangaluru-Vijaypur express is extended till Secunderabad the distance can be reduced by 300+Kms along with reduction in travel time. This will also benefit Secunderabad/Kalaburagi areas with connection to Konkan areas of Goa, Karwar, Udupi etc.</i>
	<b>Remarks:</b> Vijaypur (Bijapur) comes under jurisdiction of South Western Railway and the rake also belongs to them. Hence, operational feasibility has to be primarily examined by S.W. Railway.  Hence, the proposal will be forwarded to S.W.Railway for examining its feasibility.
3)	<u>Diversion of 11307/8 Kalaburagi-Hyderabad Intercity via Bidar:</u> <i>There is need to have morning connection from Kalaburagi towards Bidar, and 11307/8 Kalaburagi-Hyderabad Intercity Exp (this train is currently cancelled due to Coivd-19) can be diverted via Bidar which would then ultimately cater to Hyderabad.</i>
	<b>Remarks:</b> This diversion will involve longer route and may cause inconvenience to the present users. However, the proposal will be taken up with Central Railway as the rake and one end terminal belong to them.
4)	<u>Morning connection from Hyderabad to Kalaburagi:</u> <i>There are no trains from Hyderabad towards Kalaburagi in morning hours, a new train this will help lot of people especially Central Government employee from Hyderabad areas who work in Kalaburagi district. We request to kindly consider new train from Hyderabad towards Kalaburagi in morning hours.</i>

	<p><b>Remarks:</b></p> <p>1. At present T.No 07752 Falaknuma- Wadi passenger is providing morning connectivity up to WADI. This train leaves Falaknuma at 05.00 hrs and reaches WADI at 11.30 hrs. We will take up with Central Railway to extend it to Kalaburagi.</p> <p>2. Apart from the above train, Konark Express departs Secunderabad at 11.00 hrs and arrives Kalaburagi at 15.55 hrs.</p>
5)	<p><u><i>New Kalaburagi-Aurangabad train:</i></u>  <i>Since commissioning of new Bidar-Kalaburagi Railway line, the line is almost underutilized, there is demand for new train from Kalaburagi to Aurangabad via Latur. Currently there is no connection between Kalaburagi and Marathwada Region of Maharashtra even though they are geographically co-located.</i></p>
	<p><b>Remarks:</b></p> <p>There are no maintenance facilities at Aurangabad and Kalaburagi. Moreover, the entire route is single line section with capacity constraints. Hence, it may not be feasible to introduce a new train, for the present.</p>
6)	<p><u><i>Stops/Halts Requirement</i></u>  <i>Halts required for trains at Sedam Railway Station</i>  <i>18111/18112 Yesvantpur-Tata Express</i>  <i>22705/6 Tirupati-Jammu Humsafar Express</i>  <i>12591/2 Yesvantpur-Gorakpur exp</i>  <i>17417/17418 Tirupati-Sai Nagar Shirdi</i></p>
	<p><b>Remarks:</b></p> <p>The feasibility of providing stoppage for the above trains will be examined duly taking commercial justification into consideration.</p> <p>However, at present, 16 daily Express, 10 non-daily Express trains, and 4 passenger trains are having stoppage at Sedam Station, out of which 4 pairs are bound for Bengaluru area and 01 train is connecting Tirupati which are sufficiently catering to present level of traffic.</p>
	<p><u><i>Other Important Issues</i></u></p>
7)	<p><u><i>Foot over bridge work incomplete at Chittapur railway station towards station Tanda chittapur (works comes under in Secunderabad division South Central Railway).</i></u></p>
	<p><b>Remarks:</b></p> <p>Work of Foot over Bridge at Chittapur is in progress. Due to covid-19 pandemic, the progress of work suffered badly during last one and a half year. Presently the work has restarted and Works is likely to be completed before March, 2022.</p>
8)	<p><u><i>At Shampurhalli Railway station signal problem is there and no station master and ticket counter. Platform is base ground level so need to height and improve the Shampurhalli railway station (Guntakal division South Central Railway ).</i></u></p>

	<p><b>Remarks:</b> Shampurahalli is a Halt station served by Nalwar station. At Halt station, there is no Station Master and Halt Agent will be issuing tickets through counter. Provision of the High level platform will be considered based on the increase of passenger footfall.</p>
9)	<p><i>To provide safety and road over bridge for Pooma Naik Tanda at Wadi Railway Station (Secunderabad division SCR )</i></p>
	<p><b>Remarks:</b> The requested location for Road Over Bridge is not in South Central Railway. The location pertains to Central Railway.Hon'ble MP's representation will be forwarded to Central Railway</p>
10)	<p><i>Issuance of Season Pass at Chittapur, Sedam and Wadi for daily commuters.</i></p>
	<p><b>Remarks:</b> Season tickets are being issued for unreserved passenger/express trains - Train No.07551/07552 Wadi - Kacheguda - Wadi and 07759/07760 Chittapur - Secunderabad - Chittapur.</p>

16.	<b><u>Shri Balubhau alias Suresh Dhanorkar, Hon'ble MP, Chandrapur:</u></b>
1)	<i>Make a proposal and give sanction to provide Platform, FOB and other passenger amenities to run passenger trains on Ghadchandur - Ballarpur Railway line.</i>
	<p><b>Remarks:</b>  Gadchandur-Ballarpur Railway line is opened only for Goods Traffic. No passenger trains are run on this line.</p> <p>Presently, Gadchandur Station is not opened for passenger traffic.</p> <p>As and when the Section is opened for Passenger traffic, FOB and other passenger Amenities at Stations will be proposed in Works Programme.</p>
2)	<i>What is the current position after conducting survey for railway track from Ghadchandur to Adilabad?</i>
	<p><b>Remarks:</b></p> <p>i) The Preliminary Engineering cum Traffic Survey for New BG line between Gadchandur-Adilabad (70.19 Km) was sanctioned by Railway Board in the budget for the year 2010-11 vide letter No.2009/W/1/Genl/Survey/09-10 dated 24.06.2009.</p> <p>ii) Survey report at a cost of Rs. 448.38 Cr. and ROR of 3.59% on 100% cost sharing by Railways and ROR of 8.35% on 50% cost sharing by Govt. of Maharashtra submitted to Board.</p> <p>iii) Appeared in Capital Investment Programme in 2016-17 vide Item No 7 of Annexure with a cost of Rs. 1500 Cr.</p> <p>iv) It was mentioned in Railway Board's letter to Chief Secretary, Govt. of Maharashtra, letter dated 08.02.2017 that nine Railway Projects were identified for development by state JV Company of Maharashtra and this project is the 9<sup>th</sup> one.</p> <p>v) Notification for transferring of 03 Railway Projects to Maharashtra Rail Infrastructure Development Limited (MRIDC) was issued by Rail Board vide letter dated 27.04.2018 in which Gadchandur-Adilabad is the 3<sup>rd</sup> one. The hard copy of the report along with soft copy handed over to Dy.GM/Planning/MRIDC Ltd/Mumbai vide Lr.dt:05.08.2019. Final Location Survey (FLS) is under progress by MRIDC.</p>
3)	<i>Construct an underpass near Railway Gate LC No.30H on Rajura-Asifabad - Hyderabad route. The people of this region are very angry as this gate is closed continuously.</i>
	<p><b>Remarks:</b>  The requested location is at LC No. 3 at Km 6/14-16 in Rajura yard on Gadchandur-Balharshah section, the road is passing through LC No.3 is connecting the cities of Mancherial-Chandrapur- Nagpur and having heavy Road Traffic on this route.</p>

<p>The LC No. 3 lies in the Rajura city of Maharashtra State with TVUS of 70182 and RVUs of 3994. Road under Bridge/Road Over Bridge can be provided on Cost sharing basis. A letter has been advised to Principal Secretary, Transport (Roads &amp; Building) Govt. of Maharashtra to sponsor the proposals for replacement of busy level crossings Gates with RUB/ROBs on cost sharing basis vide letter DO. Letter No. W.563/BR/1/30/Vol.XXIX, dated 01.07.2021 &amp; reminded on 08.09.21 reply is awaited from State Government.</p>
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## Categorization of station for provision of passenger amenities

Category of station	Criteria of Proposed Earnings	Criteria of Proposed out ward Passengers handled @	Total No. of Stations
<b>Non-Suburban Stations (NSG)</b>			
NSG 1	> 500 crores	> 20 Million	1
NSG 2	> 100 Crores < 500 Crores	> 10 Million < 20 Millions	5
NSG 3	> 20 Crores < 100 Crores	> 05 Million < 10 Millions	24
NSG 4	> 10 Crores < 20 Crores	> 02 Million < 05 Millions	33
NSG 5	> 01 Crores < 10 Crores	> 01 Million < 02 Millions	99
NSG 6	< 01 Crores	< 01 Millions	400
<b>Suburban Stations (SG)</b>			
SG 1	> 25 Crores	> 30 Million	0
SG 2	> 10 Crores < 250 Crores	> 10 Million < 30 Millions	0
SG 3	< 10 Crores	< 10 Million	21
<b>Halt Stations (HG)</b>			
HG 1	> 50 Lakhs	> 03 Lakhs	1
HG 2	> 05 Lakhs < 50 Lakhs	> 01 Lakhs < 03 lakhs	43
HG 3	< 05 Lakhs	< 01 Lakhs	127
<b>Total</b>			<b>754</b>