

**Leader,**  
**DMK Party in Parliament ,**  
**10, Raisina Road,**  
**New Delhi - 110 001**



**Member of Parliament**  
**Sriperumpudur Constituency**  
**Tamilnadu**  
**India.**

## **T.R.BAALU, M.P.**

### **Press Release**

The Leader of DMK Party in Parliament Thiru T.R. Baalu, M.P. had met Thiru Pawan Kumar Bansal, the Hon'ble Minister of Railways, Mr. Vinay Mittal, Chairman Railway Board and senior officers at Delhi today and made personal request demanding to include various railway projects and facilities pertaining to Tamil Nadu in the ensuing Rail Budget for the year 2013-14:-

#### **I. New Line Projects:**

##### **A) Avadi-Sriperumbudur-Guduvancherry with connectivity to Irungattukkottai New Line (60 KMs.)**

This important interlinking connectivity line between Chennai-Bangalore corridor and Chennai-Madurai corridor is very much necessary to not only cater to the industries coming up in Oragadam in Sriperumbudur but also would facilitate tourists who are visiting Rajiv Gandhi Memorial from various parts of the country.

##### **B) Ariyalur-Thanjavur (30 KMs.)**

This line will interlink the chord line and the main line of Tamil Nadu. This line will reduce the congestion of Tiruchi-Thanjavur goods/passenger traffic.

##### **C) Irugur-Podanur Doubling Project (10.77 KMs.):**

This is a very important bye-pass line for goods line.

##### **D) Salem-Omalur Doubling (11 KMs.):**

This is a very important feeder line to Mettur dam Thermal Power Plant.

##### **E) Morappur-Dharmapuri (30 KMs.)**

Bangalore-Salem (Via) Hosur BG Line; &

Chennai-Coimbatore (Via) Jolarpet BG Line could be connected by a new chord line facility (Morappur-Dharmapuri) so as to have more accessability.



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### **II. Survey of New Lines:**

A fresh survey of new line between Kumbakonam-Vriddachalam (via) Jayankondam is necessary to interconnect chord line and main line to Chennai.

### **III. Workshops:**

#### **i) Integral Coach Factory, Chennai:**

The expansion plan of Integral Coach Factory announced in the budget two years ago, is yet to take off. This ICF Phase II work to be taken up to provide additional facility to increase the coach availability in the area. The capacity of ICF should be doubled at least doubled to produce 2500 coaches in a year, so that at least 1000 coaches will be available to Southern Railway.

#### **ii) Golden Rock workshop, Tiruchirappali**

a) This famous workshop needs to be modernized so as to manufacture rail coaches and wagons and skilled man power available could be used effectively and this workshop can be **converted into a coach/wagon production facility** with a suitable scheme as being done in Eastern Railway.

#### **b) To utilize Golden rock workshop as DEMU manufacturing facility.**

Introduction of DEMU services are getting delayed in Central Tamil Nadu due to non-availability of DEMU units. A DEMU manufacturing facility division shall be created in Golden Rock Workshop to maximize the capacity of utilization.

### **IV. New Coaches:**

i) Almost all the very important train services like Durgam, Rockfort, Blue Mountain, Cheran, Yercaud and Pandian Expresses are running with old coaches. Coaches availability has been very poor for Southern Railway leading to serious complaints from all the public and public representatives in Tamil Nadu. The assessment is about 75% of the running coaches are old and need replacement. The allotment of coaches to Southern Railway from ICF, Chennai, RCF, Kapurthala and Raebareli should be increased.



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ii) DEMU Services:

In several corridors, EMU/DEMU services are required. As electrification is not completed, DEMU services can cater to the commuters/students requirements for the following Sections:-

- i) Thanjavur-Nidamangalam-Thiruvarur-Nagore
- ii) Tiruchirappalli-Thanjavur
- iii) Tiruchirappalli-Dindukal-Madurai
- iv) Thanjavur-Kumbakonam-Mayiladuturai

**V. New Train Services**

- i) Mannargudi-Coimbatore via Tiruchirappalli, Erode, Tirupur (daily).
- ii) Thanjavur-Mayiladuturai- Villupuram-Chennai Express (daily).
- iii) Chennai-Tiruvallur-Velankanni (daily)
- iv) Karaikudi-Chennai via Pudukkottai, Tiruchi, Thanjavur, Mayiladuturai and Villupuram (Day Express).

**VI. Some Minor Facilities:**

- i) Manned LC at Sathamangalam, Uchipuli.
- ii) Extension of platform at Tiruvottiyur.
- iii) Shelter facilities for the extended platform at Devakottai Rasta Railway Station.

**VII. Frequency of Trains:**

- i) Mannargudi-Tirupati Express as daily.
- ii) Tirukkural Express as daily.



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### **VIII. Funds requirement (Rs.1545 Crores):**

i)	Tiruvarur-karaikudi	- Rs.75 crores
ii)	Mannargudi-Pattukkottai	- Rs.75 crores
iii)	Nagappattinam—Velankanni-Tirukuvalai-Tiruturaipoondi	- Rs.100 crores
iv)	Thanjavur-Pattukkottai	- Rs.50 crores
v)	Thanjavur-Ponmalai Doubling	- Rs.100 crores
vi)	Dindigul-Villupuram Doubling(RVNL)	- Rs.500 crores
vii)	Chengalpat-Villupuram Doubling	- Rs.150 crores
viii)	Chennai Beach-Korukkupettai (3 <sup>rd</sup> line)	- Rs.50 crores
ix)	Tiruvallur-Arakkonam (RVNL)	- Rs.75 crores
x)	Construction of Railway Terminal at Tambaram-	- Rs.50 crores
xi)	Construction of 2 <sup>nd</sup> phase of ICF	- Rs.100 crores
xii)	To develop Rayapuram as 4 <sup>th</sup> Terminal	-Rs.50 crores
xiii)	Dindivanam-Chenchi-Tiruvannamalai	- Rs.50 crores
xiv)	Madurai-Bodinaikanur	- Rs.50 crores
xv)	Omalur-Mettur Doubling	- Rs.70 crores

**Total** **Rs.1545 crores**

### **IX. Restoration of Railway Lines:**

- i) **Erode-Palani (110 KMs):** This new line project of Rs.590 crores has been frozen by the Ministry of Railways in 2011. This may be de-frozen and permitted for execution. The cost will escalate if it is delayed.
- ii) **Agasthiampalli-Kodikkarai(5 KMs.):** This abandoned MG line has to be restored and converted into BG line with the strategic terminal at Kodikkarai in the interests of nation's safety (in view of Sri Lankan developments).

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**iii) Mayiladuturai-Tranqubar (19 KMs):**

Mayiladuturai-Sembarankoil-Thirukkadaiyur-Tranqubar MG line service which was abandoned should be restored as this line service would facilitate tourists to enjoy morning sunrise at Tranqubar and for the people going on pilgrimage to various temples of that region especially **Markandeswarar Temple at Thirukkadaiyur.**

**X. Third Terminal at Tambaram in Chennai City:**

This Terminal sanctioned 3 years ago is progressing in snail speed. This scheme may be expedited with adequate infusion of funds.

**XI. Rayapuram as Fourth Terminal in Chennai City:**

This oldest railway Station should be developed as a heritage railway station and should be sanctioned as Fourth Terminal in Chennai City with adequate infusion of funding.

**XII. Modernisation of Mettupalayam-Nilagiri Train:**

The oldest Mettupalayam-Nilagiri Mountain Train (heritage train) may be further developed to attract tourists visiting Nilgiris.

Thiru T.R. Baalu, M.P. has urged the Hon'ble Minister of Railways to kindly consider and include all the above railways projects/facilities of Tamil Nadu in the ensuing Rail Budget for the year 2013-14 since they are pending for a long time.

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