

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 2846
TO BE ANSWERED ON 05.08.2026**

**RAILWAY INFRASTRUCTURE DEVELOPMENT IN TELANGANA AND TAMIL
NADU**

**2846. SHRI SURESH KUMAR SHETKAR:
SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has allocated adequate funds for railway infrastructure development in Telangana and Tamil Nadu and if so, the details of allocation and utilisation of funds, year-wise;**
- (b) whether new railway routes and expansions are expected to reduce congestion and improve passenger and freight movement in Telangana and Tamil Nadu and if so, the details thereof including projected outcomes;**
- (c) whether land acquisition, environmental clearances and regulatory approvals are causing delays in railway projects in Telangana and Tamil Nadu and if so, the details thereof and steps taken to resolve the issue/expedite the process;**
- (d) whether coordination issues between Central and State authorities have impacted progress of railway projects and if so, the details thereof including the corrective measures taken;**
- (e) whether Government proposes to formulate a time-bound action plan to complete all pending railway projects and new routes in Telangana and Tamil Nadu and if so, the details thereof including the implementation roadmap;**
- (f) whether Government has conducted surveys for new railway routes in Telangana and Tamil Nadu and if so, the details thereof including number of surveys, proposed routes and status of approvals;**
- (g) whether Government has introduced new train services on newly developed or upgraded routes in Telangana and Tamil Nadu and if so, the details thereof including the passenger benefits achieved; and**

(h) whether doubling projects in high-density routes are progressing as per schedule in country and if so, the details thereof including the bottlenecks, if any?

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (h):

TELANGANA

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Telangana is as under:

Period	Outlay
2009-14	₹886 Cr./Yr. (including Andhra Pradesh)
2026-27	₹5,454 crore (more than 6 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Telangana is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	87 Km	17.4 km/per year
2014-26	888 Km	73.98 km /per year (more than 4 times)

Projects Sanctioned:

As on 01.04.2026, 21 Railway projects (6 New Lines and 15 Doubling), of a total length of 2,347 Km, costing ₹40,769 crore falling fully/partly in the State of Telangana have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr.)
New Line	6	840	245	3,969
Doubling/Multi-tracking	15	1,507	432	8,136
Total	21	2,347	677	12,105

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in the State of Telangana are as under:

S.No.	Name of Project	Cost (₹ in Cr.)
1	Peddapalli-Nizamabad new line (178 Km)	926
2	Jaggayyapeta-Janpahad new line (48 Km)	737
3	Akkanpet-Medak new line (17 Km)	205
4	Bhadrachalam Road-Sattupalli new line (56 Km)	990
5	Raghavapuram-Mandamari doubling (24 Km)	165
6	Raichur-Guntakal doubling (81 Km)	388
7	Macheryal-Peddampet tripling (9 Km)	120
8	Secunderabad-Mehboobnagar doubling (85 Km)	1,266
9	MMTS Phase-II (103 Km)	1,156
10	Peddapalli Bypass line (2 Km)	37

Ongoing Projects:

Some of the major projects falling fully/partly in the State of Telangana which have been taken up are as under:

S.N	Name of Project	Cost (₹ in Cr.)
1	Munirabad-Mahabubnagar new line (247 Km)	3,978
2	Manoharabad-Kotapalli new line (151 Km)	3,203
3	Malkangiri-Pandurangapuram via Bhadrachalam new line (174 Km)	3,592
4	Kazipet-Vijaywada 3rd line (220 km)	3,315
5	Kazipet-Ballarshah 3rd line (202 Km)	4,063
6	Guntur-Bibinagar doubling (239 Km)	2,853
7	Mudkhed-Medchal & Mahbubnagar-Dhone doubling (417 Km)	4,686
8	Bhadrachalam Road-Dornakal doubling (55 Km)	770
9	Motumari-Vishnupuram doubling (89 Km) & Rail over Rail at Motumari (11 Km) (100 Km)	1,596
10	Secunderabad Wadi 3rd and 4th line (173 Km)	5,012
11	Rail over Rail (RoR) Flyover at Dornakal (11 Km)	327
12	Guntakal-Wadi 3rd & 4th line (230 Km)	4,758

In last three years i.e. 2023-24, 2024-25, 2025-26 and current financial year 2026-27, 31 surveys (15 new line and 16 doubling) covering a total length of 3,902 km falling fully/partly in the State of Telangana have been sanctioned.

Execution of important infrastructure projects falling fully/partly in the State of Telangana is held up due to delay in land acquisition. Status of land acquisition in Telangana is as under:

Total Land required	2,792 Ha
Land Acquired	1,772 Ha (63%)
Balance Land to be acquired	1020 Ha (37%)

Details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (Ha)	Land acquired (Ha)	Balance Land to be acquired (Ha)	Amount Paid to State (Cr.)
1.	Guntur- Bibinagar Doubling	63	7	56	40
2.	Mudkhed – Medchal & Mahbubnagar – Dhone Doubling	184	12	172	38

Tamil Nadu:

Railway Budget:-

Budget allocation in recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:

Period	Outlay
2009-14	₹879 crore/year
2026-27	₹ 7,611 crore (more than 8 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Tamil Nadu are as under:

Period	New track Commissioned
2009-14	923 Km
2014-26	1,356 Km

Projects sanctioned:-

As on 01.04.2026, 19 projects (08 new line, 03 gauge conversion and 08 doubling) of total length of 1,874 km, costing ₹27,282 Crore, falling fully/partly in the State of Tamil Nadu have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned upto March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr.)
New Line	8	811	24	1,514
Gauge Conversion	3	748	631	3,605
Doubling /Multitracking	8	314	54	3,693
Total	19	1,874	709	8,812

Recently Completed Projects:-

Details of some of the recently completed projects falling fully/partly in the State of Tamil Nadu are as under:-

S.N.	Project	Cost (₹ in Crores)
1	Dindigul- Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon- Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodinayakkanur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Thanjavur-Ponmalai doubling (48 km)	370

S.N.	Project	Cost (₹ in Crores)
10	Villupuram-Dindigul doubling (273 km)	2,000
11	Chennai Beach-Attipattu 4th line (22 km)	293
12	Omalur-Metturdam Patch doubling (29 km)	327
13	Chengalpattu - Villupuram and Tambaram - Chengalpattu-3rd line (133 km)	1,122
14	Salem- Omalur doubling (11 km)	115
15	Madurai- Tuticorin doubling (160 km)	1,891
16	Maniyachi-Nagercoil doubling (102 km)	1,752
17	Chennai Beach-Chennai Egmore doubling (4 km)	272

Ongoing Projects:-

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under:

S.N.	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Trivandrum-Kanyakumari doubling (87 km)	4,494
4	Irugur-Podanur doubling (11 km)	277
5	Tambaram-Chengalpattu 4th line (30 km)	757
6	Attipattu-Gummidipundi 3rd & 4th line (23 km)	365
7	Tirupati- Katpadi doubling (105 km)	1,216
8	Tindivanam- Tiruvannamalai new line (71 km)	1,400
9	Atipattu – Puttur new line (88 km)	1,700
10	Chennai – Cuddalore new line (179 km)	2,670
11	Baiyapannahalli to Hosur doubling (48 km)	1,160
12	Arakkonam-Chengalpattu doubling (68 km)	993
13	Erode- Karur doubling (67 km)	986

In last three years i.e. 2023-24, 2024-25, 2025-26 and current financial year 2026-27, 29 surveys (04 new line and 25 doubling) covering a total length of 3,517 km falling fully/partly in the State of Tamil Nadu has been sanctioned.

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	4,612 ha
Land Acquired	1,178 ha (26%)
Balance Land to be acquired	3,434 ha (74%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

Details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu-Puttur new line (88 km)	189	0	189
3.	Morappur-Dharmapuri new line (36 km)	93	47	46
4.	Mannargudi-Pattukkottai new line (41 km)	204	0	204
5.	Thanjavur-Pattukottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu.

Sanction of any railway project depends upon many parameters/factors which include the following:

- **Anticipated traffic projections and remunerativeness of the proposed route**
- **First and last mile connectivity provided by the project**
- **Connection of missing links and providing additional route**
- **Augmentation of congested/saturated lines**
- **Demands raised by State Governments/Central Ministries/Public representatives**
- **Railway's own operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

Railway Infrastructure projects enable socio-economic development of the region including:

- **Better integration of the region with other parts of the country**
- **Faster movement of goods and services**
- **Improving logistics efficiency**
- **Enhance line capacity**

- **Increase in direct and indirect employment opportunities for the people of the region**
- **Reduces operational bottlenecks**
- **Development of tourism industry and increase in industrial activities in the region.**

Completion of Railway project/s depends on various factors which include the following:

- **Land acquisition by State Government**
- **Forest clearance**
- **Shifting of infringing utilities**
- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project site**
- **Number of working months in a year for particular project site etc.**

All these factors affect the completion time and cost of the project/s.

Train Services:

As the railway network straddles across State boundaries, trains are introduced as per network requirement, across such boundaries.

However, during 2025–26 and 2026–27 (up to 30.06.2026), Indian Railways (on originating/terminating basis), with a view to facilitate the passengers of various stations located in the State of Telangana and Tamil Nadu has introduced 21 pairs of train services (including 10 Amrit Bharat Express) and 23 pairs of train services (including 16 Amrit Bharat Express train services) respectively. These are as listed below:

Train services introduced in the State of Telangana:

SN	Train No. & Name
1	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
2	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
3	16357/16358 Nagercoil - Charlapalli Amrit Bharat Express
4	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
5	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
6	17047/17048 Charlapalli - Tiruchanur Express
7	17443/17444 Tirupati - Charlapalli Express
8	17441/17442 Tirupati - Charlapalli Express
9	17067/17068 Charlapalli - Bhubaneswar New Express
10	17043/17044 Secunderabad - Anakapalle Express
11	17071/17072 Hyderabad - Belagavi Express
12	17073/17074 Secunderabad - Belagavi Express
13	17059/17060 Charlapalli - Tiruchanur Express
14	17075/17076 Charlapalli - Belagavi Express
15	17053/17054 Charlapalli - Anakapalle Express
16	17045/17046 Charlapalli - Anakapalle Express
17	17061/17062 Charlapalli - Narasapur Express
18	17615/17616 Kacheguda - Tuticorin Express
19	18527/18528 Visakhapatnam - Charlapalli Express
20	17069/17070 Hyderabad Deccan - Kanniyakumari Express
21	17605/17606 Kacheguda-Bhagat Ki Kothi Express

Train services introduced in the State of Tamil Nadu:

SN	Train No & Name
1	16601/16602 Erode-Jogbani Amrit Bharat Express
2	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
3	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
4	16107/16108 Tambaram – Santragachi Amrit Bharat Express
5	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
6	16329/16330 Nagercoil - Mangaluru Jn. Amrit Bharat Express
7	16619/16620 Podanur- Dhanbad Amrit Bharat Express
8	16357/16358 Nagercoil - Charlapalli Amrit Bharat Express
9	20625/20626 MGR Chennai Central - Bhagat Ki Kothi Express
10	16103/16104 Tambaram - Rameswaram Express
11	16807/16808 Tambaram - Tiruchchirappalli Express
12	16707/16708 Mangaluru Jn. -Tirunelveli Express
13	16621/16622 Rameswaram - Mangaluru Central Express
14	16363/16364 Ernakulam - Velankanni Express
15	17069/17070 Hyderabad - Kanniyakumari Express
16	17615/17616 Kacheguda - Tuticorin Express
17	18041/18042 Shalimar - M.G.R. Chennai Central Express
18	56007/56008 Mayiladuthurai - Velankanni Passenger
19	56009/56010 Mayiladuthurai - Karaikal Passenger
20	66621/66622 Salem - Erode MEMU

SN	Train No & Name
21	66595/66596 Yesvantpur - Hosur MEMU
22	66623/66624 Palakkad - Pollachi MEMU
23	56835/56836 Mayiladuthurai - Karaikkudi Passenger

Besides, introduction of train services on any route/section is an on-going process, which depends on various factors including:

- **Capacity of that section**
- **Availability of path**
- **Availability of required rolling stock**
- **Availability of matching infrastructure for rolling stock**
- **Maintenance requirement of railway tracks and other assets**
- **Occupancy and the traffic requirement of the section**

Gati Shakti Multi-Modal Cargo Terminal:

In order to encourage setting up of cargo terminals through private investment, ‘Gati Shakti Multi-Modal Cargo Terminal (GCT)’ policy has been launched. Location of the GCTs is decided on the basis of demand from industry, potential of Cargo traffic, availability of railway infrastructure and overall logistics potential of the area.

So far, 142 Gati Shakti Cargo Terminals (GCTs) have been commissioned, including 6 GCTs in Telangana and 5 GCTs in Tamil Nadu. The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT. The detail of GCTs commissioned in Telangana and Tamil Nadu are as under –

Telangana:

SN	Serving Stations / Locations
1	Sattupalli
2	Sultanabad
3	Tipparthi
4	Ramagundam
5	Chityal-CTYL
6	Vishnupuram

Tamil Nadu:

SN	Serving Stations/ Locations
1	Sivadi (SZV)
2	Tondiarpet
3	Velliyana
4	Ponneri
5	Arakkonam (AJJ)

In addition, In-Principle Approvals (IPAs) have been granted for the development of GCTs at 310 more locations, including 8 locations in Telangana and 9 locations in Tamil Nadu.

Also for improvement of customer amenities at goods and parcel terminals all across the country, an amount of Rs. 15,500 crore has been allocated for the financial year 2023-24 onwards.

ROBs and RUBs:

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian

Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (520 Nos. in the State of Telangana and 814 Nos. in the State of Tamilnadu)

As on 01.06.2026, 4,993 Nos. ROB / RUB works are sanctioned at a cost of approx. ₹1,17,492 Cr on Indian Railways which are at various stages of planning and execution.

118 Nos. ROB / RUB works at a cost of approx. ₹ 4,883 Cr are sanctioned in the state of Telangana and 248 Nos. ROB / RUB works at a cost of approx. ₹ 4952 Cr are sanctioned and Tamil Nadu which are at various stages of planning and execution.

In the State of Telanagana, 16 Nos. ROBs are delayed on account of the State Govt. The details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	15
2.	Finalization of Alignment by State Govt.	01

In the State of Tamil Nadu, 14 Nos. ROBs are delayed on account of the State Government the details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	10

2.	Finalization of Alignment by State Govt.	03
3.	NOC for closure from State Govt.	01

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- iii. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**

Station Redevelopment:

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise.

Telangana is covered under the jurisdiction of two railway zones, namely South Central Railway and South Coast Railway. For these zones, an allocation of ₹ 967 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 482 crore has been incurred so far.

Tamil Nadu is covered under the jurisdiction of three railway zones, namely Southern Railway, South Western Railway and South Coast Railway. For these zones, an allocation of ₹ 1,298 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 582 crore has been incurred so far.

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas**
- Integration of station with both sides of city**

- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/subway to commensurate with passenger traffic**
- **Provision of lifts/escalators/ramps**
- **Improvement of platform surface/ provision of platform shelter**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking development**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.**

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 40 stations, are located in Telangana and 77 stations, are located in Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in Telangana and Tamil Nadu are as following:

State	No. of Stations	Name of Stations
Telangana	40	Adilabad, Basar, Begumpet, Bhadrachalam Road, Gadwal, Hafizpet, Hi-Tech city, Huppuguda, Hyderabad, Jadcherla,

State	No. of Stations	Name of Stations
		Jangaon, Kacheguda, Kamareddi, Karimnagar, Kazipet Jn, Khammam, Lingampalli, Madhira, Mahbubabad, Mahbubnagar, Malakpet, Malkajgiri Jn, Manchiryal, Medak, Medchal, Miryalaguda, Nalgonda, Nizamabad Jn, Peddapalli Jn, Ramagundam, Secunderabad, Shadnagar, Sri Bala Brahmewara Jogulamba, Tandur, Umdanagar, Vikarabad, Warangal, Yadadri, Yakutpura, Zahirabad
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dindigul, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari Terminus, Karaikkudi Jn, Karur Jn, Katpadi Jn, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn, Mettupalayam, Morappur, Nagercoil Jn, Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi Jn, Polur, Pudukkottai, Puratchi Thalaivar Dr. M.G. Ramachandran Central, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti,

State	No. of Stations	Name of Stations
		Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.

Completed stations of Telangana and Tamil Nadu:

Development works at railway stations under Amrit Bharat Station Scheme in Telangana and Tamil Nadu have been taken up at a good pace. Details of stations completed in Telangana and Tamil Nadu are as under:

State	No. of stations	Name of stations
Telangana	9	Begumpet, Hafizpet, Hi-Tech City, Jangaon, Karimnagar, Mahbubabad, Ramagundam, Sri Bala Brahmeswara Jogulamba, Warangal
Tamil Nadu	26	Ambasamudram, Bommidi, Chennai Park, Chidambaram, Chinna Salem, Coonoor, Karaikkudi Junction, Kulitturai, Mambalam, Manaparai, Mannargudi, Morappur, Namakkal, Palani, Paramakkudi, Pollachi Junction, Polur, Samalpatti, Sholavandan, Srirangam,

State	No. of stations	Name of stations
		Srivilliputtur, St.Thomas Mount, Thiruvarur Junction, Tiruvannamalai, Udagamandalam, Vriddhachalam Junction

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

Stations of Telangana

- **Secunderabad station:** The works of 7.5 m wide foot over bridge at Kazipet end, new basement parking-1 & 2 at South side, new departure and arrival area of ground floor at South side, new approach road at South side, new 33 KV electrical sub-station and new Railway Protection Force building have been completed. The works of new station building at North side, new station building at South side, air concourse, 7.5 m wide foot over bridge, 7.5 m wide foot over bridge and travelator at platform no. 1 & 10, sky walk, through roof, improvement of platform surface, improvement of circulating area at North side, new Multi Level Car Parking (MLCP) at North side, lift, escalator, amenities for Divyangjan and new sewage treatment plant have been taken up.
- **Huppuguda station:** The works of new station building at main entry, platform shelter, improvement of platform surface, new waiting hall, new toilet, improvement of booking office at main entry, improvement of circulating area at main entry, lift, escalator and 12 m wide foot over bridge have been completed. The works of improvement of station building at second entry, parking at

second entry and entrance gate at main and second entry have been taken up.

- **Malkajgiri Junction station: The works of extension of station building at second entry, platform shelter, new waiting hall, new toilet and 12 m wide foot over bridge have been completed. The works of improvement of platform surface, improvement of booking office at main entry, improvement of circulating area at main entry, parking at main entry, new entry/exit gates at main entry, lift and escalator have been taken up.**
- **Manchiryal station: The work of platform shelter has been completed. The works of extension of station building at main entry, improvement of station building at main entry, new entrance porch at main entry, improvement of platform surface, new waiting hall, new toilet, improvement of circulating area at main entry, parking at main entry, lift, escalator and 12 m wide foot over bridge have been taken up.**
- **Kazipet Junction station: The works of platform shelter, improvement of general waiting hall, new Pay & Use toilet, parking at main entry, lift, escalator and 12 m wide foot over bridge have been completed. The works of station building at main entry, new entrance porch at main entry, improvement of platform surface of platform no. 1 & 2/3, new Air Conditioned waiting hall, improvement of circulating area at main entry and amenities for Divyangjan have been up.**

Stations of Tamil Nadu

- **Rameswaram station:** The works of revamping of Multi Functional Complex (MFC) building into retiring rooms, structural works of East and North terminal building, parcel office, residential tower, departure forecourt, arrival forecourt, sub station building and sewage treatment plant have been completed. The finishing works of East terminal building and North terminal building, departure forecourt, sewage treatment plant, arrival forecourt, platform shelter and improvement of waiting hall have been taken up.
- **Chennai Egmore station:** The work of parcel building, structural works of Gandhi-Irwin (GI) road side multi-level car parking, Poonamallee High (PH) road side multi-level car parking and sub-station building have been completed. The work of finishing of GI side multi-level car parking, PH side multi-level car parking, substation building, structural work of GI side terminal building, foundation work of PH side terminal building, arrival foot over bridge and air concourse have been taken up.
- **Virudhunagar station:** The works of improvement of circulating area, parking, entry/exit gate, installation of Coach Indication Boards and Train Indication Boards have been completed. The works of improvement of station building, entrance porch and 6 m wide foot over bridge have been taken up.
- **Karur Junction station:** The works of improvement of station building, 12 m wide foot over bridge, improvement of circulating area, parking, main entrance gate, waiting hall, toilets, parcel office building, improvement of platform surface and widening of

platform no. 1 have been completed. The works of lifts and escalators have been taken up.

- **Thanjavur Junction station: The works of entrance porch, improvement of circulating area, concourse, subway, platform shelter, arrival lobby, exit gate, booking office, installation of Coach Indication Board, Train Indication Board and signages have been completed. The works of parking, lift and escalator have been taken up.**

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways, is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.
