

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3336
TO BE ANSWERED ON 09.08.2023**

RESTORATION OF RAIL LINES

3336. SHRI RAMALINGAM S.:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has any proposal to restore the railway line between Mayiladuthurai to Tharangambadi which is a tourist attraction site and is of archaeological significance, if so, the details thereof and if not, the reasons therefor;**
- (b) whether any survey has been conducted and funds allocated with respect to restoration/construction of this railway line, if so, the details thereof;**
- (c) whether the Government has intended to restore the railway line which was abandoned 30 years ago for the reason of gauge conversion;**
- (d) if so, the present status of connecting line from Peralam side with all platforms at Mayiladuthurai;**
- (e) whether MEMU type of trains will be replaced for the existing short distance train operated with conventional DEMU Coaches in Trichy Division, if so, the details thereof; and**
- (f) whether the Government has any proposal to establish a bye pass line to connect Peralam Line with Kumbakonam Line without entering Mayiladuthurai Jn., if so, current status thereof and if not, the reasons therefor?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 3336 BY SHRI RAMALINGAM S. TO BE ANSWERED IN LOK SABHA ON 09.08.2023 REGARDING RESTORATION OF RAIL LINES

(a) to (f): Survey for New line between Mayiladuthurai and Karaikal via Tharangambadi (47.32 Km) was completed in 2006-07. However, as per request of Government of Puducherry, the line between Peralam and Karaikal (23 Km) at a cost of ₹373.42 crore was preferred and sanctioned. The new line work between Karaikal and Peralam has been taken up for execution.

Zone-wise details of all Railway Surveys including cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. www.indianrailways.gov.in >Ministry of Railways>Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget) >Budget Document (Financial Year)/ Railway wise breakup of the Detailed Demands for Grants Financial Year (Part II) Demand No.85.

Platform 1 and 2 at Mayiladuthurai are already connected from line on Peralam side and work for connecting Platform 3 from line on Peralam side has been taken up. Platform 4 and 5 are connected from line on Thanjavur side.

Replacement of DEMU rakes by MEMU rakes is an on-going process on Indian Railways including Trichy Division of Southern Railway subject to operational feasibility and availability of resources.

Sanctioning of Railway projects over Indian Railways is a continuous and dynamic process. Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands. Presently, there is no such proposal under consideration for bye pass line to connect Peralam line with Kumbakonam line without entering at Mayiladuthurai Junction.
