

DETAILED NOTE ON THE PROJECT

This Proposed third line with electrification between Kaizpet & Balharshah stations connects the North-South corridor of the Indian Railway network which forms an important link for coal mining areas and Industrial areas of Telangana and Maharashtra states. The important cities and tourist destinations like New Delhi, Nagpur, Warangal, Hyderabad, Vijayawada and Chennai etc., are connected through this Railway line. With all-round growth and rapid increase in both the passenger and goods traffic, this route has been necessitated for the proposition of new third line which will cater to the present and future demands of the passenger and goods traffic with increased speed and punctuality.

The section between Ramagundam and Mancherla has been completed and Forest clearances for tripling works in Karimnagar East (2.8279 ha) and Mancherla (1.482 ha) forest divisions have been obtained during 2013 and 2016 respectively.

The proposed third line between Makudi and Rechni Road Railway stations is a part of the Balharshah to Kazipet tripling project. The existing alignment of Railway double line track between Makudi – Rechni Road Railway stations passes through forest land of Kagaznagar, Asifabad and Bellampally forest Divisions under compartment nos. Vempally (84), Achelly (91, 92), Garlapet Ext I, Jakkapur (85), Tandur Ext (306/1), Tandur (337/2) in an area of 189.6808 ha and requires Permission for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations is required under the Forest (Conservation) Act, 1980 and Wildlife (Protection) Act, 1970.

This proposed line has been aligned along the existing railway tracks within the available railway land boundaries, as far as possible, to minimize the forest land diversion/acquisition. There is no alternate route to this alignment hence the new third line is proposed parallel to the existing railway tracks passing through this forest corridor, which is under possession of Railways.


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