GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 3304
ANSWERED ON 28.03.2025

PLAN FOR SPEED UPGRADATION OF PHULERA-MERTA ROAD-JODHPUR AND JODHPUR-LUNI RAILWAY LINES

3304# SHRI RAJENDRA GEHLOT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has any plans for speed upgradation of the double Phulera–Merta Road-Jodhpur and Jodhpur-Luni railway lines of North Western Railway;

(b) If so, the details thereof;

(c) whether the Phulera-Jodhpur railway section, which also houses the much-awaited, under construction, dedicated testing track of Research Design and Standard Organization (RDSO) with a speed capacity of 220 km/h, is undergoing speed upgradation to a maximum speed capacity of 160 Kmph; if so, the details thereof; and

(d) whether any timeline has been set to complete the proposed upgradation work on both the aforementioned railway sections, if so, the details thereof?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) The work of upgradation and raising of speed in Phulera-Merta Road-Jodhpur and Jodhpur-Luni double line sections of North Western Railway was taken up in phased manner since 2015-16. Till now, the speed upgradation in entire sections of Phulera-Merta Road-Jodhpur and Jodhpur-Luni railway lines has been done to 110 kmph.

Dedicated Test Track (64 km) is a separate sanctioned project, which takes off from Gudha station in Phulera-Jodhpur section. The Dedicated Test Track has been designed as per international standards. It has multiple features and trial facilities for testing of Rolling Stocks up to Design Speed of 220 kmph. Work of Dedicated Test Track is in advance stage of completion.

Raising of sectional speed is a continuous and ongoing process. Continuous efforts are made to increase speed potential of railway tracks over Indian Railways. In 2014, speed potential of 110 kmph & above on Indian railway's track was only 31,000 km, which has significantly increased to about 80,000 km at present.

Following measures are taken for upgradation and maintenance of track structure to increase speed potential:

(i) Using modern track components consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Pre-stressed Concrete Sleeper (PSC) Normal/Wide base sleepers with modern elastic fastenings.

(ii) Laying of fan-shaped turnout on PSC sleepers with Thick Web Switches and Weldable CMS Crossings.

(iii) Providing Steel Channel/H-beam Sleepers on girder bridges while carrying out primary track renewals.

(iv) Using 130m/260m long rail panels for rail renewals to minimize weld- joints.

(v) Field-welding by mobile Flash Butt Welding Plant and advanced USFD Testing technique of Rail/ Welds by Phased array technology.

(vi) Mechanization in Track renewal/ replacement using Track Relaying Trains, Points & Crossing Changing machines, Track laying Equipment etc.

(vii) Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to project optimal maintenance requirements.

(viii) Induction of advance modern machines for track maintenance i.e., high output tampers, high output Ballast Cleaning Machines and Rail Grinding machines etc.

(ix) Adopting Self-propelled Ultrasonic Rail Testing Car (SPURT) and Rail Cum Road Vehicle (RCRV) based USFD system for testing of rails/welds.

(x) Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

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