

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 3307
ANSWERED ON 20.03.2026

BAIDYANATH DHAM TO PASHUPATINATH DHAM RAIL PROJECT

3307# PROF. MANOJ KUMAR JHA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government is considering to approve the Baidyanath Dham to Pashupatinath Dham (via Bhagalpur-Singheshwar Dham-Bhimnagar) rail project, if so, the progress made so far; and
- (b) if not, whether the Ministry is considering to approve the Bhagalpur to Bhimnagar via Naugachia-Udakishunganj-Singheshwar-Bhimnagar rail project?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) and (b): Baidyanathdham is an existing railway station on Indian Railway Network and is connected to Bhagalpur via Jasidih Jn and Barahat Jn. Singheshwar Dham is served by Dauram Madhepura railway station (about 10 Km away from Singheshwar). Pashupatinath Dham is located outside India in Kathmandu, Nepal. Nearest Railway station is Raxaul, which is well connected with railway network.

Final Location Survey of Raxaul (India)-Kathmandu (Pashupatinath) new line (136 Km) has been completed and Detailed Project Report (DPR) prepared.

After preparation of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depends upon appraisals and approvals by various stakeholders.

Dauram Madhepura-Singheshwar Asthan-Bhimnagar-Pratapganj feasibility study was carried out. The project could not be taken up due to low traffic projection.

To improve connectivity of Baidyanathdham and Bhagalpur with Northern Bihar region including Naugachia, Udakishunganj, Singheshwar and Bhimnagar, Bikramshila-Katareah new rail line (26 km) project alongwith construction of a Bridge across River Ganga and Kursela-Bihariganj new line project has been taken up.

**Bihar
Railway Budget:**

Budget allocation for Infrastructure projects and safety works, falling fully/partly in the State of Bihar is as under:

Period	Outlay
2009-14	₹1,132 Cr./year
2025-26	₹10,066 Cr. (Nearly 9 times)

Track construction:

The details of commissioning/laying of new track falling fully/partly in the State of Bihar during 2009-14 and 2014-25 is as under :-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	318 Km	63.6 Km/year
2014-25	1,899 Km	172.6 Km/year (More than 2.5 times)

Projects sanctioned:

As on 01.04.2025, 52 projects (31 New Lines, 01 Gauge Conversions and 20 Doubling), of a total length of 4,663 km, costing ₹86,107 crore, falling fully/partly in Bihar, are sanctioned, out of which 1,014 km length has been commissioned and an expenditure of ₹29,353 crore has been incurred upto March' 2025. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	31	2,691	516	16,814
Gauge Conversion	1	69	52	544
Doubling/Multi-tracking	20	1,904	446	11,995
Total	52	4,663	1,014	29,353

Recently completed projects:

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

SN.	Project	Length (Km)	Cost (In Crores of Rs)
1	Patna rail cum road Bridge	28	3,210
2	Munger rail cum road Bridge	15	3,040

3	Kosi Bridge	22	863
4	Daniawan-Biharsharif New Line	38	354
5	Chandan-Banka New Line	40	496
6	Rampurhat-Mandarhill New Line	130	908
7	Maharajganj-Masrakh New Line	35	412
8	Rajgir-Tilaiya & Natesar-Islampur New Line	67	726
9	Mansi-Saharsa-Purnia Gauge Conversion	141	752
10	Jaynagar-Narkatiaganj Gauge Conversion	260	967
11	Kaptanganj-Chhapra Gauge Conversion	234	819
12	Sakri-Nirmali & Saharsa-Forbesganj Gauge Conversion	206	2,113
13	Mansi-Saharsa, Saharsa-Purnia & Banmakhi- Bihariganj Gauge Conversion	169	752
14	Sahibganj-Pirpainti Doubling	23	129
15	Maheshkunt-Thanabihpur Doubling	32	115
16	Hajipur-Ramdayalu Nagar Doubling	48	367
17	Pirpainti-Bhagalpur Doubling	51	493
18	Bakhtiyarpur-Barh Doubling	19	237
19	Kiul-Gaya Doubling	124	2,462
20	Hajipur-Bachwara Doubling	72	930
21	Darbhanga bypass	9	253
22	Araria-Galgalia (Thakurganj) New Line	110	2,132
23	Saraigarh Bypass line	5	79
24	Chhapra-Chhapra Kacheri 3 rd line	3	33

Ongoing projects:

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

SN.	Project	Length (Km)	Cost (Rs. in Cr.)
1	Sakri-Hasanpur new line	76	735
2	Khagaria-Kusheshwarsthan New line	42	1,511
3	Fatuha-Islampur new line	167	2,882
4	Koderma-Tilaiya new line	65	1,980
5	Hajipur-Sagauli new line	151	2,702
6	Araria-Supaul new line	96	1,925
7	Kursela-Bihariganj new line	58	194
8	Bikramshila-Katareah new line	26	2,171
9	Jhajha-Batia new line	20	588
10	Pirpainti-Jassidih new line	97	2,611
11	Chhitauni-Tumkuhi Road new line	59	1,731

12	Jalalgarh-Kishanganj new line	51	360
13	Jogbani-Biratnagar (Nepal) new line	19	402
14	Darbhanga-Kusheshwarasthan new line	70	367
15	Motihari-Sitamarhi new line	77	1,007
16	Sitamarhi-Nirmali new line	189	2,833
17	Nawada-Laxmipur new line	137	3,121
18	Ara-Bhabua Road new line	150	2,397
19	Gaya-Daltonganj new line	137	2,861
20	Muzaffarpur-Darbhanga new line	69	282
21	Muzaffarpur-Janakpur Road new line	67	228
22	Dehri on Sone-Banjari new line	35	111
23	Chhapra-Muzzafarpur new line	78	1,894
24	Bihta-Aurangabad new line	120	2,995
25	Gaya-Chatra and Gaya-Natesar new line	135	4,543
26	Deogarh-Sultanganj new line incl.Banka-Barahat and Banka-Bhitiah Road	154	665
27	Sultanganj-Katuria new line	77	291
28	Bariarpur-Mananpur new line	68	251
29	Hathua-Bhatni new line	80	318
30	Aurangabad Terminal-Anugrah Narayan Road new line	13	441
31	Nawadah-Pawapuri New line	25	492
32	Jaynagar-Bijalpura Gauge conversion	69	790
33	Dhanbad-Sonnagar 3rd line	291	7,906
34	Samastipur-Darbhanga Doubling	38	826
35	Rampur Dumra-Tal-Rajendra Pul-Additional bridge and Doubling	14	2,535
36	Sagauli-Valmikinagar Doubling	110	1,456
37	Gaya Bye pass for Manpur	2	30
38	Muzaffarpur-Sugauli Doubling	101	1,586
39	Barauni-Bachwara 3rd & 4th line	32	486
40	Sonenagar bye pass(Chiralapothu to Bagha Bishunpur)	10	224
41	Narkatiaganj-Darbhanga& Sitamarhi-Muzaffarpur Doubling	256	4,080
42	Chhapra-Ballia Patch Doubling	65	1,046
43	Gorakhpur-Valmikinagar Doubling	96	1,121
44	Katihar-Kumedpur and Katihar-Mukuria Doubling	65	943
45	Bhadaura Station and Karma Station Surface Triangle Line	11	200
46	ROR at Sasaram connecting GC to Ara-Sasaram Line	9	470
47	Ara Bye pass Line to be connected from Jagjivan Halt	3	119

	to existing ARA-Sasaram line through link cabin (Y-Connectivity at Ara)		
48	Son Nagar-Andal Multitracking	749	12,334
49	Bulb line at Nabinagar (Ankorha)	17	612
50	Punarakh- Barh-Bhaktiyarpur New 4th line & balance 3rd line	28	422
51	Sanjaygram to Dhachna By Pass line	2	34
52	Aluabari Road-Thakurganj Doubling	20	327
53	Aluabari Road-New Jalpaiguri 3rd & 4th Line	57	1,630
54	Bhagalpur-Jamalpur 3rd Line	53	1,156
55	Bhagalpur-Dumka-Rampurh at Doubling	177	3,169
56	Bakhtiyarpur-Rajgir-Tilaiya Doubling	104	2,192
57	Bakhtiyarpur-Fatuha 3rd and 4th line	24	931

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Sanction of any railway project depend 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

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.
