

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1542
ANSWERED ON 31.07.2026

**CONVERSION TO BROAD GAUGE AND ELECTRIFICATION OF MARWAR-UDAIPUR
RAIL LINE**

1542# SHRI MADAN RATHORE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the rail line from Marwar Junction in Rajasthan to Udaipur via Phulad, Goramghat and Kamlighat is currently a "meter gauge" line that is yet to be electrified; and
- (b) if so, by when it is expected to be converted into broad gauge and electrified, the details thereof?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

(a) & (b): Marwar - Phulad - Goramghat - Kamlighat is a Meter Gauge (MG) Line and is presently operational. To provide broad gauge connectivity, a Final Location Survey (FLS) for a new line from Marwar Junction to Devgarh Madariya via Todgarh-Raoli (72 km) has been sanctioned for preparation of DPR.

After preparation of 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 depend upon appraisal and approval by various stakeholders.

The Gauge Conversion of Devgarh Madariya - Nathdwara (Mavli) (83 Km) along with electrification work has been sanctioned. An expenditure of ₹702.26 crore has been incurred upto March 2026 and an outlay of ₹303 crore has been provided for this project for the year 2026-27. The section from Nathdwara to Udaipur is an existing Broad Gauge (BG) electrified line. Works have been taken up in Nathdwara (Mavli) - Devgarh Madariya Gauge Conversion Project. Details are as under:

Section	Status
Nathdwara - Lawa Sardargarh (43 Km)	Land Acquisition Completed. 5 out of 6 Major Bridges have been completed and work taken up in balance 1 bridge. 1 out of 2 ROBs have been completed and work taken up in balance 1 ROB. 28 out of 33 RUBs have been completed and work taken up in balance 5 RUBs. 4 out of 5 station buildings have been completed and work taken up in balance 1 station building.
Lawa Sardargarh- Devgarh Madariya (40 Km)	70 Ha out of total scope of 71 Ha land has been acquired and work taken up for the balance land. 4 out of 5 major bridges have been completed and work taken up in balance 1 bridge. Work has been taken up in 1 ROB. 8 out of 29 RUBs has been completed and work taken up in balance 21 RUBs. 1 out of 5 station building have been completed and work taken up in balance 4 station buildings.

Rajasthan

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects falling fully/partly in the State of Rajasthan is as under:-

Period	Outlay
2009-14	₹682 Cr./Yr
2026-27	₹10,228 Cr. (Nearly 15 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Rajasthan is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	798 Km	160 Km/year
2014-26	3,886 Km	324 Km/year (Nearly 2 times)

Projects sanctioned:

As on 01.04.2026, 32 projects (15 New Lines, 05 Gauge Conversion and 12 Doubling), of a total length of 3447 km, costing ₹47,498 crore, falling fully/partly in Rajasthan are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length (in Km)	Length Commissioned Upto Mar'26 (Km)	Expenditure upto Mar'26 (₹ in Cr.)
New Line	15	999	239	7,602
Gauge Conversion	5	1,252	815	7,859
Doubling/ Multitracking	12	1,196	268	7,784
Total	32	3,447	1,322	23,245

Recently completed projects:

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

S.No.	Project	Cost (₹ in crore)
1	Bangurgram-Ras New Line (28 Km)	175
2	Thaiyat Hamira-Sanu New Line (58 Km)	350
3	Suratpura - Sriganganagar Gauge Conversion (241 Km)	896
4	Sadulpur-Bikaner & Ratangarh-Degana Gauge Conversion (438 Km)	886
5	Jaipur- Churu & Sikar-Loharu Gauge Conversion (320 Km)	1,105
6	Bhagat ki Kothi-Luni Doubling (28 Km)	128
7	Rani-Keshav Ganj Doubling (59 Km)	290
8	Guriya-Marwar & karjoda-Palanpur Doubling (49 Km)	251
9	Rani-Marwar Doubling (52 Km)	346
10	Abu Road to Swaroop Ganj Doubling (26 Km)	195
11	Abu Rd to Sarotra Rd Doubling (24 Km)	152
12	Alwar-Bandikui Doubling (60 Km)	450
13	Ajmer-Bangurgram Doubling (48 Km)	375
14	Bangurgram-Guriya Doubling (47 Km)	395
15	Bina-Kota Doubling (283 Km)	2,476
16	Nimach-Chittaurgarh Doubling (56 Km)	560
17	Degana-Rai ka Bagh Doubling (146 Km)	809

S.No.	Project	Cost (₹ in crore)
18	Dausa-Gangapur City Doubling (93 Km)	950
19	Phulera-Degana Doubling (108 Km)	702
20	Khatuwas-Narnaul Doubling (24 Km)	313
21	Churu-Ratangarh Doubling (43 Km)	423
22	Churu-Sadulpur Doubling (58 Km)	469

Ongoing Projects:

To further improve the Railway Infrastructure in the state of Rajasthan, following works have been taken up:-

S.No.	Name of the project	Cost (₹ In crore)
1.	Pushkar-Merta New Line (51 Km)	800
2.	Taranga Hill-Abu Road New Line (116 Km)	3,198
3.	Ramganjmandi-Bhopal New Line (277 Km)	5,073
4.	Nimach-Badi Sadri New Line (48 Km)	896
5.	Merta City-Ras New Line & Bypass at Merta Road Station (56 Km)	947
6.	Gwalior-Sheopurkalan Gauge Conversion (284 Km)	3,947
7.	Dholpur-Sirmuttra Gauge Conversion (145 Km)	747
8.	Ajmer-Chittaurgarh Gauge Conversion (420 Km)	1,834
9.	Mathura-Jhansi 3rd line (274 Km)	5,961
10.	Agra Fort-Bandikui Doubling (150 Km)	988
11.	Sawaimadhopur-Jaipur Doubling (131 Km)	1,204
12.	Luni-Bhildi Doubling (272 Km)	3,086
13.	Ajmer-Chanderiya Doubling (178 Km)	1,635
14.	Rewari-Khatuwas Doubling (28 Km)	352
15.	Umra-Debari Doubling (25 Km)	492
16.	Ringas-Sikar Doubling (50 Km)	470
17.	Nagda-Mathura 3rd & 4th line (568 Km)	16,403

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

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.

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

Further, all new line / multi-tracking projects are being sanctioned and constructed with electrification.
