

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1550
ANSWERED ON 31.07.2026

CAPACITY AUGMENTATION OF RAILWAY NETWORK IN BIHAR

1550 SHRI AKHILESH PRASAD SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has assessed the increasing passenger and freight traffic on major railway corridors passing through Bihar, particularly the Patna–Delhi, Patna–Howrah and Barauni corridors;
- (b) whether infrastructure constraints are affecting punctuality, freight movement and operational efficiency in the State;
- (c) the measures taken to modernise signalling systems, eliminate bottlenecks and improve terminal capacity in Bihar; and
- (d) whether a long-term railway capacity enhancement plan has been formulated to meet future transportation demand in the State?

ANSWER

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

(a) to (d): To improve the capacity following works/surveys in Delhi-Patna, Patna-Howrah and Patna-Barauni sections have been taken up:

S No.	Project Name	Status
1	Dadri-Daud Khan (Aligarh) 4 th line (96 Km)	DPR has been prepared.
2	Daud Khan-Bhaupur 3 rd line (278 Km)	Final Location Survey (FLS) has been sanctioned for Preparation of Detailed Project report (DPR)
3	Rooma-Shujaatpur 3 rd line (147 Km)	FLS has been sanctioned for preparation for DPR
4	Shujaatpur-Bamhraul 3 rd & 4 th line (38 Km)	FLS has been sanctioned for preparation for DPR
5	Bamhraul-Prayagraj 3 rd line (7 Km)	The project is sanctioned at a cost of ₹494 Cr. Expenditure of ₹389 Cr has been incurred in this project and ₹89 Cr has been allocated in FY

		2026-27. Land is available. Work of 01 major bridge has been taken up. 07 minor bridges out of 07 have been completed. Station building completed. 8 TKM track linking out of 9 TKM have been completed. Work on balance has been taken up.
6	Bamrauli-Prayagraj 4 th line (190 Km)	FLS has been sanctioned for preparation for DPR
7	Prayagraj-DDU 3 rd line (150 Km)	The project is sanctioned at a cost of ₹2649 Cr. Expenditure of ₹1945 Cr has been incurred in this project and ₹450 Cr has been allocated in FY 2026-27. 123 Ha out of 148 Ha Land acquisition has been completed and balance land acquisition taken up. 48 Km out of 150 km has been commissioned. Works have been taken up in balance sections. 13 major bridges out of 19 have been completed. Work on balance bridges have been taken up. 105 minor bridges out of 111 have been completed. Work on balance bridges have been taken up. 3 RUBs out of 5 have been completed. Work on balance RUBs have been taken up. 13 Station buildings out of 19 have been completed. Work on balance has been taken up. 83 TKM track linking out of 148 TKM have been completed. Work on balance has been taken up.
8	DDU-Danapur 3 rd & 4 th line (198 Km)	DPR has been prepared.
9	Danapur-Patna-Fatuha 3 rd & 4 th line (29	DPR has been prepared.

	Km)	
10	Fatuha-Bakhtiyarpur 3 rd & 4 th line (24 Km)	Project has been sanctioned recently at a cost of ₹.931 Cr.
11	Punarakh-Barh-Bakhtiyarpur 4 th line and balance 3 rd line (28 Km)	Project has been sanctioned recently at a cost of ₹422Cr.
12	Kiul-Punarakh 3 rd & 4 th line (50 Km)	Project has been sanctioned recently at a cost of ₹2668Cr.
13	Kiul-Jhajha 3 rd line (54 Km)	Project has been sanctioned recently at a cost of ₹962 Cr.
14	Jhajha-Sitarampur 3 rd & 4 th line (144 Km)	FLS has been sanctioned for preparation for DPR. Field survey work completed.
15	Chandanpur-Saktigarh 4 th line (43 Km)	Project has been sanctioned at a cost of ₹750 Cr.
16	Kiul-Jamalpur 3 rd & 4 th line (45 Km)	FLS has been sanctioned for preparation for DPR
17	Bhagalpur-Jamalpur 3 rd Line (53Km)	Project has been sanctioned recently at a cost of ₹1156 Cr.
18	Bhagalpur-Jamalpur 4 th Line (53Km)	FLS has been sanctioned for preparation for DPR.
19	Bhagalpur-Barharwa 3 rd & 4 th line (128 Km)	DPR has been Prepared.
20	Barhwarwa-Murarai 3 rd Line (49 Km)	Project has been sanctioned recently at a cost of ₹977 Cr
21	Gumani-Pakur 4 th Line (18 Km)	Project has been sanctioned recently at a cost of ₹344 Cr
22	Pakur-Sainthia 4 th Line (81 Km)	Project has been sanctioned recently at a cost of ₹1569 Cr
23	Sainthia-Khana 3 rd & 4 th Line (84 Km)	FLS has been sanctioned for preparation for DPR
24	Goldinganj-Hajipur-Bachwara 3 rd & 4 th line (300 Km)	DPR has been Prepared
25	Bachwara-Barauni 3 rd & 4 th line (32 Km)	The project is sanctioned at a cost of ₹486 Cr.

		Expenditure of ₹179 Cr has been incurred in this project and ₹94Cr has been allocated in FY 2026-27.
		Land is largely available and works of earth work, major and minor bridges, ROBs and station building are taken up.

Bihar:

Railway Budget:

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

Period	Outlay
2009-14	₹1,132 Cr./year
2026-27	₹10,379 Cr. (More than 9 times)

Track construction:

The details of commissioning/laying of new track falling fully/partly in the State of Bihar is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	318 Km	63.6 Km/year
2014-26	2,034 Km	169.5 Km/year (More than 2.5 times)

Projects sanctioned:

As on 01.04.2026, 59 projects (32 New Lines, 01 Gauge Conversions and 26 Doubling), covering a total length of 5,067 km, costing ₹96,651 crore, falling fully/partly in Bihar are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length (in Km)	Length Commissioned till Mar'26 (in Km)	Total Exp upto Mar'26 (₹ in Cr)
New Lines	32	2,616	533	14,806
Gauge Conversion	1	69	52	544
Doubling/Multi-tracking	26	2,382	465	14,509
Total	59	5,067	1,050	29,860

Recently completed projects:

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

SN.	Project	Cost (In Crores of Rs)
1	Patna bridge (28 Km)	3,310
2	Munger rail cum road Bridge (15 Km)	3,040
3	Kosi Bridge (22 Km)	863
4	Daniawan-Biharsharif new line (38 Km)	354
5	Chandan-Banka new line (40 Km)	496
6	Rampurhat-Mandarhill new line (130 Km)	908
7	Maharajganj-Masrakh new line (35 Km)	412
8	Rajgir-Tilaiya&Natesar-Islampur new line (67 Km)	726
9	Jaynagar-Narkatiaganj gauge conversion (260 Km)	967
10	Kaptanganj-Chhapra gauge conversion (234 Km)	819
11	Sakri-Nirmali, Saharasa-Forbesganj gauge conversion (206 Km)	2,113

12	Mansi-Saharsa, Saharsa-Purnia, Banmakhi- Bihariganj gauge conversion (169 Km)	752
13	Sahibganj-Pirpainti doubling (23 Km)	129
14	Maheshkunt-Thanabihpur doubling (32 Km)	115
15	Hajipur-Ramdayalu Nagar doubling (48 Km)	367
16	Pirpainti-Bhagalpur doubling (51 Km)	493
17	Kiul-Gaya doubling (124 Km)	2,462
18	Hajipur-Bachwara doubling (72 Km)	930
19	Araria-Galgalia (Thakurganj) new line (110 Km)	2,132
20	Samastipur-Darbhanga Doubling (38 Km)	874

Ongoing projects:

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

SN.	Project	Cost (Rs. in Cr.)
1	Sakri-Hasanpur new line (76 Km)	802
2	Fatuha-Islampur new line (167 Km)	3,158
3	Koderma-Tilaiya new line (65 Km)	2,287
4	Hajipur-Sagauli new line (151 Km)	2,820
5	Araria-Supaul new line (96 Km)	2,170
6	Kursela-Bihariganj new line (58 Km)	194
7	Pirpainti-Jassidih new line (97 Km)	2,700
8	Chhitauni-Tumkuhi Road new line (59 Km)	1,881
9	Jalalgarh-Kishanganj new line (51 Km)	407
10	Sitamarhi-Nirmali new line (189 Km)	2,833
11	Bihta-Aurangabad new line (120 Km)	3,606

12	Gaya-Chatra and Gaya-Natesar new line (135 Km)	4,543
13	Sultanganj-Katuria new line (77 Km)	291
14	Jaynagar-Bijalpura Gauge conversion (69 Km)	900
15	Dhanbad-Sonnagar 3rd line (291 Km)	7,906
16	Sagauli-Valmikinagar Doubling (110 Km)	1,456
17	Muzaffarpur-Sugauli Doubling (101 Km)	1,745
18	Barauni-Bachwara 3rd & 4th line (32 Km)	486
19	Narkatiaganj-Darbhanga, Sitamarhi-Muzaffarpur doubling (256 Km)	4,080
20	Chhapra-Ballia Patch Doubling (65 Km)	1,046
21	Katihar-Kumedpur and Katihar-Mukuria Doubling (65 Km)	943
22	Son Nagar-Andal Multitracking (749 Km)	12,334
23	Punarakh- Bhaktiyarpur New 4th line & balance 3rd line (28 Km)	422
24	Aluabari Road-Thakurganj Doubling (20 Km)	327
25	Bhagalpur-Jamalpur 3rd line (53 Km)	1,156
26	Bhagalpur-Dumka-Rampurhat doubling (177 Km)	3,169
27	Bakhtiyarpur-Rajgir-Tilaiya doubling (104 Km)	2,192
28	Bakhtiyarpur-Fatuha 3rd and 4th line (24 Km)	931
29	Punarakh-Kiul 3 rd and 4 th line (50 Km)	2,668
30	Kiul-Jhajha 3rd Line (54 Km)	962
31	Mansi-Saharsa doubling (44 Km)	499

Yard Capacity Augmentation

To augment the yard capacity of various Railway Stations, following works have been sanctioned at major Railway stations.

SN.	Name of Works	Cost (in Cr.)
1	Yard remodeling work at Saharsa Junction involving full length Goods shed.	159
2	Provision of 02 No. of stabling lines work at Patliputra Station.	15.05
3	Harding Park (Patna) Terminal work involving provision of 5 No. of lines and 5 No. of platforms.	88.13
4	Provision of 02 No. of pit lines, 04 No. of Stabling lines at Danapur Junction.	80.54
5	Provision of 05 No. of running lines with 02 No. of platform at Danapur Junction.	49.59
6	Yard remodeling work at Siwan Junction involving provision of 04 No. of additional running lines.	49.49
7	Provision of new Goods train handling siding at Sidhawalua Station.	23.73
8	Provision of a full-length Goods train handling siding at Teknewas Station.	21.83
9	Provision of 01 No. of stabling line and 01 No. of running line at Thawe Junction.	13.13
10	Provision of 01 No. of running line and 01 No. of Shunting line at Chhaprakatcheri Station.	18.7
11	Yard remodeling work at Bhagalpur Junction to extend goods train handling capacity.	49.58
12	Yard remodeling work at Bihta Station involving 01 No. of full length stabling line and shunting line.	49.96
13	Yard remodeling work at Jehanabad Station involving 02 No. of additional loop lines.	15.65
14	Provision of 02 No. of Loop lines at Patna Saheb Station.	24

Further, the capacity augmentation works across Indian Railways are planned and executed based on projected traffic demand, operational & maintenance requirements.

During last three years (i.e. 2023-24, 2024-25, 2025-26 and current financial year 2026-27), total 71 Nos. of Surveys (8 New Line, 63 Doubling) falling fully/partly in the State of Bihar having a total length of 3,220 Km have been sanctioned.

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 projects/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.

Trains services in Bihar:

Indian Railways constantly endeavour to provide improved services to the Passengers. Besides, introduction of new train services on any route/section, which is an on-going process, depends on various factors which include:

- Capacity of that section.
- Availability of path.
- Availability of required rolling stock.
- Availability of matching infrastructure for rolling stock.
- Maintenance requirement of railway tracks and other assets.

Accordingly, Patna-Delhi and Patna-Kolkata sectors are served by 31 pairs and 19 pairs of trains while Barauni-Delhi and Barauni-Howrah sectors are served by 19 pairs and 17 pairs of trains respectively. The sector-wise detail is as under:

Trains serving Patna-Delhi sector

SN.	Train no. and name
1	15483/15484 Alipur Duar-Delhi Express
2	15743/15744 Balurghat-Bathinda Express
3	15733/15734 Balurghat-Bathinda Express
4	12487/12488 Jogbani-Anand Vihar (T) Express
5	12505/12506 Kamakhya-Anand Vihar (T) Express
6	12391/12392 Rajgir-New Delhi Express
7	15657/15658 Delhi-Kamakhya Express
8	15623/15624 Bhagat Ki Kothi-Kamakhya Express
9	13257/13258 Danapur-Anand Vihar (T) Express
10	12303/12304 Howrah-New Delhi Express
11	22459/22460 Madhupur-Anand Vihar (T) Express
12	12273/12274 Howrah-New Delhi Durgam Express
13	22465/22466 Madhupur-Anand Vihar (T) Express
14	12367/12368 Bhagalpur-Anand Vihar (T) Express
15	20801/20802 Islampur-New Delhi Express
16	22405/22406 Bhagalpur-Anand Vihar (T) Garib Rath Express
17	14003/14004 Malda Town-New Delhi Express
18	13429/13430 Malda Town-Anand Vihar (T) Express
19	12435/12436 Jaynagar-Anand Vihar (T) Garib Rath Express
20	12309/12310 Rajendra Nagar (T)-New Delhi Rajdhani Express
21	12393/12394 Rajendra Nagar (T)-New Delhi Express

22	22361/22362 Rajendra Nagar (T)-New Delhi Amrit Bharat Express
23	12305/12306 Howrah-New Delhi Rajdhani Express
24	12235/12236 Madhupur-Anand Vihar (T) Express
25	12423/12424 Dibrugarh-New Delhi Rajdhani Express
26	20501/20502 Agartala-Anand Vihar (T) Rajdhani Express
27	20507/20508 Sairang-Anand Vihar (T) Rajdhani Express
28	13251/13252 Patna Jn-Anand Vihar (T) Express
29	22449/22450 Guwahati-New Delhi Express
30	14619/14620 Agartala-Firozpur Cant Express
31	14037/14038 Silchar-New Delhi Express

Trains between Patna-Kolkata sector

SN.	Train No. and Name
1	22197/22198 Kolkata-Virangana Lakshmibai Jhansi Express
2	12325/12326 Kolkata-Amb Andaura Express
3	12317/12318 Kolkata-Amritsar Express
4	12303/12304 Howrah-New Delhi Express
5	12273/12274 Howrah-New Delhi Duronto Express
6	13037/13038 Howrah-Dehradun Express
7	13035/13036 Howrah-Dehradun Express
8	12315/12316 Kolkata-Udaipur City Express
9	12305/12306 Howrah-New Delhi Rajdhani Express
10	12023/12024 Howrah-Patna Jan Shatabdi Express
11	22347/22348 Howrah-Patna Vande Bharat Express
12	13005/13006 Howrah-Amritsar Express

13	22587/22588 Sealdah-Banaras Amrit Bharat Express
14	13047/13048 Howrah-Prayagraj Rambag Express
15	13121/13122 Kolkata-Ghazipur City Express
16	13127/13128 Kolkata-Ara Garib Rath Express
17	12351/12352 Howrah-Rajendra Nagar (T) Express
18	22213/22214 Shalimar-Patna Durgam Express
19	13041/13042 Howrah-Jammu Tawi Express

Trains serving Barauni -Delhi sector:

SN.	Train No. and Name
1	12487/12488 Jogbani-Anand Vihar (T) Express
2	15707/15708 Katihar-Amritsar Express
3	12505/12506 Kamakhya-Anand Vihar (T) Express
4	15565/15566 Lalitgram-New Delhi Express
5	15715/15716 Kishanganj-Ajmer Express
6	15671/15672 Kamakhya-Rohtak Amrit Bharat Express
7	15909/15910 Dibrugarh-Lalgarh Express
8	15279/15280 Saharsa-Anand Vihar (T) Express
9	12435/12436 Jaynagar-Anand Vihar (T) Garib Rath Express
10	22411/22412 Naharlagun-Anand Vihar (T) Express
11	14011/14012 Radhikapur-Anand Vihar (T) Express
12	12203/12204 Saharsa Jn-Amritsar Garib Rath Express
13	15529/15530 Saharsa Jn-Anand Vihar (T) Express
14	20505/20506 Dibrugarh-New Delhi Rajdhani Express
15	12423/12424 Dibrugarh-New Delhi Rajdhani Express

16	14619/14620 Agartala-Firozpur Cant Express
17	22449/22450 Guwahati-New Delhi Express
18	15621/15622 Kamakhya-Anand Vihar (T) Express
19	14037/14038 Silchar-New Delhi Express

Trains serving Barauni- Kolkata sector

SN	Train no. and name
1	15233/15234 Kolkata-Darbhanga Express
2	15235/15236 Howrah-Darbhanga Express
3	15271/15272 Howrah-Muzaffarpur Express
4	13031/13032 Howrah-Jaynagar Express
5	13137/13138 Kolkata-Azamgarh Express
6	13105/13106 Sealdah-Ballia Express
7	15047/15048 Kolkata-Gorakhpur Express
8	15051/15052 Kolkata-Gorakhpur Express
9	15049/15050 Kolkata-Gorakhpur Express
10	13021/13022 Howrah-Raxaul Express
11	13185/13186 Sealdah-Jaynagar Express
12	13155/13156 Kolkata-Sitamarhi Express
13	13157/13158 Kolkata-Muzaffarpur Express
14	13135/13136 Kolkata-Jaynagar Express
15	13019/13020 Howrah-Kathgodam Express
16	13043/13044 Howrah-Raxaul Express
17	13165/13166 Kolkata-Sitamarhi Express

Punctuality:

Punctuality is accorded high priority on Indian Railways (IR) and all possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which include foggy weather, path constraints/congestion, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The overall punctuality of trains on Indian Railways during 2025-26 was more than 77%.

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.
- Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).
- Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.
- Data loggers ensure real time and realistic reporting of arrival / departure of passenger trains at stations.
- IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014. IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.
- To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.
- New generation High capacity Locomotives are being utilised for Right powering of trains.
- Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:

- (i) **GPS based FOG SAFE DEVICE** – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.
- (ii) **Modified Semi-Automatic Stop Signal (MASS) System:** MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

Results/Outcomes:

Due to these initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77%.

No. of Zones	Punctuality percentage
3	Punctuality of more than 90%
09	Punctuality between 75% and 90%
All Zones of Indian Railways	77%

Signalling:

Strengthening, upgradation, modernisation and improvement of Signalling infrastructure is a continuous and ongoing process over Indian Railways. Indian Railway is continuously modernizing current infrastructure of its signalling system as under:

1. Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling have been provided at 6671 stations as on 30.06.2026, out of which Electronic Interlocking have been provided at 3954 stations over Indian Railway, including 205 stations with Electronic Interlocking in Bihar.

2. Interlocking of Level Crossing Gates (LC) has been provided at 10395 Level Crossing Gates upto 30.06.2026 for enhancing safety at LC Gate over Indian Railway, including 824 no. interlocking of Level Crossing Gates in Bihar.

3. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6671 stations up to 30.06.2026 over Indian Railway, including 434 stations in Bihar.

4. Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6085 Block Sections up to 30.06.2026 over Indian Railway, including 440 block sections in Bihar.

5. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 7464 Route Km upto 30.06.2026 over Indian Railway, including 314 Rkm of Automatic Block Signalling in Bihar.

6. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4). Kavach was adopted as National ATP system in July, 2020. Based on deployment of Kavach version 3.2 on 1465 Rkm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,569 Route Kilometres as on 20.07.2026, covering the high density Delhi- Mumbai and Delhi- Howrah routes over Indian Railway, including 150 Rkm in Bihar.
