

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 673  
TO BE ANSWERED ON 20.07.2022**

**GAUGE CONVERSION FROM UDAIPUR TO AHMEDABAD**

**†673. SHRI CHANDRA PRAKASH JOSHI:  
SHRI ARJUN LAL MEENA:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Government has completed the work of rail gauge conversion from Udaipur in Rajasthan to Ahmedabad via Himmatnagar in Rajasthan;**
- (b) if so, the details of the total number and names of railway stations between Udaipur and Ahmedabad;**
- (c) the details of the passenger/freight and express trains on this route;**
- (d) the details of the names of the stations falling into A and B categories among these stations;**
- (e) whether the Government proposes to build more new stations on this railway route and if so, the details thereof;**
- (f) the reasons for the delay in the said work of gauge conversion that started in 2009 along with the details thereof;**
- (g) the total funds allocated and spent on this project so far; and**
- (h) the time by which the Government proposes to start the train operation on Udaipur to Ahmedabad via Himmatnagar railway line after this gauge conversion work is over?**

**ANSWER**

**MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY**

**(SHRI ASHWINI VAISHNAW)**

**(a) to (h): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF UNSTARRED QUESTION NO. 673 BY SHRI CHANDRA PRAKASH JOSHI AND SHRI ARJUN LAL MEENA TO BE ANSWERED IN LOK SABHA ON 20.07.2022 REGARDING GAUGE CONVERSION FROM UDAIPUR TO AHMEDABAD**

**(a) and (g): Ahmedabad-Himmatnagar-Udaipur gauge conversion project including Modasa-Shamlaji Road new line (318 km) has been taken up. Gauge conversion of Ahmedabad-Himmatnagar-Dungarpur-Jay Samand (234 km) and Kharwachanda-Udaipur (24 km) sections has been completed and work has been taken up in balance section.**

**So far, total fund allocated and spent on Ahmedabad-Himmatnagar-Udaipur gauge conversion project including Modasa-Shamlaji Road new line (318 km) is ₹ 3335.33 and ₹ 2136.44 crore respectively.**

**(b) and (d): There are total 36 stations between Udaipur and Ahmedabad section, namely Asarva, Saijpur (Halt), Sadargram (Halt), Naroda, Medra (Halt), Dabhoda, Nandol Dehgam, Jaliyamath (Halt), Ralciyal, Kherola, Talod, Khari-Amarpur, Prantij, Sonasan, Hapa Road, Himmatnagar, Umra, Kharwachanda, Zawar, Padla, Jaisamand Road, Surkhand ka khera, Semari, Kundalgarh, Rikhab dev road, Kotana, Dungarpur, Shalashah thana, Shri Bhavnath, Bechhiwara, Jagabor, Lusadiya, Shamlaji Road, Sunak, Raigadh Road and Viravada.**

**(c): To cater to the needs of passengers of Ahmedabad-Himmatnagar-Dungarpur section, 01 pair of Passenger Special service viz. 09543/44 Asarva-Dungarpur DMU special is being operated since 17.01.2022.**

**However, no direct Passenger service or Mail/Express train service is being operated between Ahmedabad and Udaipur via Asarva-Himmatnagar-Dungarpur section, at present.**

**Contd...2/-**

**In last three months i.e. April, May and June 2022, total 09 freight trains have run on Ahmedabad-Himmatnagar-Dungarpur section.**

**(e): Work has been taken up as per approved plan. There is no such proposal to build more stations on Ahmedabad-Himmatnagar-Udaipur section presently.**

**(f) To avoid sharp curves and speed restriction in the existing meter gauge section between Umra and Jawar stations, the alignment of this section was detoured for 12.5 km. For this detour alignment, 35.78 hectare forest land and construction of 820 metre long tunnel was required. Land acquisition was completed in January, 2018.**

**However, timely completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, 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 due to climatic conditions, priority of projects, etc. and all these factors affect the completion of the project.**

**(h): Introduction of trains on a new section is subject to mandatory sanction of Commissioner of Railway Safety. Besides, introduction of new train services is an ongoing process on Indian Railways.**

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