

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3208
TO BE ANSWERED ON 19.03.2025**

RAIL CONNECTIVITY FOR KAUSHAMBI

3208. SHRI PUSHPENDRA SAROJ:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is a plan to upgrade or build a new railway station in Kaushambi to improve connectivity;**
- (b) if so, the details of the fixed timeline and budget allocation;**
- (c) whether the Government has been pushing for 100 per cent railway electrification and track modernization, if so, the details thereof and the details of percentage of railway lines on and around Kaushambi electrified; and**
- (d) whether there is a plan to introduce new semi high speed trains on improve track conditions to reduce travel time to Delhi-Lucknow and Varanasi?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) : Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/Union Territory -wise/District-wise as the Railways' projects may span across State/Union Territory/District boundaries. Railway projects are sanctioned on the basis of

remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

Railway infrastructure projects falling fully/partly in the State of Uttar Pradesh are covered under Northern Railway, North Central Railway, North Eastern Railway, East Central Railway and West Central Railway zones. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's.

Bharwari, Sirathu and Manauri are the major railway stations in Kaushambi district. These stations are on the Delhi-Howrah via Prayagraj main line route. Recently, DFC also has been completed along this route. Moreover, Prayagraj-Bamrauli 4th line with Rail Fly Over at subedarganj project (9 km) has been sanctioned and the work has been taken up. This will also improve mobility of train traffic through Kaushambi. Doubling of Phaphamau to Unchahar in Kaushambi has also been sanctioned at a cost of Rs 971 crore.

As on 01.04.2024, 68 Projects (16 New Line, 03 Gauge Conversion and 49 Doubling) of a total length 5,874 km, costing Rs. 92,001 crore, falling fully/partly in Uttar Pradesh are at various stages of planning and implementation, out of which 1313 Km length has been commissioned and an expenditure of Rs. 28,366 crore has been incurred upto March, 2024. The status of the work is summarized as:

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹in Cr)
NL	16	1740	297	8672
GC	3	261	0	26
DL	49	3873	1016	19668
TOTAL	68	5874	1313	28366

Upgradation and improvement of track infrastructure is a continuous and ongoing process over Indian Railways. The following measures have been taken by Indian Railways to upgrade railway tracks:

- I. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Pre-stressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan-shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges have been used while carrying out primary track renewals.**
- II. The Thick Web Switches and Weldable CMS Crossing have been used in turnout renewal works.**
- III. Supply of 130m/260m long rail panels has been increased to avoid welding of joints, thereby improving safety.**
- IV. Adoption of better welding technology for rails i.e. Flash Butt Welding.**
- V. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.**
- VI. Deployment of state-of-the-art modern machines including Rail Grinding machines manufactured in India on Railway network to further improve asset reliability.**

- VII. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc.**
- VIII. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.**
- IX. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**
- X. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**

At present, about 98% of the total BG network of the Indian Railways has been electrified. Electrification carried out during 2014-24 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-25 (upto Feb, 25)	45,922

Broad Gauge network in Kaushambi area has been 100% electrified.

At present, Delhi-Lucknow sector is served by 54 pairs of train services including 22425/26 Ayodhya Cantt-Anand Vihar (T) Vande Bharat Express. Similarly, Delhi-Varanasi sector is served by 27 pairs of train services including 22435/36 Varanasi-New Delhi Vande Bharat Express and 22415/16 Varanasi-New Delhi Vande Bharat Express. Besides, introduction of new train services is an on-going process on Indian Railways subject to traffic justification, operational feasibility etc.
