GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 490
TO BE ANSWERED ON 23.07.2025

# TRAINS SPEED IN NORTH-WESTERN RAILWAYS

†490. SHRI HANUMAN BENIWAL:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the names of the locations between which the work related to doubling and electrification of railway tracks has been completed in North-Western railways during the last year and the current year alongwith the details of the expenditure incurred on such works;
(b) whether the speed of trains has not increased despite doubling and electrification of railway lines in North-Western railways;
(c) if so, the reasons therefor;
(d) whether the speed of 90% of trains have been reduced in Jodhpur division despite doubling and electrification of railway line there;
(e) if so, the reasons therefor;
(f) whether the Government proposes the doubling of railway line from Merta Road in Nagaur to Bikaner via Nagaur; and
(g) if so, the details thereof?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (g): Doubling project commissioned in North Western Railway

...2/-

during Financial Year 2024-25 and 2025-26 are as under:

| S.No. | Project | Length (in Km) | Commissioned Section | Cost of project (₹ In cr.) |
|---|---|---|---|---|
| 1 | Phulera-Degana Doubling | 108 | Project Completed | 836 |
| 2 | Churu-Ratangarh Doubling | 46 | Project Completed | 354 |
| 3 | Manheru-Bhawani Khera Doubling | 32 | Manheru-Bhiwani (14 Km) | 144 |

Details of sections electrified during Financial Year 2024-25 and 2025-26 are as under:

| S.No. | Project | Length (in Km) | Cost (₹ In Cr.) |
|---|---|---|---|
| 1 | Sarupsar-Anupgarh | 71 | 45 |
| 2 | Makrana-Phulera | 148 | 94 |
| 3 | Thaiyat Hamira-Sanu | 66 | 24 |
| 4 | Bechhiwara-Himmatnagar | 81 | 56 |
| 5 | Jaisalmer-Ashapura Gomat | 125 | 70 |
| 6 | Ratangarh-Molisar | 23 | 17 |
| 7 | Molisar-Churu | 35 | 42 |
| 8 | Manheru-Bhiwani | 14 | 15 |

...3/-

**Speeding up of train services is an on-going process on Indian Railways (IR) and is dependent on various factors like Maximum Permissible speed (MPS) of the sections, the gradient of the sections enroute, speed potential of rolling stock/Loco, availability of path, maintenance corridor blocks, permanent and temporary speed restrictions, signaling system, etc. To optimally utilize the resources, train services on IR are charted at Maximum Permissible Speed keeping in view the speed potential of Rolling Stock.**

**Upgradation and improvement of track infrastructure is a continuous and ongoing process. The various measures have been taken for this purpose as under:**

**(i) Using modern track components consisting of 60 kg, 90 Ultimate Tensile Strength (UTS) rails, Wider base Pre-stressed Concrete Sleeper (PSC) with modern elastic fastenings.**

**(ii) Laying of fan-shaped turnouts on PSC sleepers with Thick Web Switches and Weldable CMS Crossings.**

**(iii) Providing Steel Channel and H-beam Sleepers on girder bridges.**

**(iv) Using 260 m long rail panels for rail renewals to minimize weld-joints.**

**(v) Adoption of Thick Web Switch Expansion Joint (TWSEJ) in place of conventional Switch Expansion Joint (SEJ).**

**(vi) Field-welding by mobile Flash Butt Welding Plant in place of conventional Thermit welds.**

(vii) Use of advanced USFD testing technique of rail and welds by Phased Array technology.

(viii) Mechanization in track renewal/ replacement using Track Relaying Trains, Points & Crossing Changing machines, Track Laying Equipment etc.

(ix) Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.

(x) Induction of advance modern machines for track maintenance i.e., high output tampers, high output Ballast Cleaning Machines and Rail Grinding Machines etc.

(xi) Adopting Self-propelled Ultrasonic Rail Testing Car (SPURT) and Rail-Cum-Road Vehicle (RCRV) based USFD system for testing of rails/welds.

(xii) Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.

(xiii) Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a consequence of above measures, the details of upgraded railway tracks with speed potential of 110 kmph and 130 kmph over Indian Railways from 2014 to 2025 (till now) are as under:

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| Track length with speed potential of 110 kmph and above | |
|---|---|
| 2014 | ~ 31,000 km |
| 2025 | ~ 83,000 km (2.7 times) |

| Track length with speed potential of 130 kmph | |
|---|---|
| 2014 | ~ 5,000 km |
| 2025 | ~ 23,000 km (4.6 times) |

**In Jodhpur division, the following sections have been upgraded to 110 kmph as a result of above track upgradation measures:**

| S.No. | Section | Stretch (km) |
|---|---|---|
| 1. | Rai ka Bagh-Phalodi | 134 |
| 2. | Jodhpur-Phulera | 260 |
| 3. | Luni-Barmer | 180 |
| 4. | Merta Road-Bikaner | 150 |

**Final Location Survey for doubling of Merta Road – Bikaner rail line (173 Km) has been sanctioned for preparation of Detailed Project Report (DPR).**

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