GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1656
TO BE ANSWERED ON 10.12.2025

RAJDHANI EXPRESS IN MAHARASHTRA

1656. SHRI SANJAY DINA PATIL:
SHRI BHASKAR MURLIDHAR BHAGARE:
SHRI MOHITE PATIL DHAIRYASHEEL RAJSINH:
DR. AMOL RAMSING KOLHE:
PROF. VARSHA EKNATH GAIKWAD:
SMT. SUPRIYA SULE:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of Rajdhani Express trains currently operating through Maharashtra, particularly those connecting Mumbai with major cities, along with their routes, stoppages, and frequency;

(b) whether the Government has assessed the feasibility of expanding Rajdhani Express services to other districts in Maharashtra that presently lack premium long-distance connectivity and if so, the details thereof;

(c) whether any proposals have been received from public representatives for introducing Rajdhani services from cities such as Nagpur, Aurangabad, Nashik, Pune and Solapur and if so, the details thereof and the action taken thereon;

(d) the details of the criteria adopted for introducing Rajdhani trains on new routes—such as demand assessment, track capacity, electrification, operational viability and rolling-stock availability—and whether high-demand or underserved regions in Maharashtra meet these criteria; and

(e) details of the steps being taken to upgrade station, signalling and track infrastructure at major stations in Maharashtra to support future Rajdhani operations and reduce travel time?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e) Rajdhani Express services, primarily connect the National Capital to the State Capitals. Accordingly, the following 03 Rajdhani Express services are connecting Mumbai to the National Capital Delhi:

Train no. and name	Commercial Stoppages enroute
12951/12952 Mumbai Central - Delhi Rajdhani Express (daily)	Borivali, Surat, Vadodara, Ratlam, Nagda, Kota
12953/12954 Mumbai Central - Delhi Rajdhani Express (daily)	Borivali, Vapi, Valsad, Surat, Bharuch, Vadodara, Dahod, Ratlam, Kota, Sawai Madhopur, Mathura
22221/22222 Chhatrapati Shivaji Maharaj Terminus - Delhi Rajdhani Express (daily)	Kalyan, Nasik Road, Jalgaon Junction, Bhusaval, Bhopal, Virangana Lakshmibai (Jhansi), Gwalior, Agra Cantt.

Nagpur is connected to Delhi by 34 pairs of regular train services, including 4 pairs of Rajdhani and 3 pairs of Duronto train services while Nashik is connected to Delhi by 5 pairs of regular train services, including 1 pair of Rajdhani services.

Similarly, Pune-Delhi sector is served by 9 pairs of services and Solapur-Delhi sector by 2 pairs of services. Presently, Aurangabad is being served by 60 train services.

Proposals/ requests/ suggestions/ representations, both formal and informal inter alia for introduction of trains, including Rajdhani Express trains, are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. As receipt of such proposals/ requests/ suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Further, as the railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries.

However, introduction of new train services, including Rajdhani Express services, to enhance connectivity, is an ongoing process on Indian Railways 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**

Strengthening, upgradation, modernisation and Improvement of track infrastructure

Strengthening, upgradation, modernisation and Improvement of track infrastructure is a continuous and ongoing process over Indian Railways including rail network situated in Maharashtra. The following measures are being taken by Indian Railways to upgrade railway tracks:

i. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and Steel Channel/H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.

ii. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.

iii. Supply of 130m/260m long rail panels have been increased to avoid welding of joints. thereby improving safety.

iv. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.

V. Adoption of better welding technology for rails i.e. Flash Butt Welding.

vi. Adoption of mechanized system for track maintenance using high output plain tamper and points & crossing tampers for improved maintainability & reliability of track.

vii. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.

viii. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.

ix. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.

x. Use of advanced USFD testing technique of rail and welds by Phased Array technology.

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

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.

Redevelopment of stations

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building

- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like 'One Station One Product'**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.**

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 132 stations are located in the state of Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Maharashtra are as following:

State	No. of Amrit Stations	Names of Amrit Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar,

		Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhaji Nagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva, Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road , Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road,

		Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar

Development works at railway stations under Amrit Bharat Station Scheme in the state of Maharashtra has been taken up at a good pace. Details of works completed in the state of Maharashtra are as under:

State	No. of Stations completed	Name of Stations
Maharashtra	17	Amgaon, Baramati, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Nandura, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road

The works at other stations have also been taken up at good pace and progress of some of the above stations is as given below:

- **Wathar station: The works of new portico, improvement of station building, water booth, new main entry gate, parking area, circulating area, improvement of entrance lobby, compound wall of parking area, platform shelter at platform no. 1, platform surfacing, improvement of waiting room, signages and station illumination have been completed. The finishing works have been taken up.**

- **Nandgaon station: The works of entrance and exit gate, platform surfacing, platform shelter, improvement of station building, booking office, Foot Over Bridge, boundary wall, circulating area, parking area, signage and lighting have been completed. The finishing works have been taken up.**

- **Hadapsar station: The works of new station building, waiting hall, 12 m Foot Over Bridge, underground tank, platform shelter, improvement of platform surfacing, circulating area, station illumination, signages, lifts, escalators and landscaping have been completed. The finishing works have been taken up.**

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise or state-wise. The state of Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. From the financial year 2021-22 to 2025-26 ₹ 11,917 crore has been allocated while an expenditure of ₹ 9,826 crore has been incurred since 2021-22 till October, 2025.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame

can be indicated at this stage.

Signalling system:

Indian Railway is continuously modernizing current infrastructure of its signalling system including rail network situated in Maharashtra as under:-

1. Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling have been provided at 6656 stations as on 31.10.2025,

2. Interlocking of Level Crossing Gates (LC) has been provided at 10098 Level Crossing Gates upto 31.10.2025 for enhancing safety at LC Gate.

3. Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6661 stations up to 31.10.2025.

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 6142 Block Sections up to 31.10.2025.

5. Automatic Block Signalling (ABS) enhances line capacity within existing track infrastructure has been provided at 6341 Route km upto 31.10 2025

6. Indian Railways has also gone for implementation of advance technology system "Kavach" as an Automatic Train Protection (ATP) system. Kavach is indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order. Kavach has also boon adopted as a National ATP system in July 2020.

Railway projects

Railway projects are sanctioned Zonal Railway-wise and not State-wise as Indian Railways' projects may span across State boundaries. However, details of railway projects falling fully/ partly in the state of Maharashtra are as under:

Budget allocation during the last five years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Maharashtra is as under:

Period	Outlay
2009-14	₹ 1,171 crore/year
2025-26	₹ 23,778 crore (More than 20 times)

The details of commissioning/laying of new track falling fully/partly in the State of Maharashtra during 2009-14 and 2014-25 is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.4 Km/year (more than 3 times)

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 km, costing ₹ 89,780 crore, falling fully/partly in Maharashtra, are sanctioned. The summary is as under:-

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'25 (Km)	Exp upto Mar'25 (₹ in Cr.)
New Line	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286
Doubling/ Multi-tracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

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

S.No.	Project	Cost (₹ in crore)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Manmad-Jalgaon 3rd line (160 Km)	2,574
3	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
4	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
5	Panvel-Pen Doubling (35 Km)	263
6	Pen-Roha Doubling (40 Km)	330
7	Udhna-Jalgaon Doubling (307 Km)	2,448
8	Mudkhed-Parbhani Doubling (81 Km)	673
9	Bhusawal-Jalgaon 3rd line (24 Km)	325
10	Jalgaon-Bhusawal 4th line (24 Km)	261
11	Daund-Gulbarga Doubling (225 Km)	3,182

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

Sl.	Name of the project	Cost (₹ In crore)
1	Ahilyanagar-Beed-Parli Vaijnath New Line (261 Km)	4,957
2	Baramati-Lonand New Line (64 Km)	1,844
3	Wardha-Nanded New Line (284 Km)	3,445
4	Indore-Manmad New Line (360 Km)	18,529
5	Wadsa-Gadchiroli New Line (52 Km)	1,886
6	Jalna -Jalgaon New Line (174 Km)	5,804
7	Daund-Manmad Doubling (236 Km)	3,037
8	Kalyan-Kasara 3rd line (68 Km)	1,433
9	Wardha-Nagpur 3rd line (76 Km)	698
10	Wardha-Ballarshah 3rd line (132 Km)	1,385
11	Itarsi-Nagpur 3rd line (280 Km)	2,450
12	Rajnandgaon-Nagpur 3rd line (228 Km)	3,545
13	Wardha-Nagpur 4th line (79 Km)	1,137

14	Jalgaon-Manmad 4th Line (160 Km)	2,574
15	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285

Further, during the last three years i.e. 2022-23, 2023-24, 2024-25 and the current financial year, 98 surveys (29 New Line, 2 Gauge Conversion and 67 Doubling) of total length 8603 Km. falling fully/ partly in the State of Maharashtra, have been sanctioned.

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 a particular project site etc.**

All these factors affect the completion time and cost of the project/s.

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