

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 1951
TO BE ANSWERED ON 11.02.2026**

CLOSURE OF OLD RAILWAY GATE IN SHRIRAMPUR

†1951. SHRI BHAUSAHEB RAJARAM WAKCHAURE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware that route on old Railway Gate serial 44 (OHEM70 404/12-14) in Shrirampur Taluka of Ahmad Nagar, district of Shirdi Lok Sabha constituency has been closed post rail line double gauge, resulting into difficulty in commuting for villagers of Laadgaon, Padhegaon, Malunja, Kanegaon and Bherdapur and if so, the details thereof;**
- (b) whether it is a fact that students and farmers have to take longer route due to closure of this route and probability of accidents have increased and if so, the details thereof;**
- (c) whether the Government has received memorandum from village panchayats demanding construction of an underpass at this specific location; and**
- (d) if so, the time by which the Government will ensure the sanctioning and implementation of underpass construction?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Old Railway Crossing gate No. 44 (OHE M 70-404/12-14) was situated between Rahuri and Padhegaon stations. A Road under Bridge (RUB) No. 402/1 at Km 402/5-6 was constructed in 2015 in lieu of Level Crossing (LC) gate No. 44, for the existing single line.

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Further, during the construction of double line between Rahuri and Padhegaon stations as a part of Daund – Manmad (247 km) doubling project, extension of RUB was done. During extension of RUB, accesses of RUB was temporarily closed for 20 days with due consent of Gram Panchayat and Collector’s permission. The same was opened after the completion of works of extension of RUB.

The work of preparation of technical feasibility report/Detailed project report (TFR/ DPR) for the construction of Subway/ FOB at the location of old LC gate no. 44 has been taken up. Further action depends on TFR/ DPR.

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**