

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 4250
TO BE ANSWERED ON 18.03.2026**

FUND ALLOCATION FOR RAILWAY PROJECTS (GWALIOR)

†4250. SHRI BHARAT SINGH KUSHWAH:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of funds allocated for various Central schemes or railway development works in the Gwalior, Lok Sabha Constituency under the Ministry of Railways from the year 2022-23 till date, year-wise and scheme-wise;**
- (b) the details of the actual expenditure incurred out of the allocated funds during the said period, year and scheme-wise;**
- (c) the details of the reasons for the slow physical/actual financial progress of the projects as compared to the funds allocated under the aforementioned schemes; and**
- (d) the steps being taken by the Government to ensure optimum and time-bound utilisation of the funds?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): To improve the connectivity in Gwalior, following projects have been taken up:

- (i) Gwalior-Sheopurkalan Gauge Conversion (188 Km): This project is sanctioned at a cost of ₹2912 Cr. An expenditure of ₹2594 Cr has been incurred upto March-2025 and an outlay of ₹375 crore has been given for the year 2025-26. Land Acquisition has been completed for the entire project. Section wise progress is as under:**

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(A) Birlanagar – Birpur (117 km) – Section commissioned.

(B) Birpur – Sheopur Kalan (70 km):

Activity	Status
Major Bridges	All 21 have been Completed
ROBs	15 out of 22 have been completed and work has been taken up in balance.
RUBs	39 out of 50 have been completed and work has been taken up in balance.
Station Building	All 8 have been Completed

(ii) Jhansi – Gwalior – Mathura 3rd line (274 Km):

This project is sanctioned at cost of the project is ₹ 5924 Cr. An expenditure of ₹5468 Cr has been incurred upto March-2025 and an outlay of ₹511 crore has been given for the year 2025-26. Entire project has been commissioned except for Agra bypass between Bhandai – Kitham (27 km). Work has been taken up in this section.

Bhandai – Kitham (27 km) :

Activity	Status
Land Acquisition	Completed
Major Bridge	12 out of 18 have been completed and work has been taken up in balance

Madhya Pradesh

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for Infrastructure projects and safety works, falling fully/partly in the State of Madhya Pradesh is as under:

Period	Outlay
2009-14	₹632 crore/year
2025-26	₹14,745 crore (More than 23 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Madhya Pradesh during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-25	2651 Km	241 Km/year (More than 8 times)

Project Sanctioned:

As on 01.04.2025, 24 projects (08 New Lines, 02 Gauge Conversion and 14 Doubling), of total length of 4,740 Km, costing ₹89,542 crore falling fully/partly in Madhya Pradesh are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure (₹ in Cr)
New Lines	8	1914	544	15069
Gauge Conversion	2	809	430	6766
Doubling / Multitracking	14	2017	1118	19566
Total	24	4,740	2,093	41,401

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

Recently completed projects:

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

S.No.	Name of Project	Latest Cost (₹ in Crores)
1.	Anuppur-Katni 3rd line (165 Km)	2311
2.	Pendra Road-Anuppur 3rd line (50 Km)	394

3.	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
4.	Bhopal-Bina 3rd line (145 km)	1075
5.	Bina-Kota Doubling (283 km)	2477
6.	Jabalpur-Gondia Gauge Conversion including Balaghat-Katangi (300 Km)	2005
7.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1512
8.	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1268
9.	Ghat Pindari-Balkheda Doubling (6 Km)	29
10.	Guna-Ruthiyai Doubling (20 Km)	175
11.	Jukhei Chord line, Bye Passing the Katni Yard (2 Km)	12
12.	Sontalai-Bagratawa Doubling (7 Km)	110
13.	Itarsi-Budhni 3rd line (25 Km)	286
14.	Teegaon-Chichonda Ghat Section 3rd line (17 Km)	176
15.	Barkhera-Bhopal 3rd line (41 km)	473
16.	Nagda-Ujjain Doubling of Gambhir Bridge (2 Km)	28
17.	Nimach-Chittaurgarh Doubling (56 Km)	560
18.	Budhni-Barkhera 3rd line (27 Km)	1703
19.	Indore-Dewas-Ujjain Doubling (79 Km)	757
20.	Powerkheda-Jujharpur Rail flyover (16 Km)	443
21.	Guna- Etawah New Line (348 Km)	683
22.	Ramna-Singrauli doubling (160 Km)	2436
23.	Karaila Road- Shaktinagar Doubling(32 Km)	763
24.	Malkhedi-Mahadeokhedi Doubling (12 Km)	59

Ongoing projects:

Some of the projects falling fully/partly in the State of Madhya Pradesh which have been taken up are as under:

S. No.	Project	Cost (₹ in Crores)
1.	Shahdol-Singhpur 4 th Line (6 Km)	54
2.	Katni- Grade separator / Bypass (35 Km)	2300
3.	Katni- Singrauli Doubling (257 Km)	4377
4.	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho New Line (541 Km)	8914
5.	Ramganjmandi-Bhopal New Line (277 Km)	5073
6.	Indore-Budni New Line (198 Km)	7474
7.	Nimach-Badi Sadri New Line (48 Km)	495
8.	Itarsi- Nagpur 3rd line (280 Km)	2450
9.	Jhansi-Bina 3rd line (153 Km)	2002
10.	Jhansi-Khairar-Manikpur & Khirar-Bhimsen Doubling (431 Km)	4330
11.	Katni - Bina 3rd line (260 Km)	3138
12.	Satna-Rewa Doubling (50 Km)	590
13.	Ruthiyai Bye Pass line (3 Km)	54
14.	Guna Bye Pass line (2 Km)	179
15.	Ujjain Fly Over (2 Km)	100
16.	Manmad - Indore New Line (360 Km)	18529
17.	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3285
18.	Dahod-Indore New Line (205 Km)	9746
19.	Nimach-Ratlam Doubling (133 Km)	1096
20.	Chhota Udepur-Dhar New Line (147 Km)	1794
21.	Ratlam-Nagda 3 rd and 4 th line (41 Km)	964

22.	Vadodara-Ratlam 3rd and 4th line (259 Km)	8387
23.	Ratlam-Khandwa Gauge Conversion (299 Km)	7265
24.	Bina-Itarsi 4th Line (237 km)	4329
25.	Itarsi-Nagpur 4th Line (297 Km)	5010

In last three years, 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 62 surveys (18 New Line & 44 Doubling) covering a total length of 5,933 Km has been sanctioned falling fully/partly in the State of Madhya Pradesh.

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**

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- **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 etc.**

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

ROBs/RUBs :

Sanctioning of works of ROB/ RUB in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (Upto Jan'26)	14,024 Nos. (including 1,299 Nos. in the State of Madhya Pradesh)

As on 01.02.2026, 4,802 Nos. ROBs/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 305 Nos. Road Over Bridge (ROB)/Road Under Bridge(RUB) are sanctioned at cost of ₹7,706 Cr in Madhya Pradesh which are at various stages of planning and execution.

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

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Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owing Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**
- iv. ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owing authority/State Govt. wants then Railway may permit them to execute the work on a single entity basis.**

Amrit Bharat 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, 1,338 stations have been identified for development under Amrit Bharat Station Scheme. Out of these, 80 stations including Gwalior and Dabra stations of Gwalior Lok Sabha Constituency, are located in Madhya Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Madhya Pradesh are as following:

State	No. of Stations	Names of Stations
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh,

State	No. of Stations	Names of Stations
		Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, KatniMurwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram (Hoshangabad), Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Madhya Pradesh have been taken up at a good pace. Till now, works of 15 stations have been completed. The name of stations completed in Madhya Pradesh are as following:

State	No. of stations	Name of stations
Madhya Pradesh	15	Beohari, Bhind, Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, Nainpur Jn, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shridham, Vidisha

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

- Gwalior station: The structural works of arrival and departure buildings at West side, concourse, mezzanine, air concourse and Foot Over Bridge at Jhansi end have been completed. The block work of arrival and departure building at East side, arrival passage, platform refurbishment, air concourse, central roof and Foot Over Bridge at Agra end have been taken up.**
- Dabra Station: The works of improvement of station building, porch, platform shelter, circulating area and approach road, have been completed. The work of 12 m Foot Over Bridge has been taken up.**
- Bhind station: The works of improvement of station building, platform surfacing, platform shelter, improvement of toilet, circulating area, approach road, main entrance gate, Divyangjan facilities and 12 m Foot Over Bridge have been completed. The work of lift has been taken up.**
- Saugor station: The works of improvement of station building, new entry and exit porches, platform raising and surfacing of platform no. 1, improvement of waiting hall, new toilet block and Divyangjan facilities have been completed. The works of circulating area, parking and 12 m Foot Over Bridge have been taken up.**
- Datia station: The works of improvement of station building, platform surface, circulating area and approach road at second entry, main entrance gate and Divyangjan facilities have been completed. The works of lift and 12 m Foot Over Bridge 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. Development /redevelopment / upgradation /modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation / Modernization of stations including Amrit Bharat Station Scheme are 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. Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central Railway, West Central Railway and Western Railway. For these zones, an allocation of ₹ 17,529 crore has been made for the last three year and current year 2025–26, out of which an expenditure of ₹ 16,189 crore (up to February, 2026) has been incurred so far.

Development / Upgradation of 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.
