

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 5413  
TO BE ANSWERED ON 25.03.2026**

**TRAINS OPERATING IN NR/NCR/NER RAILWAY ZONES**

**5413. MS IQRA CHOUDHARY:**

**SHRI PUSHPENDRA SAROJ:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the details of the passenger trains operating in Northern Railway (NR), North Central Railway (NCR) and North Eastern Railway (NER), along with funds sanctioned, released and utilised for capacity augmentation during the last five years and the present status of implementation thereof, zone-wise;**
- (b) the details of the number of routes and trains in NR, NCR and NER identified as operating beyond prescribed passenger capacity along with the reasons recorded in Ministry reviews for the continued shortfall;**
- (c) the details of the key findings of inspections, internal monitoring reports and safety reviews regarding congestion, waiting list levels and passenger safety concerns in these zones;**
- (d) the details of the number of passenger grievances and representations received regarding overcrowding and inadequate train availability in NR, NCR and NER during the last three years; and**
- (e) the details of the corrective planning, infrastructure expansion and capacity augmentation measures introduced to address congestion and improve passenger services in these zones?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (e) Northern Railway (NR), North Central Railway (NCR) and North Eastern Railway (NER) on ownership basis operate 1417 train services.**

**Capacity utilization of a section depends upon signaling system, length of critical block section, type of block instruments used in the section, provision of isolation and the type & mix of rolling stock used for running of passenger & goods trains in the given section. Capacity enhancement of various sections of Indian railways is an ongoing process.**

**The details like allocation, expenditure etc. of each Zonal Railways are available in consolidated Budget Statement, Annual Statistical Statement etc. which are available on Indian Railway website.**

#### **Enhanced Accommodation:**

**To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.**

#### **Non AC General and Sleeper Coaches:**

**With a view to meet the demand of passengers travelling in unreserved coaches, Railways have significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains. In the current financial year (upto February, 2026), 860 Coaches have been utilised for permanent augmentation.**

**On Indian Railways, demand patterns vary over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean periods and on less popular routes, there is sub-optimal utilization.**

**Traffic pattern of the trains running on Indian Railways is monitored on regular basis and to cater to additional demand, load of existing trains are augmented, special trains are run, new trains are introduced, frequency of existing trains is increased etc. subject to operational feasibility.**

**To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches (general/sleeper).**

**On IR, the percentage of non-AC coaches, is about 70% as indicated below:**

#### **Table 1: Distribution of coaches:**

<b>Non-AC coaches (general and sleeper)</b>	<b>~62,000</b>	<b>~70%</b>
<b>AC coaches</b>	<b>~27,000</b>	<b>~30%</b>
<b>Total coaches</b>	<b>~89,000</b>	<b>100%</b>

**Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:**

**Table 2: Passengers in general/unreserved coaches: The number of seats available for non-AC passengers has also increased. The current composition is as follows:**

<b>Year</b>	<b>No. of Passengers</b>
<b>2020-21</b>	<b>99 Cr (Covid year)</b>
<b>2021-22</b>	<b>275 Cr (Covid year)</b>
<b>2022-23</b>	<b>553 Cr</b>
<b>2023-24</b>	<b>609 Cr</b>
<b>2024-25</b>	<b>651 Cr</b>

**The number of seats available for non-AC passengers has also increased. The current composition is as follows:**

**Table 3: Distribution of seats:**

<b>Non-AC seats</b>	<b>~ 54 lakhs</b>	<b>~ 78%</b>
<b>AC seats</b>	<b>~ 15 lakhs</b>	<b>~ 22%</b>
<b>Total</b>	<b>~ 69 lakhs</b>	<b>100%</b>

**Special Trains:**

**IR also operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services.**

**Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals etc. are as below:**

<b>Year</b>	<b>No. of trips</b>
<b>2023-24</b>	<b>~40,500</b>
<b>2024-25</b>	<b>~85,400</b>
<b>2025-26(upto Feb, 2026)</b>	<b>~74,800</b>

- **Signalling system:**

**Indian Railway is continuously modernizing current infrastructure of its signalling system as under:**

- 1. Electrical/Electronic Interlocking Systems with centralized operation points and signals in place of old mechanical signalling have been provided at 6665 stations as on 28.02.2026, out of which Electronic Interlocking have been provided at 3870 stations.**
- 2. Interlocking of Level Crossing Gates (LC) has been provided at 10153 Level Crossing Gates upto 28.02.2026 for enhancing safety at LC Gate.**
- 3. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.**
- 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 6149 Block Sections up to 28.02.2026.**
- 5. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 6897 Route km upto 28.02.2026.**
- 6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**
- 7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- 8. Rolling block system for maintenance of assets has been introduced to increase their reliability.**
- 9. Regular inspection and maintenance of all railway signalling assets is carried out as per laid down norms to ensure safe operation of trains. These are regularly monitored through designated officials in**

**divisions across zonal railways. Staff are regularly counselled and trained.**

**Kavach:**

- 1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).**
- 2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.**
- 3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.**
- 4. Kavach was adopted as National ATP system in July, 2020.**
- 5. Implementation of Kavach System involves following Key Activities:**
  - I. Installation of Station Kavach at each and every station, block section.**
  - II. Installation of RFID Tags throughout the track length.**
  - III. Installation of telecom Towers throughout the section.**
  - IV. Laying of Optical Fibre Cable along the track.**
  - V. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.**
- 6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.**
- 7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.**
- 8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements,**

**Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.**

- 9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1452 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:**

<b>SN</b>	<b>Section</b>	<b>Progress (Route Km)</b>
<b>(1)</b>	<b>Delhi-Mumbai route:</b>	
<b>i</b>	<b>Junction cabin - Palwal - Mathura -Nagda section</b>	<b>667</b>
<b>ii</b>	<b>Vadodara - Ahmedabad section</b>	<b>96</b>
<b>iii</b>	<b>Vadodara - Virar section</b>	<b>336</b>
<b>(2)</b>	<b>Delhi - Howrah route:</b>	
<b>i</b>	<b>Gaya Sarmatanr section</b>	<b>93</b>
<b>ii</b>	<b>Chota Ambana - Bardhaman - Howrah section</b>	<b>260</b>

- 10. Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.**

- 11. Progress of key items of Kavach on High density routes including Delhi- Mumbai & Delhi- Howrah corridors as on 28.02.26 are as under:**

<b>SN</b>	<b>Item</b>	<b>Progress</b>
<b>i</b>	<b>Laying of Optical Fibre Cable</b>	<b>8570 Km</b>
<b>ii</b>	<b>Installation of Telecom Towers</b>	<b>1100 nos</b>
<b>iii</b>	<b>Station Data Centre</b>	<b>767 station</b>
<b>iv</b>	<b>Installation of Track side equipment</b>	<b>6776 Rkm</b>
<b>v</b>	<b>Provision of Kavach in Loco</b>	<b>4154 nos</b>

- 12. In addition, work for installation of Kavach in 8979 Locomotives and 1200 EMU/MEMU has been taken up.**

- 13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart**

training to all concerned officials. By now more than 55,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 47,500 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.

**Safety:**

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.

Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26 (upto 28.02.2026)	14 (90% lesser)

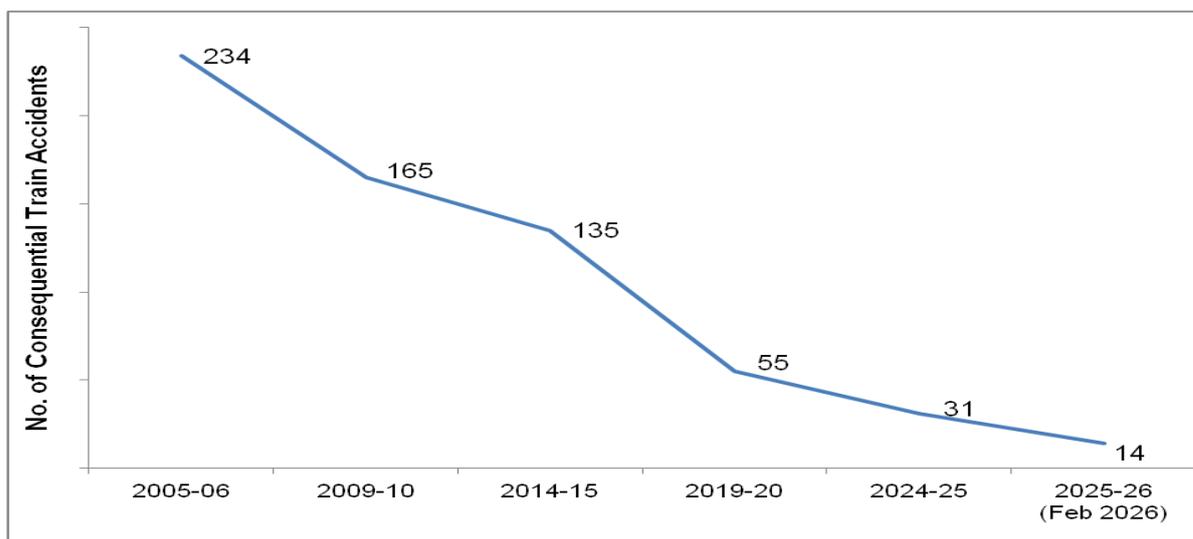
Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

**Consequential Accident Index:-**

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$



**The various safety measures taken to enhance safety in train operations on Indian Railways network (including N.Rly., N.C.Rly. & N.E.Rly.) are as under:-**

- 1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-**

<b>Expenditure/Budget on Safety related activities (Rs. in Cr.)</b>	
<b>2013-14</b>	<b>39,200</b>
<b>2022-23</b>	<b>87,336</b>
<b>2023-24</b>	<b>1,01,662</b>
<b>2024-25</b>	<b>1,14,022</b>
<b>2025-26</b>	<b>1,17,693</b>
<b>2026-27</b>	<b>1,20,389</b>

- 2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,665 stations up to 28.02.2026 to reduce accidents due to human failure.**
- 3. Interlocking of Level Crossing (LC) Gates has been provided at 10,153 Level Crossing Gates up to 28.02.2026 for enhancing safety at LC Gates.**
- 4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.**
- 5. Indian Railways has gone for implementation of indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order (SIL 4). Kavach has been adopted as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1465 Rkm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1,452 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:**

<b>SN</b>	<b>Section</b>	<b>Progress Route (Km)</b>
<b>(1)</b>	<b>Delhi-Mumbai route:</b>	
<b>i</b>	<b>Junction cabin-Palwal-</b>	<b>667</b>

	<b>Mathura –Nagda section</b>	
<b>ii</b>	<b>Vadodara - Ahmedabad section</b>	<b>96</b>
<b>iii</b>	<b>Vadodara - Virar section</b>	<b>336</b>
<b>(2)</b>	<b>Delhi – Howrah route:</b>	
<b>i</b>	<b>Gaya Sarmatanr section</b>	<b>93</b>
<b>ii</b>	<b>Chota Ambana-Bardhaman–Howrah section</b>	<b>260</b>

**Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.**

- 6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.**
- 7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.**
- 8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.**
- 9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.**
- 10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.**
- 11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed 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 is used while carrying out primary track renewals.**
- 12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.**
- 13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.**
- 14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.**

- 15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.**
- 16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).**
- 17. Patrolling of railway tracks to look out for weld/rail fractures.**
- 18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.**
- 19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.**
- 20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirements and optimize inputs.**
- 21. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.**
- 22. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.**
- 23. Replacement of conventional ICF design coaches with LHB design coaches is being done.**
- 24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.**
- 25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.**
- 26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.**
- 27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.**
- 28. Regular counselling and training of staff is undertaken.**

**29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.**

**The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-**

<b>S.N.</b>	<b>Item</b>	<b>2004-05 to 2013-14</b>	<b>2014-15 to 2024-25</b>	<b>2014-25 Vs. 2004- 14</b>
<b>Technological Improvements</b>				
<b>1.</b>	<b>Use of high-quality rails (60 Kg) (Km)</b>	<b>57,450 Km</b>	<b>1.43 Lakh Km</b>	<b>More than 2 times</b>
<b>2.</b>	<b>Longer Rail Panels (260m) (Km)</b>	<b>9,917 Km</b>	<b>77,522 Km</b>	<b>Nearly 8 times</b>
<b>3.</b>	<b>Electronic Interlocking (Stations)</b>	<b>837 Stations</b>	<b>3,691 Stations</b>	<b>More than 4 times</b>
<b>4.</b>	<b>Fog Pass Safety Devices (Nos.)</b>	<b>As on 31.03.14: 90 Nos.</b>	<b>As on 31.03.25: 25,939 Nos.</b>	<b>288 times</b>
<b>5.</b>	<b>Thick Web Switches (Nos.)</b>	<b>Nil</b>	<b>28,301 Nos.</b>	
<b>Better Maintenance Practices</b>				
<b>1.</b>	<b>Primary Rail Renewal (Track Km)</b>	<b>32,260 Km</b>	<b>49,941 Km</b>	<b>1.5 times</b>
<b>2.</b>	<b>USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)</b>	<b>79.43 Lakh</b>	<b>2 Crore</b>	<b>More than 2 times</b>
<b>3.</b>	<b>Weld failures (Nos.)</b>	<b>In 2013-14: 3699</b>	<b>In 2024-25:</b>	<b>90% reduction</b>

		<b>Nos.</b>	<b>370 Nos.</b>	
<b>4.</b>	<b>Rail fractures (Nos.)</b>	<b>In 2013-14: 2548 Nos.</b>	<b>In 2024-25: 289 Nos.</b>	<b>More than 88% reduction</b>
<b>Better Infrastructure and Rolling Stock</b>				
<b>1.</b>	<b>New Track KM added (Track Km)</b>	<b>14,985 Km</b>	<b>34,428 Km</b>	<b>More than 2 times</b>
<b>2.</b>	<b>Flyovers (RoBs)/Underpasses (RUBs) (Nos.)</b>	<b>4,148 Nos.</b>	<b>13,808 Nos.</b>	<b>More than 3 times</b>
<b>3.</b>	<b>Unmanned Level crossings (Nos.) on BG</b>	<b>As on 31.03.14: 8,948</b>	<b>As on 31.03.24: Nil (All eliminated by 31.01.19)</b>	<b>Removed</b>
<b>4.</b>	<b>Manufacture of LHB Coaches (Nos.)</b>	<b>2,337 Nos.</b>	<b>42,677</b>	<b>More than 18 times</b>

#### **Grievances redressal:**

**RailMadad is Indian Railways grievance redressal mechanism that provides passengers an integrated platform for grievances, assistance and inquiry. In RailMadad, passengers can seek redressal through multiple channels such as Helpline number-139, RailMadad Web, App and SMS. RailMadad also allows passengers to share feedback on the resolution of their grievances.**

#### **Capacity Augmentation:**

**Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-**

<b>Period</b>	<b>New track Commissioned</b>	<b>Average commissioning of new tracks</b>
<b>2009-14</b>	<b>7,599 Km</b>	<b>4.2 Km/day</b>
<b>2014-25</b>	<b>34,428 Km</b>	<b>8.6 Km/day (more than 2 times)</b>

**As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects including port-connectivity (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. Rs. 6.75 lakh crore are sanctioned. The summary is as under:-**

<b>Category</b>	<b>No of Projects</b>	<b>Total Length NL/GC/DL (km)</b>	<b>Length Commissioned till Mar'25 (Km)</b>	<b>Total Exp upto Mar'25 (Rs. in Cr)</b>
<b>New Lines</b>	<b>154</b>	<b>16,142</b>	<b>3,036</b>	<b>1,45,318</b>
<b>Gauge Conversion</b>	<b>33</b>	<b>4,180</b>	<b>2,997</b>	<b>22,753</b>
<b>Doubling / Multitracking</b>	<b>244</b>	<b>15,644</b>	<b>6,736</b>	<b>1,22,858</b>
<b>Total</b>	<b>431</b>	<b>35,966</b>	<b>12,769</b>	<b>2,90,929</b>

**Zonal Railway-wise details of Railway projects are made available in public domain on Indian Railway's website.**

**Projects Sanctioned in Northern Railway:**

**As on 01.04.2025, 29 projects (08 New Line and 21 Doubling) of 1,169 Km length, costing ₹69,731 crore falling in Northern Railway (NR) are sanctioned. The summary is as under:-**

<b>Category</b>	<b>No of Projects</b>	<b>Total Length (km)</b>	<b>Length Commissioned (km)</b>	<b>Exp upto Mar'25 (Rs. in Cr.)</b>
<b>New Line</b>	<b>08</b>	<b>499</b>	<b>80</b>	<b>28288</b>
<b>Doubling/Multitracking</b>	<b>21</b>	<b>670</b>	<b>264</b>	<b>3337</b>
<b>Total</b>	<b>29</b>	<b>1169</b>	<b>344</b>	<b>31625</b>

**Completed projects:**

**Details of some of the recently completed projects falling in Northern Railway (NR) are as under:**

<b>SN.</b>	<b>Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Udhampur-Srinagar-Baramula Rail Link (272 km)</b>	<b>42,278</b>
<b>2</b>	<b>Rajpura-Bhatinda Doubling (173 km)</b>	<b>2459</b>
<b>3</b>	<b>Barabanki-Akbarpur Doubling (161 km)</b>	<b>1700</b>
<b>4</b>	<b>Deoband (Muzzafar Nagar)-Roorkee New Line (27 km )</b>	<b>1289</b>
<b>5</b>	<b>Rewari-Rohtak New Line (85 km)</b>	<b>1001</b>
<b>6</b>	<b>Utretia-Zafrabad Doubling (148 km)</b>	<b>890</b>
<b>7</b>	<b>Rohtak-Mehem-Hansi New Line (64 km)</b>	<b>889</b>
<b>8</b>	<b>Jalandhar-Pathankot-Jammu Tawi Doubling (209 km)</b>	<b>850</b>
<b>9</b>	<b>Jind-Sonepat New Line (89 km)</b>	<b>800</b>
<b>10</b>	<b>Jaunpur- Akbarpur (Tanda) Doubling (77 km)</b>	<b>676</b>
<b>11</b>	<b>Raibareilly-Amethi Doubling (60 km)</b>	<b>668</b>
<b>12</b>	<b>Utretia-Raibareilly Doubling (66 km)</b>	<b>662</b>
<b>13</b>	<b>Muzaffarnagar – Tapri Doubling (52 km)</b>	<b>525</b>
<b>14</b>	<b>Meerut-Muzaffarnagar Doubling (55 km)</b>	<b>430</b>
<b>15</b>	<b>Janghai- Phaphamau Doubling (47 km)</b>	<b>414</b>
<b>16</b>	<b>Tughlakhabad-Palwal 4th line (34 km)</b>	<b>366</b>
<b>17</b>	<b>Alamnagar-Utretia Doubling (20 km)</b>	<b>358</b>
<b>18</b>	<b>Haridwar – Laksar Doubling (27 km)</b>	<b>347</b>
<b>19</b>	<b>Ambala-Dhapper-Chandigarh Doubling (45 km)</b>	<b>339</b>
<b>20</b>	<b>Kathua-Madhampur Punjab Doubling (3 km)</b>	<b>257</b>
<b>21</b>	<b>Mansa – Bhatinda Doubling (49 km)</b>	<b>216</b>
<b>22</b>	<b>Phaphamau-Prayagraj Doubling (14 km )</b>	<b>212</b>
<b>23</b>	<b>Lahota-Bhadoi Doubling (39 km)</b>	<b>184</b>
<b>24</b>	<b>Bhadoi-Janghai Doubling (31 km)</b>	<b>168</b>
<b>25</b>	<b>Jakhal- Mansa Doubling (45 km)</b>	<b>163</b>
<b>26</b>	<b>New Delhi -Tilak Bridge Doubling (7 km)</b>	<b>137</b>
<b>27</b>	<b>Mirthal-Bhangala Doubling (3 km)</b>	<b>74</b>
<b>28</b>	<b>Jaunpur Jn. - Jaunpur city -Chord line (2 km)</b>	<b>72</b>
<b>29</b>	<b>Palwal -New Prithala Doubling (10 km)</b>	<b>66</b>
<b>30</b>	<b>Khukhrana- Panipat Doubling (8 km)</b>	<b>58</b>
<b>31</b>	<b>Amritsar - Chheharta Doubling (7 km)</b>	<b>31</b>
<b>32</b>	<b>Jalandhar City-Suchi Pind Doubling (4 km)</b>	<b>24</b>
<b>33</b>	<b>Chakki Bank-Bharoli Doubling (3 km)</b>	<b>15</b>

**Ongoing projects:**

Some of the projects falling in Northern Railway (NR) which have been taken up are as under:

<b>SN.</b>	<b>Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Rishikesh-Karanprayag New Line (125 km)</b>	<b>38953</b>
<b>2</b>	<b>Bhanupalli-Bilaspur-Beri New Line (63 km)</b>	<b>13770</b>
<b>3</b>	<b>Varanasi-Pt. Deen Dayal Upadhyaya multritracking including Rail cum Road Bridge across Ganga (15 Km)</b>	<b>2464</b>
<b>4</b>	<b>Nangal Dam-Talwara – Mukerian New Line (123 km)</b>	<b>2311</b>
<b>5</b>	<b>Chandigarh-Baddi New Line (28 km)</b>	<b>1540</b>
<b>6</b>	<b>Janghai-Pratapgarh- Amethi Doubling (87 km)</b>	<b>1197</b>
<b>8</b>	<b>Phaphamau-Unchahar Doubling (72 km)</b>	<b>971</b>
<b>9</b>	<b>Mansa-Bhatinda Doubling (80 Km)</b>	<b>449</b>
<b>10</b>	<b>Anand Vihar-Tilak Bridge 3rd &amp; 4th line (20 km)</b>	<b>419</b>
<b>11</b>	<b>Barabanki-Malhaur 3rd &amp; 4th Line (33 km)</b>	<b>407</b>
<b>12</b>	<b>Ferozpur-Patti New Line (26 km)</b>	<b>300</b>
<b>13</b>	<b>Ludhiana-Mullanpur Doubling (21 km)</b>	<b>288</b>
<b>14</b>	<b>Ludhiana-Kila Raipur Doubling (19 Kms)</b>	<b>238</b>
<b>15</b>	<b>Jaunpur Jn.-Zafarabad Doubling (6 km)</b>	<b>177</b>
<b>16</b>	<b>Alal-Himmatana Chord line (13 km)</b>	<b>174</b>
<b>17</b>	<b>Dilkusha-Malhaur 3rd Line (8 km)</b>	<b>164</b>
<b>18</b>	<b>Didarganj - Shahganj - Bilwai Chord line (6 km)</b>	<b>137</b>
<b>19</b>	<b>Bypass line at Ayodhya Cantt. (6 km)</b>	<b>97</b>
<b>20</b>	<b>Bishanpura - Jind City Chord line (5 km)</b>	<b>77</b>
<b>21</b>	<b>Varanasi Shivpur 3<sup>rd</sup> line (6 km)</b>	<b>76</b>
<b>22</b>	<b>Byepass line at Ayodhya (1.5 km)</b>	<b>56</b>

**Projects Sanctioned in North Central Railway:**

As on 01.04.2025, 18 projects (03 Gauge Conversion and 15 Doubling) of 1,874 Km length, costing ₹25,829 crore falling in North Central Railway (NCR) are sanctioned. The summary is as under:-

<b>Category</b>	<b>No of Projects</b>	<b>Total Length (km)</b>	<b>Length Commissioned (km)</b>	<b>Exp upto Mar'25 (Rs. in Cr.)</b>
<b>Gauge Conversion</b>	<b>03</b>	<b>440</b>	<b>97</b>	<b>2902</b>
<b>Doubling/Multitracking</b>	<b>15</b>	<b>1434</b>	<b>468</b>	<b>11155</b>
<b>Total</b>	<b>18</b>	<b>1874</b>	<b>565</b>	<b>14057</b>

**Completed projects:**

**Details of some of the recently completed projects falling in North Central Railway (NCR) are as under:**

<b>SN.</b>	<b>Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Bhimsen-Jhansi Doubling (206 km)</b>	<b>2620</b>
<b>2</b>	<b>Guna- Etawah New Line (348 Km)</b>	<b>683</b>
<b>3</b>	<b>Mathura - Palwal 4<sup>th</sup> Line (80 km)</b>	<b>669</b>
<b>4</b>	<b>Agra-Etawah New Line (110 km)</b>	<b>427</b>
<b>5</b>	<b>Etawah-Mainpuri New Line (58 km)</b>	<b>313</b>
<b>6</b>	<b>Ruma Chakeri- Chandari - 3rd line (13 km)</b>	<b>177</b>
<b>7</b>	<b>Yamuna Bridge-Agra Fort Doubling (3 km)</b>	<b>138</b>
<b>8</b>	<b>Chipiyana Buzurg - Dadri 4th line (12 km)</b>	<b>129</b>
<b>9</b>	<b>Mathura Yard Remodelling (4 km)</b>	<b>113</b>
<b>10</b>	<b>Bhaupur-Panki 4th line (11 km)</b>	<b>97</b>
<b>11</b>	<b>Dailwara-Birai chord line (8 km)</b>	<b>77</b>
<b>12</b>	<b>Baupur-Panki Doubling (11 km)</b>	<b>55</b>
<b>13</b>	<b>Kanpur-New Coaching Complex – Kanpur Doubling (3 km)</b>	<b>35</b>
<b>14</b>	<b>Naini - Chheeki- 3rd Line (2 km )</b>	<b>30</b>

**Ongoing projects:**

**Some of the projects falling in North Central Railway (NCR) which have been taken up are as under:**

<b>SN.</b>	<b>Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Mathura-Jhansi 3rd line (274 km)</b>	<b>5924</b>
<b>2</b>	<b>Jhansi-Khairar-Manikpur &amp; Khairar-Bhimsen Doubling (431 km)</b>	<b>4330</b>

<b>3</b>	<b>Gwalior-Sheopurkalan Gauge Conversion (284 km)</b>	<b>2913</b>
<b>4</b>	<b>Pt. Deen Dayal Upadhyaya -Prayagraj 3rd line (150 km)</b>	<b>2649</b>
<b>5</b>	<b>Jhansi-Bina 3<sup>rd</sup> line (153 km)</b>	<b>2002</b>
<b>6</b>	<b>Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km)</b>	<b>1508</b>
<b>7</b>	<b>Doubling of Billi- Chunar (102 km)</b>	<b>1424</b>
<b>8</b>	<b>Agra Fort - Bandikui Doubling (150 km)</b>	<b>988</b>
<b>9</b>	<b>Dholpur-Sirmuttra Gauge Conversion (145 km)</b>	<b>747</b>
<b>10</b>	<b>Prayagraj - Bamrauli 4th line (10 Km)</b>	<b>494</b>
<b>11</b>	<b>Aligarh - Daud Khan 3rd line (18 km)</b>	<b>452</b>
<b>12</b>	<b>Lalitpur-Birari Doubling (16 km)</b>	<b>304</b>
<b>13</b>	<b>Kuberpur-Yamuna Bridge 3<sup>rd</sup> line(10 Km)</b>	<b>170</b>

**Projects Sanctioned in North Eastern Railway:**

**As on 01.04.2025, 17 projects (08 New Line, 01 Gauge Conversion and 08 Doubling) of 1,253 Km length, costing ₹20,466 crore falling in North Eastern Railway (NER) are sanctioned. The summary is as under:-**

<b>Category</b>	<b>No of Projects</b>	<b>Total Length (km)</b>	<b>Length Commissioned (km)</b>	<b>Exp upto Mar'25 (Rs. in Cr.)</b>
<b>New Line</b>	<b>08</b>	<b>656</b>	<b>48</b>	<b>4042</b>
<b>Gauge Conversion</b>	<b>01</b>	<b>56</b>	<b>-</b>	<b>260</b>
<b>Doubling/Multitracking</b>	<b>08</b>	<b>541</b>	<b>306</b>	<b>6184</b>
<b>Total</b>	<b>17</b>	<b>1253</b>	<b>354</b>	<b>10486</b>

**Completed Projects:**

**Details of some of the recently completed projects falling in North Eastern Railway (NER) are as under:**

<b>SN.</b>	<b>Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Rosa-Sitapur Cantt - Burhwal Doubling (181 km)</b>	<b>2094</b>
<b>2</b>	<b>Varanasi-Madhosingh-Prayagraj Doubling (120 km)</b>	<b>2018</b>
<b>3</b>	<b>Kanpur-Kasganj-Mathura &amp; Kasganj-Bareilly</b>	<b>1790</b>

	<b>Gauge Conversion (545 km)</b>	
<b>4</b>	<b>Phephna-Indara, Mau-Shahganj doubling (150 km)</b>	<b>1778</b>
<b>5</b>	<b>Ghazipur city-Tarighat New Line (17 km)</b>	<b>1766</b>
<b>6</b>	<b>Gonda-Gorakhpur Loop Gauge Conversion (260 km)</b>	<b>863</b>
<b>7</b>	<b>Kaptanganj-Thawe-Chhapra Gauge Conversion (234 km)</b>	<b>819</b>
<b>8</b>	<b>Ballia-Gazipur city Doubling (65 km)</b>	<b>650</b>
<b>9</b>	<b>Pilibhit-Shahjahanpur Gauge Conversion (83 km)</b>	<b>589</b>
<b>10</b>	<b>Domingarh-Gorakhpur-Kusumhi - 3rd line and Gorakhpur-Nakaha Jungle Doubling (21 km)</b>	<b>508</b>
<b>11</b>	<b>Maharajganj-Masrakh New Line (35 km)</b>	<b>412</b>
<b>12</b>	<b>Aunrihar-Jaunpur Doubling (60 km)</b>	<b>405</b>
<b>13</b>	<b>Ghazipur-Aunrihar Doubling (40 km)</b>	<b>371</b>
<b>14</b>	<b>Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 km)</b>	<b>342</b>
<b>15</b>	<b>Gonda-Bahraich Gauge Conversion (60 km)</b>	<b>318</b>
<b>16</b>	<b>Bareilly-Pilibhit-Tanakpur Gauge Conversion (101 km)</b>	<b>313</b>
<b>17</b>	<b>Chhapra Gramin to Khairali New Line (11 km)</b>	<b>215</b>
<b>18</b>	<b>Indara-Dohrighat Gauge Conversion (34 km)</b>	<b>213</b>
<b>19</b>	<b>Aurnihar-Manduadih Doubling (39 km)</b>	<b>200</b>
<b>20</b>	<b>Malhaur-Daliganj Doubling (13 km)</b>	<b>183</b>
<b>21</b>	<b>Aishbagh-Manaknagar Doubling (4 km)</b>	<b>82</b>
<b>22</b>	<b>Chhapra Jn. - Chhapra kacheri 3rd Line (3 km)</b>	<b>33</b>

**Ongoing projects:**

**Some of the projects falling in North Eastern Railway (NER) which have been taken up are as under:**

<b>SN.</b>	<b>Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Bahraich - Khalilabad New Line (240 km)</b>	<b>4940</b>
<b>2</b>	<b>Bhatni-Aurnihar Doubling (117 km)</b>	<b>2529</b>
<b>3</b>	<b>Sahjanwa-Dohrighat New Line (81 km)</b>	<b>1320</b>
<b>4</b>	<b>Gorakhpur- Valmikinagar Doubling (96 km)</b>	<b>1121</b>
<b>5</b>	<b>Burhwal-Gonda 3rd line (62 km)</b>	<b>1118</b>

<b>6</b>	<b>Chhapra-Ballia Patch Doubling (65 km)</b>	<b>1046</b>
<b>7</b>	<b>Anandnagar-Ghugli New Line (53 km)</b>	<b>958</b>
<b>8</b>	<b>Barabanki-Burhwal 3<sup>rd</sup> line (27 km)</b>	<b>426</b>
<b>9</b>	<b>Etah-Kasganj New Line (29 km)</b>	<b>389</b>

**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 particular project site etc.**

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

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