

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 6156
TO BE ANSWERED ON 01.04.2026**

TRAIN SERVICES BETWEEN NASHIK ROAD AND KALYAN

6156. SHRI RAJABHAU PARAG PRAKASH WAJE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has taken cognisance of the fact that there is long pending demand of starting local trains between Nashik Road (NK) and Kalyan (KYN) railway stations;**
- (b) whether it is a fact that such local train connectivity is of vital importance for students, farmers, small traders, daily commuters and for people of enroute stations where express trains do not halt and if so, the details thereof;**
- (c) whether the Government proposes to start EMU/automated closing door trainsets services immediately after completing all the necessary steps and formalities and if so, the details thereof;**
- (d) the details of difficulties in starting EMU/automated closing door trainsets between Nashik and Kalyan;**
- (e) whether the Government will expedite ironing out difficulties by way of innovative solutions or technology and if so, the details thereof; and**
- (f) the details and time by which people of Nashik and adjoining villages can expect the such local service to start?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (f) At present, Nasik Road-Kalyan sector is served by following 67 pairs of train services:

SN	Train No. & Name
1	11001/11002 Chhatrapati Shivaji Maharaj(T)-Balharshah Express

2	11011/11012 Chhatrapati Shivaji Maharaj(T)-Dhule Express
3	11015/11016 Lokmanya Tilak(T)-Saharsa Amrit Bharat Express
4	11031/11032 Panvel-Alipur Duar Amrit Bharat Express
5	11055/11056 Lokmanya Tilak(T)-Gonda Godan Express
6	11057/11058 Chhatrapati Shivaji Maharaj(T)-Amritsar Express
7	11059/11060 Lokmanya Tilak(T)-Chhapra Express
8	11061/11062 Lokmanya Tilak(T)-Jaynagar Express
9	11071/11072 Lokmanya Tilak(T)-Ballia Kamayani Express
10	11079/11080 Lokmanya Tilak(T)-Gorakhpur Express
11	11081/11082 Lokmanya Tilak(T)-Gorakhpur Express
12	12071/12072 Chhatrapati Shivaji Maharaj(T)-Hingoli Deccan Jan Shatabdi Express
13	12105/12106 Chhatrapati Shivaji Maharaj(T)-Gondia Vidarbha Express
14	12107/12108 Lokmanya Tilak(T)-Sitapur Express
15	12109/12110 Chhatrapati Shivaji Maharaj(T)-Manmad Panchavati Express
16	12111/12112 Chhatrapati Shivaji Maharaj(T)-Amravati Express
17	12131/12132 Dadar-Sainagar Shirdi Express
18	12137/12138 Chhatrapati Shivaji Maharaj(T)-Firozpur Cantt. Punjab Mail
19	12139/12140 Chhatrapati Shivaji Maharaj(T)-Nagpur Sewagram Express
20	12141/12142 Lokmanya Tilak(T)-Patliputra Express
21	12145/12146 Lokmanya Tilak(T)-Puri Express
22	12151/12152 Lokmanya Tilak(T)-Shalimar Samarsata Express
23	12161/12162 Lokmanya Tilak(T)-Agra Cantt. Lashkar Express
24	12165/12166 Lokmanya Tilak(T)-Gorakhpur Express
25	12167/12168 Lokmanya Tilak(T)-Banaras Express
26	12171/12172 Lokmanya Tilak(T)-Haridwar Express

27	12173/12174 Lokmanya Tilak(T)-Maa Belha Devi Dham Pratapgarh Express
28	12187/12188 Chhatrapati Shivaji Maharaj(T)-Jabalpur Garib Rath Express
29	12321/12322 Chhatrapati Shivaji Maharaj(T)-Howrah Kolkata Mail
30	12335/12336 Lokmanya Tilak(T)-Bhagalpur Express
31	12533/12534 Chhatrapati Shivaji Maharaj(T)-Gomti Nagar Pushpak Express
32	12617/12618 Ernakulam-Hazrat Nizamuddin Mangala Lakshadweep Express
33	12741/12742 Vasco-da-Gama-Patna Express
34	12809/12810 Chhatrapati Shivaji Maharaj(T)-Howrah Express
35	12811/12812 Lokmanya Tilak(T)-Hatia Express
36	12859/12860 Chhatrapati Shivaji Maharaj(T)-Howrah Gitanjali Express
37	12869/12870 Chhatrapati Shivaji Maharaj(T)-Howrah Express
38	12879/12880 Lokmanya Tilak(T)-Bhubaneswar Express
39	13201/13202 Lokmanya Tilak(T)-Rajgir Express
40	14313/14314 Lokmanya Tilak(T)-Bareilly Express
41	15017/15018 Lokmanya Tilak(T)-Gorakhpur Kashi Express
42	15065/15066 Panvel-Gorakhpur Express
43	15181/15182 Lokmanya Tilak(T)-Mau Express
44	15267/15268 Lokmanya Tilak(T)-Raxaul Antyoday Express
45	15647/15648 Lokmanya Tilak(T)-Guwahati Express
46	15659/15660 Lokmanya Tilak(T)-Agartala Express
47	15945/15946 Lokmanya Tilak(T)-Dibrugarh Express
48	17057/17058 Chhatrapati Shivaji Maharaj(T)-Lingampalli Devagiri Express
49	17611/17612 Chhatrapati Shivaji Maharaj(T)-Nanded Express
50	17617/17618 Chhatrapati Shivaji Maharaj(T)-Nanded Tapovan Express

51	18029/18030 Lokmanya Tilak(T)-Shalimar Express
52	18609/18610 Lokmanya Tilak(T)-Ranchi Express
53	20705/20706 Chhatrapati Shivaji Maharaj(T)-Nanded Vande Bharat Express
54	22103/22104 Lokmanya Tilak(T)-Ayodhya Cantt. Express
55	22109/22110 Lokmanya Tilak(T)-Balharshah Express
56	22121/22122 Lokmanya Tilak(T)-Lucknow Express
57	22129/22130 Lokmanya Tilak(T)-Ayodhya Cantt. Tulsi Express
58	22147/22148 Dadar-Sainagar Shirdi Express
59	22177/22178 Chhatrapati Shivaji Maharaj(T)-Banaras Mahanagari Express
60	22183/22184 Lokmanya Tilak(T)-Ayodhya Cantt. Express
61	22221/22222 Chhatrapati Shivaji Maharaj(T)-Hazrat Nizamuddin Rajdhani Express
62	22223/22224 Chhatrapati Shivaji Maharaj(T)-Sainagar Shirdi Vande Bharat Express
63	22311/22312 Lokmanya Tilak(T)-Godda Express
64	22357/22358 Lokmanya Tilak(T)-Gaya Express
65	22537/22538 Lokmanya Tilak(T)-Gorakhpur Kushinagar Express
66	22583/22584 Lokmanya Tilak(T)-Chhapra Antyoday Express
67	22847/22848 Lokmanya Tilak(T)-Visakhapatnam Express

Similarly, Kasara-Kalyan-Chhatrapati Shivaji Maharaj(T) sector is served by 36 Suburban train services.

Besides, introduction of train services including EMU services on any route/section, which is an on-going process, 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**

The width of the EMU stock (local trains in the area) is more than other rolling stock of passenger trains. There are dimensional limitations in tunnels on Kasara-Igatpuri ghat section and Karjat-Lonavala section due to which, operation of EMU local trains is not possible in these sections at present.

Railway Budget:

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)

Track Construction:

The details of constructing 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)

Projects sanctioned:

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, including remote and tribal areas,

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/ Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

Recently completed projects:

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

SN	Project	Cost (₹ in crore)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
3	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
4	Panvel-Pen Doubling (35 Km)	263
5	Pen-Roha Doubling (40 Km)	330
6	Udhna-Jalgaon Doubling (307 Km)	2,448
7	Mudkhed-Parbhani Doubling (81 Km)	673
8	Bhusawal-Jalgaon 3rd Line (24 Km)	325
9	Jalgaon-Bhusawal 4th Line (24 Km)	261
10	Daund-Gulbarga Doubling (225 Km)	3,182

Ongoing Projects:

To further improve the Railway Infrastructure in the state of Maharashtra, following works have been taken up:-

SN	Name of the project	Cost (₹ In crore)
1	Ahilyanagar (Ahmednagar)-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
16	Solapur-Tuljapur-Osmanabad New Line (95 Km)	2,933
17	Panvel-Chowk Double Line (17 Km)	491
18	Wardha-Balharshah 4th Line (135 Km)	2,226
19	Itarsi-Nagpur 4th Line (297 Km)	5,010
20	Wardha-Bhusawal 3rd & 4th Line (314 Km)	9,197
21	Asangaon-Kasara 4th Line (35 Km)	794
22	Badlapur-Karjat 3rd & 4th Line (32 Km)	1,324
23	Gondia-Dongargarh 4th Line (84 Km)	2,223
24	Gondia-Balharshah Doubling (240 Km)	4,819

Increasing train handling capacity in Mumbai area:

Presently, about 120 originating Mail/Express trains and about 3200 sub urban trains are handled daily in Mumbai area. To increase train handling capacity at various stations in Mumbai area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	2 additional platforms
4	Dadar	1 additional platform
5	Vasai road	6 platforms, 3 pit lines and 5 stabling lines

6	Panvel-Kalamboli	5 platforms, 4 pit lines and 2 sick lines
7	Kalyan	6 platforms and 4 pit lines
8	LTT	4 platforms and 2 pit lines
9	Parel	6 platforms, 5 pit lines, 6 stabling lines
10	Virar	25 stabling lines
11	Dahanu road	11 stabling lines
12	Mira road	25 stabling lines

Platform length extension:

In addition to above, Platform extension work at 34 stations to accommodate 15 car EMUs have been taken up.

New projects for increasing capacity:

To improve the capacity of rail network in Mumbai suburban area, Mumbai Urban Transport Project (MUTP)-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned.

These projects include following works in Mumbai Suburban Area:

SN	Name of Project	Cost (₹ in Cr.)
1	CSMT-Kurla 5th & 6th Line (MUTP-II) (17.5 km)	891
2	Mumbai Central-Borivali 6th Line (MUTP-II) (30 km)	919
3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)	826
4	Borivali-Virar 5th & 6th Line (MUTP-IIIA) (26 km)	2,184
5	Virar-Dahanu Road 3rd & 4th Line (MUTP-III) (64 km)	3,587
6	Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 km)	2,782
7	Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 km)	476
8	Kalyan-Asangaon 4th Line (MUTP-IIIA) (32 km)	1,759
9	Kalyan-Badlapur 3rd & 4th line (MUTP-IIIA) (14 km)	1,510
10	Kalyan-Kasara 3rd Line (67 km)	793
11	Naigaon-Juichandra double chord Line (6 km)	176
12	Nilaje-Kopar double chord Line (5 km)	338
13	Kalyan Yard remodeling work	866

New generation trains:

To enhance passenger carrying capacity, 238 rakes of 12 cars each with doors have been sanctioned under MUTP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Capacity Augmentation works for Pune Area:

To increase train handling capacity at various stations in Pune area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Pune Junction	6 additional Platforms and Extension of 5 Platforms.
2	Hadapsar	Extension of 3 Platforms to handle full length trains.
3	Khadki	Raising and Extension of PF-3/4 and extension of running lines completed in July'2025.
4	Alandi	New Coaching Terminal with 9 additional Platforms, 8 pit lines and 8 stabling lines
5	Phursungi	5 Stabling Lines at Phursungi

In addition to above, following capacity additional works have been undertaken in Pune Area to increase the train handling capacity:

SN	Name of Project
1	3 rd Line between Hadapsar and Ghorpuri Yard
2	New Block station at Manjari Bhadrakin Pune-Daund Section and Ramtekdi in Pune-Sasvad section
3	Bidirectional Signalling in Pune Sasvad Road Section

Bullet Train project:

Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12

stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	Progress
Piers	430 kms.
Girder	341 kms.
Track Bed	174 kms.
OHE Masts	153 kms.

The progress of stations is given below:-

SN	Station	Status
1	Sabarmati	Foundation works completed, Platform slab & roof structural works and finishing works are in progress
2	Ahmedabad	Structural works completed and finishing works have been taken up.
3	Anand/Nadiad	
4	Vadodara	
5	Bharuch	Structural works completed and finishing works have been taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

SN	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	11 out of 12 wells completed; 5 spans launched
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 4 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	Foundation work has been taken up, 10 out of 12 wells completed
11	Mindhola River (240m)	Bridge construction completed.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	Foundation works have been completed
22	Jagani River (360m)	
23	Vaitarna River (2320m)	12 Pile Cap and 11 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.

25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.
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The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

Further, to strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27:-

- (i) Mumbai–Pune**
- (ii) Pune–Hyderabad**
- (iii) Hyderabad–Bengaluru**
- (iv) Hyderabad–Chennai**
- (v) Chennai–Bengaluru**
- (vi) Delhi–Varanasi**
- (vii) Varanasi–Siliguri**

Being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno-economic feasibility studies and availability of resources such as financing options etc.

Dedicated freight corridor:

Western DFC also passes through Maharashtra. About 178 route Km of western DFC is situated in Maharashtra which is about 12% of overall route length of western DFC. 76 Km of this project from New Gholvad to New Vaitarna in Maharashtra has already been commissioned. Balance works have been taken up. Connectivity of WDFC to JNPT will boost the capacity to handle cargo and container traffic from port to Delhi NCR.
