GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 250
TO BE ANSWERED ON 05.08.2026

OPERATION OF TRAINS IN SOUTH EAST CENTRAL RAILWAY ZONE

†*250. SMT. JYOTSNA CHARANDAS MAHANT:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of local and long-distance passenger trains passing through the South East Central Railway zone particularly Bilaspur and Raipur divisions that have been cancelled/diverted their routes during the last one year;

(b) whether daily commuters are facing lot of inconvenience due to priority given to coal transportation through goods trains, track expansion and technical maintenance work on the said route and if so, the details thereof;

(c) whether the Government has made any assessment of the problem/inconvenience being faced by the common passenger and workers in travelling due to the frequent cancellation of trains and if so, the details thereof; and

(d) the details of the steps taken/ being taken by the Government to ensure the smooth, timely operation of passenger trains and to review the situations leading to sudden cancellation of these trains in the said zone?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.250 TO BE ANSWERED ON 05.08.2026 IN LOK SABHA

(a) to (d) Presently, Indian Railways (IR) operates both freight and passenger trains over a common railway infrastructure. Therefore sometimes, train operations are regulated due to following reasons:

Maintenance of railway assets: To carry out maintenance of railway tracks and other assets to ensure asset reliability, which is of paramount importance for the safe operation of trains.

Infrastructure and capacity augmentation works: To execute infrastructure development and capacity enhancement works aimed at easing route congestion and increasing line capacity.

Details of the recently completed projects and the on-going projects in South East Central Railway are as under:-

Recently Completed Projects:

SN.	Name of Project	Cost (₹ in Cr.)
1	Kharsia-Korichhapar New Line (43 Km)	851
2	Bilaspur-Urkura 3rd line (110 Km)	365
3	Salka Road-Khongsara doubling (26 Km)	181
4	Durg-Rajnandgaon Doubling (31 Km)	250
5	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
6	Champa-Jharsuguda 3rd Line (152 Km)	1,227
7	Pendra Road – Annupur 3rd Line (50 Km)	394
8	Raipur - Titlagarh Doubling (203 Km)	1,171
9	Dallirajahra-Rowghat (95 Km)	1,628

On-going projects:

SN	Name of Project	Cost (₹ in Cr.)
1	Kharsia-Dharamjaygarh New Line (122 Km)	3,407
2	Gevra Road-Pendra Road New Line (135 Km)	3,724
3	Dharamjaigarh-Korba New Line (63 Km)	1,686
4	Chirimiri-Nagpur Halt New Line (17 Km)	670
5	Sardega-Bhalumunda New Line (37 Km)	1,282
6	Kharsia - Parmalkasa New Double Line (278 Km)	7,854
7	Rowghat-Jagdalpur New Line (140 Km)	3,513
8	Kirandul-Jadgalpur Doubling (150 km)	1,780
9	Jagdalpur-Koraput Doubling (107 Km)	1,547
10	Jharsuguda-Bilaspur 4th line (206 Km)	2,596
11	Gevra Rd-Pendra Rd Doubling (135 Km)	3,475
12	Rajnandgaon-Nagpur 3rd line (228 Km)	3,545
13	Boridand- Ambikapur Doubling (80 Km)	1,577
14	Durg-Rajnandgaon 4th line (31 Km)	464
15	Gondia-Dongargarh 4th line (84 Km)	2,223
16	Baikunth- Urkura 4th line (26 Km)	426
17	Champa-Korba 3rd Line (42 Km)	755

Passenger trains operate according to a scheduled timetable. Despite the operational constraints, including those mentioned above, Indian Railways makes every effort to operate trains as per their schedule and maintain punctuality. Efforts are also made to minimise the impact of train regulation on passengers by disseminating timely information well in advance, thereby reducing inconvenience to the travelling public.

Despite above constraints, during 2025-26, approximately 95% of scheduled trains (Mail/Express and Passenger trains) were operated in Bilaspur

division which includes 96 % scheduled trains on their designated routes over the Bilaspur Division. Similarly, over 98% of scheduled trains were operated in Raipur division which includes 97% scheduled trains on designated routes ran over the Raipur Division.

Steps taken to improve punctuality on Indian Railways:

Punctuality is accorded high priority on Indian Railways (IR) and all possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which include foggy weather, path constraints/congestion, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The steps taken to improve punctuality of train services include:

- **Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.**
- **Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).**
- **Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.**
- **Data loggers ensure real time and realistic reporting of arrival / departure of passenger trains at stations.**
- **IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014.**

IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.

- **To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.**
- **New generation High capacity Locomotives are being utilised for Right powering of trains.**
- **Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:**

  (i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.

  (ii) Modified Semi-Automatic Stop Signal (MASS) System: MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

  Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the

prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

- **Modernisation of Signalling infrastructure: Indian Railways is modernising the signalling infrastructure for enhanced reliability & safety. It is using reliable digital technology by provision of electronic interlocking systems with adequate redundancy (in power supply & transmission media), dual detection systems for train vehicle verification and replacement of electromechanical installations. Several improvement measures have been taken such as:**
    a) **Provision of Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling. It has been provided at 6671 stations as on 30.06.2026, out of which Electronic Interlocking have been provided at 3954 stations.**
    b) **Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6671 stations upto 30.06.2026.**
    c) **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 6085 Block Sections up to 30.06.2026.**
    d) **Signalling assets maintenance are planned & under taken during 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 in advance on rolling basis and executed.**

- **Capacity enhancement and Infrastructure augmentation**

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during the last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Expenditure upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	514	40,000	12,583	3,05,253

Chhattisgarh

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

Period	Outlay
2009-2014	₹311 Cr./year
2026-2027	₹7,470 Cr. (approx. 24 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Chhattisgarh is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	32 Km	6.4 Km per year
2014-26	1,311 Km	109.29 Km per year (17 times)

Projects Sanctioned:

As on 01.04.2026, 36 projects (8 New Lines and 28 Doubling), of total length of 2,398 Km, costing ₹48,202 crore falling fully/partly in the State of Chhattisgarh are Sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned till March, 2026 (in Km)	Total Exp upto March 2026 (₹ in cr.)
NL	8	887	262	7,535
DL	28	1,512	889	11,298
TOTAL	36	2,398	1,151	18,833

Improving of speed potential:

Strengthening, upgradation, modernisation and improvement of track infrastructure is a continuous and ongoing process over Indian Railways. The following measures are being taken by Indian Railways, including SECR, 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 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 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality.

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 tampers 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 Phased Array technology of testing of rail and welds.

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.

As a result of the above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks of SECR during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026	
	Track Km	%	Track Km	%
130 & above	Nil	0	1,594	35.3
110 - 130	1,690	59.3	2,348	52.0
< 110	1,160	40.7	574	12.7
Total	2,850	100	4,516	100

It may be seen that about 88% of tracks in SECR have been upgraded to 110 kmph and above.

Due to above initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77%.

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