

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 2779
TO BE ANSWERED ON 05.08.2026**

PROPOSAL FOR CONNECTING SAMBHAL WITH GAJRAULA

2779. SHRI ZIA UR REHMAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has assessed the need for increasing the number of General Class coaches in long-distance trains and improving rail connectivity to underserved districts of Uttar Pradesh particularly in Sambhal and if so, the details thereof, district-wise;**
- (b) whether the Government has conducted any survey/prepared any proposal for connecting Sambhal with the existing railway network through a new railway line from Gajraula; and**
- (c) if so, the details thereof along with the present status of the proposal?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Sambhal Hatim Sarai is presently served by 2 pairs of trains connecting it to Moradabad, which is further connected to Gajraula by 14 pairs of trains including 13065/13066 Howrah-Anand Vihar (T) Amrit Bharat Express. The trains serving Sambhal Hatim Sarai-Moradabad sector and those serving Moradabad-Gajraula sector are listed below:

Train serving Sambhal Hatim Sarai-Moradabad sector:

S.No.	Train No. and Name
1	74301/74302 Sambhal Hatim Sarai-Moradabad DMU
2	74303/74304 Sambhal Hatim Sarai-Moradabad DMU

Train serving Moradabad-Gajraula sector:

S.No.	Train No. and Name
1	13065/13066 Howrah-Anand Vihar (T) Amrit Bharat Express
2	12035/12036 Tanakpur-Delhi Jan Shatabdi Express
3	14241/14242 Prayagraj Sangam-Saharanpur Express
4	14311/14312 Bareilly-Bhuj Express
5	14321/14322 Bareilly-Bhuj Express
6	15011/15012 Lucknow-Chandigarh Express
7	15127/15128 Banaras-New Delhi Express
8	15273/15274 Raxaul-Anand Vihar (T) Express
9	15303/15304 Kasganj-New Delhi Express
10	54075/54076 Bareilly-Delhi Passenger
11	54307/54308 Moradabad -Delhi Passenger
12	54391/54392 Aligarh-Gajraula Passenger
13	54395/54396 Moradabad -Najibabad Passenger
14	64553/64554 Moradabad -Ghaziabad MEMU

General Coaches:

With a view to meet the demand of passengers travelling in unreserved coaches Indian Railways (IR) have significantly increased the facilities for passengers demanding general class travel. During the financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains to have at least 4 general class coaches. Similarly, during the year 2025-26 about 870 Coaches including 160 General Class coaches have been utilised for permanent augmentation.

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) over the next 5 years.

On Indian Railways, the percentage of non-AC coaches is about 70%, while the percentage of non-AC seats is around 78% as compared to AC seats which is around 22%. The details are as under:

Table 1: Distribution of Coaches:

Type of Coaches	No. of Coaches	Percentage
Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	~89,000	100%

Table 2: Distribution of Seats:

Type of Seats	Number of Seats	Percentage
Non-AC Seats	~54 lakhs	~78%
AC Seats	~15 lakhs	~22%
Total Seats	~69 lakhs	100%

Moreover, 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.

Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways (IR) operate unreserved non-AC passenger trains/ MEMU / EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/Express services.

Amrit Bharat service:

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services which are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry Car and 02 Luggage cum Divyangjan coaches.

High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

- Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.**
- Jerk Free Semi-Automatic Couplers.**
- Improved Crashworthiness in coaches by provision of crash tube.**
- Provision of CCTV system in all coaches.**
- Improved designs of toilets.**
- Improved design of Ladder for ease of climbing on to the berth.**
- Improved LED Light fitting & Charging Sockets.**
- Provision of EP assisted braking system.**
- Aerosol based fire suppression system in toilets and electrical cubicles.**
- USB Type-A and Type-C mobile charging sockets.**

- **Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.**
- **Non-AC pantry with enhanced heating capacity.**
- **Fully sealed gangways with quick release mechanism for easy attachment and detachment.**

As on 31.07.2026, the following 36 pairs Amrit Bharat Express services are being operated on the Indian Railways network:

S.No.	Train No. and Name
1	11015/11016 Lokmanya Tilak (T) - Saharsa Amrit Bharat Express
2	13697/13698 Gaya - Delhi Amrit Bharat Express
3	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
4	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
5	15561/15562 Darbhanga - Gomtinagar Amrit Bharat Express
6	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit Bharat Express
7	22361/22362 Rajendranagar (T) - New Delhi Amrit Bharat Express
8	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
9	13435/13436 Malda Town - Gomtinagar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
12	14627/14628 Saharsa - Chheharta Amrit Bharat Express
13	19623/19624 Madar - Darbhanga Amrit Bharat Express

14	16601/16602 Erode - Jogbani Amrit Bharat Express
15	19021/19022 Udhna - Brahmapur Amrit Bharat Express
16	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
17	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
18	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
19	11031/11032 Panvel - Alipurduar Amrit Bharat Express
20	16107/16108 Tambaram - Santragachi Amrit Bharat Express
21	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express
23	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
24	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
25	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
26	16329/16330 Nagercoil - Mangaluru Amrit Bharat Express
27	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
28	16619/16620 Podanur-Dhanbad Amrit Bharat Express
29	16357/16358 Nagercoil-Charlapalli Amrit Bharat Express
30	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
31	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
32	22589/22590 Banaras- Hadapsar Amrit Bharat Express
33	22111/22112 Lokmanya Tilak(T)- Ayodhya Amrit Bharat Express

34	14663/14664 Amritsar- New Jalpaiguri Amrit Bharat Express
35	19725/19726 Khatipura- Darbhanga Amrit Bharat Express
36	11431/11432 Pune - Danapur Amrit Bharat Express

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 like Holi, Durga Puja, Diwali, Chhath, Christmas, Sabrimala, Id-ul-fitr etc. are as below:

Year	No. of trips
2023-24	~40,500
2024-25	~85,400
2025-26	~80,500

Rail Connectivity for Sambhal

Sambhal Hatimsarai and Gajraula are already connected via Moradabad on Indian Railway Network. For direct connectivity a survey for Sambhal Hatimsarai – Gajraula new line (43 Km) was carried out. However, the project has low traffic projections and not taken forward.

To improve connectivity in Sambhal district following surveys have been sanctioned:

S.No.	Name of Survey	Status
1.	Moradabad – Chandausi Doubling (44 km)	FLS sanctioned for preparation of Detailed Project Report (DPR).

2.	Chandausi –Bareilly doubling (70 Km)	FLS sanctioned for preparation of Detailed Project Report (DPR).
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After preparation of DPR, project requires consultation with various stakeholders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As consultation with stake-holders is a continuous and dynamic process, exact timelines cannot be fixed.

Uttar Pradesh

Railway Budget:

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Uttar Pradesh is as under:

Period	Outlay
2009-14	₹1,109 crore/year
2026-27	₹20,012 crore (More than 18 times)

Track construction:

The details of constructing new tracks falling fully/partly in the State of Uttar Pradesh are as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	996 Km	199 Km per year
2014-26	5,499 Km	458 Km per year (More than 2 times)

Projects sanctioned:

As on 01.04.2026, 49 projects (09 New Line, 01 Gauge Conversion and 39 Doubling) of 3,691 Km length, costing ₹62,417 crore falling fully/partly in the State of Uttar Pradesh are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (Km)	Length Commissioned (Km)	Exp upto Mar'26 (₹ in Cr.)
New Line	09	1,200	365	11,885
Gauge Conversion	01	11	0	27
Doubling/ Multitracking	39	2,480	985	21,631
Total	49	3,691	1,350	33,543

Recently completed projects:

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

S.No.	Project	Cost (Rs. in Cr.)
1	Meerut-Muzaffarnagar Doubling (55 Km)	430
2	Bahraich -Nepal Ganj Gauge Conversion (56 Km)	342
3	Ballia-Ghazipur city Doubling (65 Km)	650
4	Ghazipur city-Tarighat New Line (17 Km)	1,766
5	Gonda-Gorakhpur Loop Gauge Conversion (260 Km)	863
6	Gonda-Bahraich Gauge Conversion (60 Km)	318
7	Barabanki-Akbarpur Doubling (161 Km)	1,700
8	Kaptanganj- Chhapra Gauge Conversion (234 Km)	819
9	Pilibhit-Shahjahanpur Gauge Conversion (83 Km)	589

S.No.	Project	Cost (Rs. in Cr.)
10	Indara-Dohrighat Gauge Conversion (34 Km)	213
11	Lucknow-Pilibhit Gauge Conversion (263 Km)	1,634
12	Bhadoi-Janghai Doubling (31 Km)	168
13	Lahota-Bhadoi Doubling (39 Km)	184
14	Etawah-Mainpuri New Line (58 Km)	313
15	Phaphamau-Prayagraj Doubling (14 Km)	212
16	Muzaffarnagar–Tapri Doubling (52 Km)	525
17	Utretia-Raibareilly Doubling (66 Km)	662
18	Raibareilly-Amethi Doubling (60 Km)	668
19	Alamnagar-Utretia Doubling (20 Km)	358
20	Bhimsen—Jhansi Doubling (206 Km)	2,620
21	Domingarh-Kusumhi - 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)	508
22	Malhaur-Daliganj Doubling (13 Km)	183
23	Ruma Chakeri- Chandari 3rd Line (13 Km)	177
24	Bareilly- Tanakpur Gauge Conversion (102 Km)	313
25	Rosa- Burhwal Doubling (181 Km)	2,094
26	Jaunpur- Akbarpur Doubling (77 Km)	676
27	Ramna- Singrauli Doubling (160 Km)	2,436
28	Janghai- Phaphamau Doubling (47 Km)	414
29	Varanasi- Prayagraj Doubling (120 Km)	2,018
30	Karaila Road- Shaktinagar Doubling (32 Km)	763
31	Deoband -Roorkee (27 Km)	1,289
32	Agra-Etawah New Line(110 Km)	427
33	Phephna-Indara, Mau-Shahganj Doubling (150 Km)	1,778
34	Janghai-Pratapgarh- Amethi Doubling (87 km)	1,429
35	Burhwal-Gonda 3rd Line (62 Km)	1,308

Ongoing projects:

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

SN	Project	Cost (Rs. in Cr.)
1	Barabanki-Burhwal 3rd Line (27 Km)	426
2	Burhwal- Gonda Kacheri 4th line (56 Km)	796
3	Bahraich- Khalilabad New Line (240 Km)	4,940
4	Katra-Ayodhya Dham Doubling (10 Km)	466
5	Pt. Deen Dayal Upadhyaya- Prayagraj 3rd Line (150 Km)	2,649
6	Billi-Chunar Doubling (102 Km)	1,424
7	Chhapra-Ballia Doubling (65 km)	1,046
8	Etah-Kasganj New Line (29 Km)	389
9	Gorakhpur- Valmikinagar Doubling (96 Km)	1,121
10	Varanasi-Pt. Deen Dayal Upadhyaya 3rd and 4th Line (15 Km)	2,464
11	Jhansi- Manikpur & Khairar-Bhimsen Doubling (431 Km)	4,330
12	Sahjanwa-Dohrighat New Line (81 Km)	1,320
13	Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km)	1,508
14	Bhatni - Aurnihar Doubling (117 km)	2,529
15	Mathura-Jhansi 3rd line (274 km)	5,961
16	Agra Fort -Bandikui Doubling (150 km)	988
17	Barabanki-Malhaur - 3rd & 4th Line (33 km)	450
18	Phaphamau-Unchahar Doubling (72 km)	899
19	Aunrihar - Varanasi City 3rd Line (31 Km)	497
20	Ghaziabad-Sitapur 3rd & 4th line (403 Km)	14,926

21	Nagda-Mathura 3rd & 4th line (568 Km)	16,403
22	Burhwal-Sitapur City 3rd & 4th line (103 Km)	2,276
23	Muazzampur Narain bye-pass (3 Km)	96

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**
