

**RAIL TOURISM IN INDIA** India, the seventh largest country of the world is known for its varied and rich cultural and historical heritage around the globe. The huge and varied geography of the country is unique in itself and gives a chance not only to the international tourists but also to the domestic tourists to explore the true beauty of the country. It is rightly said that if one wants to see the real India, one must explore the country by rail. The Indian Railways serves as the true kaleidoscope to witness the lives, culture, philosophy, religion and lifestyle of Indian people. The Indian Railways offers tourists one of the most convenient and popular modes of transport for travelling in India. The Indian Railways helps one to explore the length and breadth of India with its lively markets, crowded places, geographical variations, cuisines, dress styles, languages and so many other facets of India. From the Great Indian Plains, the Thar Desert, the Deccan Plateau, the coastal plains to the North Eastern states, a train tour of India provides the real glimpse of the Indian culture and lifestyle. Indian Railways have introduced theme-based Tourist Circuit trains under the Bharat Gaurav Trains (BGT) Policy with an objective to showcase India's rich cultural heritage and magnificent historical places through professionals of the tourism sector and other potential service providers. Under the said policy, the State Governments, State Tourist Development Corporations or any other potential service provider may run theme-based tourist circuit train covering destinations of their choice. The Service Provider offers a comprehensive package with facility of rail transportation, accommodation, meals, local road transport, sightseeing etc. The maiden Bharat Gaurav Train viz. Shirdi Yatra was launched on 14.06.2022 from Coimbatore to Mantralayam and Shirdi & back covering a total distance of 2880 km. Ministry of Railways have decided to give a concerted thrust to efforts for promotion of domestic tourism through provision of better quality Linke Hofmann Busch (LHB) coaches under the Bharat Gaurav Train policy and give approximately 33% concession in the charges due to the Railway, for promotion of rail based tourism under Bharat Gaurav Train scheme. The details of the Bharat Gaurav Train policy can be referred at <https://bharatgauravtrains.indianrailways.gov.in/>. Maharajas' Express luxury train is owned and operated by Indian Railway Catering and Tourism Corporation Ltd (IRCTC), a Govt. of India Enterprise under Ministry of Railways. Maharajas' Express is the flagship luxury train of IRCTC and is the newest luxury train in the country. The train which commenced operations in 2010 has been a frontrunner and is known for its enriching journey experiences coupled with exquisite facilities onboard. The 23 carriage long train houses four different types of accommodation viz. Deluxe Cabin, Junior Suite Cabins, Suite and the Presidential Suite named after various precious gem stones. The train has two restaurants named Rang Mahal and Mayur Mahal serving a range of international and Indian delicacies. In addition to the restaurants, there are 02 Bar cum Lounges in the train. The Rajah Club and The Safari Bar serve a mix of House Pours and other international brands. The House Pours are included in the package and select international wines and spirits are on sale. The train offers four exquisite journey options covering the various princely and culturally rich states of the country: • Indian Splendour (6 Nights/7 Days) starting from Delhi covering Agra, Ranthambore, Jaipur, Bikaner, Jodhpur, Udaipur and ending in Mumbai. • Heritage of India (6 Nights/7 Days) starting from Mumbai covering Udaipur, Jodhpur, Bikaner, Jaipur, Ranthambore, Fatehpur Sikri, Agra and ending in Delhi. • The Indian Panorama (6 Nights/7 Days) starting from Delhi covering Jaipur, Fatehpur Sikri, Ranthambore, Agra, Orchha, Khajuraho, Varanasi and ending in Delhi. • Treasures of India (3 Nights/4 Days) starting from Delhi covering Agra, Ranthambore and Jaipur and ending in Delhi. Owing to its exquisite services, the train has been voted as the World's Leading Luxury Train by World Travel Awards for eight years in a row since 2012 and also Asia's Leading Luxury Train Award in 2023 by World Travel Awards. The luxury tourist train operates its scheduled departures during the tourist season every year from September to April whereas interested clients can also book the train around the year on charter as per requirement.

The Palace on Wheels is a luxury tourist train being operated by Indian Railways in association with Rajasthan Tourism Development Corporation. The train comprises of 14 fully air-conditioned saloons with rich décor that evoke the age of Rajput chivalry and are named after former Rajputana states such as Kota, Jaipur, Udaipur, Jaisalmer, Jodhpur, Bikaner, Alwar, Sirohi, Kishangarh, Bundi, Dungarpur, Bharatpur, Jhalawar and Dholpur. The train also has two fine dining restaurants, a well stocked bar and a lounge car for relaxation.

The land once ridden by formidable armies is now traversed by the world's unique luxury train. The Golden Chariot beckons you to discover worlds that are enriched with history and culture. Recline and relax as the magnificent scenery unfolds outside your window with luxury on the inside, thus far reserved for royalty. The Golden Chariot presents a fine balance between a glorious yesterday and an omnipresent tomorrow in the magical land Karnataka, Goa, Tamil Nadu, Kerala and Puducherry. The fully air-conditioned train comprising of 11 passenger saloons, 2 restaurant coaches, 1 spa and gym car and 1 bar cum lounge car began its operations in the year 2008. It is being operated by Indian Railways in association with Karnataka State Tourism Development Corporation (KSTDC). The Deccan Odyssey is also a luxury tourist train being operated by Indian Railways in association with Maharashtra Tourism Development Corporation (MTDC). Experience the finest and the best of train journeys of the world. The

Deccan Odyssey is more than a mere luxury train cruise. A lavishly decorated train that transports its guests on an unforgettable sojourn on different itineraries covers different parts of the country. The Deccan Odyssey offers accommodation in 40 deluxe cabins in 10 suite coaches. It also has 4 presidential suites in 2 cars, 1 Conference car with business centre, 2 restaurants, a well-stocked bar and a spa with steam, massage, a mini gym and a parlour. Other facilities include channel music, intercom, wall-to-wall carpeting, money exchange / credit card facility, safety & security arrangements, spa, bar, conference equipments.

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From the Great Indian Plains, the Thar Desert, the Deccan Plateau, the coastal plains to the North Eastern states, a train tour of India provides the real glimpse of the Indian culture and lifestyle. Bharat Gaurav Trains Indian Railways have introduced theme- based Tourist Circuit trains under the Bharat Gaurav Trains (BGT) Policy with an objective to showcase India's rich cultural heritage and magnificent historical places through professionals of the tourism sector and other potential service providers. Under the said policy, the State Governments, State Tourist Development Corporations or any other potential service provider may run theme-based tourist circuit train covering destinations of their choice. The Service Provider offers a comprehensive package with facility of rail transportation, accommodation, meals, local road transport, sightseeing etc. The maiden Bharat Gaurav Train viz. Shirdi Yatra was launched on 14.06.2022 from Coimbatore to Mantralayam and Shirdi & back covering a total distance of 2880 km. Ministry of Railways have decided to give a concerted thrust to efforts for promotion of domestic tourism through provision of better quality Linke Hofmann Busch (LHB) coaches under the Bharat Gaurav Train policy and give approximately 33% concession in the charges due to the Railway, for promotion of rail based tourism under Bharat Gaurav Train scheme. The details of the Bharat Gaurav Train policy can be referred at <https://bharatgauravtrains.indianrailways.gov.in/>. Luxury Tourist Trains Maharajas' Express – World's Leading Luxury Train 314 TAG-19 392 TAG-23 Maharajas' Express luxury train is owned and operated by Indian Railway Catering and Tourism Corporation Ltd (IRCTC), a Govt. of India Enterprise under Ministry of Railways. Maharajas' Express is the flagship luxury train of IRCTC and is the newest luxury train in the country. The train which commenced operations in 2010 has been a frontrunner and is known for its enriching journey experiences coupled with exquisite facilities onboard. The 23 carriage long train houses four different types of accommodation viz. Deluxe Cabin, Junior Suite Cabins, Suite and the Presidential Suite named after various precious gem stones. The train has two restaurants named Rang Mahal and Mayur Mahal serving a range of international and Indian delicacies. In addition to the restaurants, there are 02 Bar cum Lounges in the train. The Rajah Club and The Safari Bar serve a mix of House Pours and other international brands. The House Pours are included in the package and select international wines and spirits are on sale. 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The luxury tourist train operates its scheduled departures during the tourist season every year from September to April whereas interested clients can also book the train around the year on charter as per requirement. Website: [www.the-maharajas.com](http://www.the-maharajas.com) Palace on Wheels The Palace on Wheels is a luxury tourist train being operated by Indian Railways in association with Rajasthan Tourism Development Corporation. The train comprises of 14 fully air-conditioned saloons with rich décor that evoke the age of Rajput chivalry and are named after former Rajputana states such as Kota, Jaipur, Udaipur, Jaisalmer, Jodhpur, Bikaner, Alwar, Sirohi, Kishangarh, Bundi, Dungarpur, Bharatpur, Jhalawar and Dholpur. The train also has two fine dining restaurants, a well stocked bar and a lounge car for relaxation. Itinerary Delhi-Jaipur-Sawai Madhopur-Chittaurgarh-Udaipur-Jaisalmer-Jodhpur-Bharatpur-Agra-Delhi

Website: [www.rtdc.in](http://www.rtdc.in) Golden Chariot 314 TAG-19 393 TAG-23 The land once ridden by formidable armies is now traversed by the world's unique luxury train. The Golden Chariot beckons you to discover worlds that are enriched with history and culture. Recline and relax as the magnificent scenery unfolds outside your window with luxury on the inside, thus far reserved for royalty. The Golden Chariot presents a fine balance between a glorious yesterday and an omnipresent tomorrow in the magical land Karnataka, Goa, Tamil Nadu, Kerala and Puducherry. The fully air-conditioned train comprising of 11 passenger saloons, 2 restaurant coaches, 1 spa and gym car and 1 bar cum lounge car began its operations in the year 2008. It is being operated by Indian Railways in association with Karnataka State Tourism Development Corporation (KSTDC). Itineraries • Pride Of Karnataka (5 Nights / 6 Days): Bengaluru - Bandipur - Mysore - Halebidu - Chikamgaluru - Hampi - Goa - Bengaluru • Jewels of South (5 Nights / 6 Days) : Bengaluru - Mysore - Mahabalipuram - Thanjavur and Chettinad - Cochin - Chertala - Bengaluru • Glimpses of Karnataka (3 Nights / 4 Days) :Bengaluru - Nanjangud - Mysore - Hampi - Bengaluru Website: [www.goldenchariot.org](http://www.goldenchariot.org) Deccan Odyssey The Deccan Odyssey is also a luxury tourist train being operated by Indian Railways in association with Maharashtra Tourism Development Corporation (MTDC). Experience the finest and the best of train journeys of the world. The Deccan Odyssey is more than a mere luxury train cruise. A lavishly decorated train that transports its guests on an unforgettable sojourn on different itineraries covers different parts of the country. The Deccan Odyssey offers accommodation in 40 deluxe cabins in 10 suite coaches. 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Maharashtra Wild Trails(07 Nights/ 08 Days): Mumbai - Aurangabad - Ramtek - Warora - Pachora - Nashik - Mumbai. 7. Darjeeling Mail (07 Nights/ 08 Days): Mumbai - Vadodara - Udaipur - Sawai Madhopur - Jaipur - Agra - Varanasi - Siliguri. 8. Darjeeling Mail Return (07 Nights/ 08 Days): Siliguri - Varanasi - Agra - Sawai Madhopur - Jaipur - Udaipur - Vadodara - Mumbai. Website: [www.deccan-odyssey-india.com](http://www.deccan-odyssey-india.com) Vistadome Coach (Glass Top Coaches) In 2017, Indian Railways introduced indigenously designed glass top coaches with wider windows for boosting tourism. The features of Glass Top Coaches are: • Electrically controlled opalescence • 360 degree rotatable push back ergonomically designed chairs 314 TAG-19 394 TAG-23 • Automatic sliding doors • Multiple television screens • Wide side doors for Divyangs • GPS based info system The first Vistadome coach was introduced on 16.04.2017 in Train No. 58501/02 Vishakapatnam-Kirandul passenger between Vishakapatnam and Araku. At present 43 BG, 06 MG and 50 NG Vistadome coaches are available over various Zones of Indian Railways for operation in different sections/ routes with scenic beauty. The base fare of AC Vistadome coaches is 1.1 times of Executive class (EC) base fare of Shatabdi trains, without catering charges. Reservation charges, GST and any other charges are levied in addition to the basic fare. All passengers are charged at full fare. The minimum chargeable distance is 50 Km. Catering is optional and may be provided by IRCTC to the level of Executive Class in Shatabdi, on payment basis. Buddhist Circuit Special Train Started in the year 2007, the Buddhist Circuit Special Train operated by IRCTC completed 14 years of operation. This fully air-conditioned train runs on a 7 Night /8 Days itinerary covering all major Buddhist Pilgrim locations in India and Lumbini in Nepal. The major destinations covered follow the life of Lord Gautam Buddha. The itinerary covers destinations like Bodhgaya, Rajgir, Nalanda, Varanasi, Sarnath, Kushinagar, Lumbini (Nepal), Sravasti and Agra. Railways have recently introduced a swanky new air-conditioned LHB rake for the tourist train with enhanced facilities such as sleeper cars with personal sitting gallery, 2 aesthetically designed restaurant cars which have been very well received by the tourists. The details and online booking facility of the train is available at IRCTC's Buddhist micro-site "[www.irctcbuddhisttrain.com](http://www.irctcbuddhisttrain.com)". Rail Tour Packages IRCTC under Ministry of Railways offers Rail Tour Packages with confirmed onward and return journey rail tickets apart from other elements of a package such as road transfers, accommodation, all meals and sightseeing at reasonable rates on the basis of itinerary. Rail tour packages are specially designed on the basis of demand of customers as well as popularity of destination like Shirdi, Vaishno Devi, Tirupati, Darjeeling, Chennai, Rameshwaram, Gangtok, Ooty, Goa, Puri, Kerala, etc. from various parts of India. The details and booking of these packages are available at tourism website "[www.irctctourism.com](http://www.irctctourism.com)" or one can visit nearest Tourism Facilitation Centres of IRCTC. 314 TAG-19 395 TAG-23 Travel & Tourism Portal Tourism portal "[www.irctctourism.com](http://www.irctctourism.com)" is a "One Stop Travel Shop" for all travel requirements of every

tourists. The portal due to its user friendliness, had won the “National Tourism Award” in the year 2008, “Website of the Year” for consecutive three years i.e. 2014, 2015 & 2016 by “Leisure & Travel” by MatrixLab and “Indian e-retail award” for consecutive three years from 2015 to 2018 by Franchise India. The Tourism portal of IRCTC is one of the most popular website among the travellers as it offers varied Travel and Tourism solutions such as on-line booking of Bharat Gaurav Trains, Luxury trains – Maharajas’ Express and Golden Chariot (with micro-sites), Bus tickets, Air Tickets, Tour packages, Hotels, Cruise packages, Medical Tourism, Retiring Room, executive lounge, etc. Some of the packages are also available on enquiry mode and packages are also customised on the basis of requirement of customers. IRCTC has been continuously improving the contents of the tourism website for the ease of customers to ensure seamless navigation. Online Booking of Charter Trains and coaches Customers can now book a charter train or coach on IRCTCs webpage [www.ftr.irctc.co.in](http://www.ftr.irctc.co.in). The user friendly module includes options like viewing the list of trains on which chartered coach can be attached, search for availability of trains between preferred destinations without registration, placing a request for charter train or coach online, making online payment of deposit, provision to print the dossier which contains all mandatory documents to be carried while travelling, etc. While registration is not mandatory for searching availability, PAN Card verified user creation is required for placing a request for chartering. By introduction of this online module, now users can book charter trains/coaches from any part of the country. For bookings, one can email at [charter@irctc.com](mailto:charter@irctc.com) or visit [www.ftr.irctc.co.in](http://www.ftr.irctc.co.in). Tourism Facilitation Centres IRCTC has set up Tourism Facilitation Centres in and around various railway stations across the country that are serving as ‘One Stop Shop’ to assist railway passengers in availing various tourism products and services. Besides, providing detailed information about various rail and non-rail tourism products and services, these facilitation centres book tour packages, airline tickets as well as manage the departures of passengers availing the train tour packages.

314 TAG-19 396 TAG-23 314 TAG-19 S. No. Name Address and Contact Numbers

- 1 Agra Platform No.1, Agra Cantt. Railway Station, AGRA-282003, Landline No.-: 0562-2420111. Tel No. – 8287930920, E-mail id:- [akgautam5003@irctc.com](mailto:akgautam5003@irctc.com)
- 2 Bengaluru Concourse area, Main Entrance Bengaluru City Railway Station, Bangalore – 560023, Karnataka, Tel. No. 080 – 22960013, 8595931292, E-mail id:- [tifcsbc@irctc.com](mailto:tifcsbc@irctc.com)
- 3 Chennai Gate No.3, Main Entrance, (Opp. SMR Room) Chennai Central Railway Station, Park Town, Chennai – 3, Tamil Nadu, Tel No. 8287932121, 044-25332548, E-mail id:- [tourismmas@irctc.com](mailto:tourismmas@irctc.com)
- 4 Ernakulam 1st Floor, Salih Arcade, 40-8194, Convent Road, Kochi-682035, Contact: 8287932082; 0484- 2382991, E-mail id:- [tourismkerala@irctc.com](mailto:tourismkerala@irctc.com)
- 5 Gaya Platform No. 1, Near to SBI ATM, Opposite Bihar Tourism Office, Gaya, Bihar, Tel. No. - +91- 8595937723, 9771440025, E-mail id:- [gautam4985@irctc.com](mailto:gautam4985@irctc.com)
- 6 Hubli IRCTC area office, Near booking office, Hubli Railway Station, Hubli-580023, Tel No. – 8595931293, E-mail id:- [areaofficeubl@irctc.com](mailto:areaofficeubl@irctc.com)
- 7 Indore IRCTC, TFC Platform No 1, Indore Railway Station - 452001, Tel. No. - 8287931723, 0731-2522200, E-mail id:- [irctcindortfc@gmail.com](mailto:irctcindortfc@gmail.com), [raunaq5619@irctc.com](mailto:raunaq5619@irctc.com)
- 8 Jabalpur TIFC, Near Railway Retiring Room, Platform No 1, Jabalpur Railway Station, Madhya Pradesh – 482001, Tel. No. - 9321901832 , 0761-2998807, Email id:- [irctcjbpb@gmail.com](mailto:irctcjbpb@gmail.com)
- 9 Kolhapur Platform No. 1, Near to Ticket Counter, Shri C. Shahu Maharaj Terminus, Kolhapur Railway Station, Kolhapur - 416001, Contact No: Vijay Kumbhar - 9321901847, E-mail id:- [deotourism1@irctc.com](mailto:deotourism1@irctc.com)
- 10 Kozhikode Platform No. 1, Near Food Plaza, Kozhikode Railway Station, Kozhikode- 673001, Kerala. Tel No. 8287932098, E- mail:- [tifclt@irctc.com](mailto:tifclt@irctc.com)
- 11 Madurai First floor, New concourse, Madurai Railway Junction – 625001, Karnataka, Tel. No. 0452-2345757, 9003140714, E-mail:- [tourismmdu@irctc.com](mailto:tourismmdu@irctc.com)
- 12 Mysuru Near General Booking Office, Mysuru Junction, Karnataka, Tel. No. 8595931294, 0821 – 2426001, E-mail id:- [tifcmys@irctc.com](mailto:tifcmys@irctc.com)
- 13 Nagpur Main Porch, Nagpur Railway Station, Nagpur-440001, Contact : Shubham- 9321901846 E-mail id:- [tfcnagpur@irctc.com](mailto:tfcnagpur@irctc.com)
- 14 New Delhi Near Cloakroom, Opp. Executive Lounge, Platform No.16 New Delhi Railway Station, Ajmeri Gate, New Delhi – 110002, Tel. No. – 8287930746, Email id:- [ravinder1.singh@irctc.com](mailto:ravinder1.singh@irctc.com)
- 15 Pune IRCTC Regional office, 1st Floor, Retiring Room No 1, Above Station Director Office, Pune Railway Station, Pune, Maharashtra – 411001, Tel. No. - +8287931707, Email id:- [aloksparmar5615@irctc.com](mailto:aloksparmar5615@irctc.com)
- 16 Secunderabad Platform No.10, Beside SBI Credit Card Counter, Secunderabad Railway Station, Telangana, Tel. No. - 040-27800580, Mob No: 9701360701, 8287932228/29/30, Email id:- [tourismscz@irctc.com](mailto:tourismscz@irctc.com)
- 17 Tirupati Platform No.1, Beside Main Entrance, Tirupati Railway Station, Andhra Pradesh, Tel. No. – 8287932313/ 8287932317, E-mail id:- [Sukumar.Bandala@irctc.com](mailto:Sukumar.Bandala@irctc.com); [deotourismscz@irctc.com](mailto:deotourismscz@irctc.com)
- 18 Thiruvananthapuram Near Booking Office, 2nd Entry, Trivandrum Central Railway Station, Powerhouse Road, Thiruvananthapuram, Kerala – 695036, Phone: 8287932095, E-mail id:- [tourismtvc@irctc.com](mailto:tourismtvc@irctc.com)
- 19 Vijayawada Platform No.1, Beside Main Entrance, Vijayawada Railway Station, Andhra Pradesh, Tel.No.-0866-2572280, 8287932312/675 E-mail id:- [ch.balaji@irctc.com](mailto:ch.balaji@irctc.com)
- 20 Vishakhapatnam Visakhapatnam Railway Station, Platform No.1, Beside APTDC Counter, Visakhapatnam-530004, Contact: 9701360695, E-mail id:- [cknath@irctc.com](mailto:cknath@irctc.com); [vy.prasad@irctc.com](mailto:vy.prasad@irctc.com)

Here are the different ways to find out the current status of your unconfirmed ticket: 1. Online: Go to the Indian Railways website [www.indianrailways.gov.in](http://www.indianrailways.gov.in) or [www.indianrail.gov.in](http://www.indianrail.gov.in) and enter your PNR number in the “Check PNR Status” section. 2. Phone: Call the Indian Railways Passenger Reservation Enquiry number 139, and provide your PNR number. 3. SMS: Send an SMS to 139 with the following message: PNR. 4. Visit a railway station and go to the Reservation Enquiry counter. Provide your PNR number to the counter clerk to check your ticket status. Please note that the current status of your ticket may change at any time, so it is important to check it regularly, especially before your travel date.

*This article is about Vande Bharat Express services offered by Indian Railways. For the EMU trainset, see [Vande Bharat \(trainset\)](#).*

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## Vande Bharat Express

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Vande Bharat Express trains running in *Blue-White* and  
*Saffron-Grey* Liveries

### Overview

**Service type** [Inter-city semi-high-speed rail](#)

**Status** Active

**Predecessor** [MEMU](#)

**First service** 15 February 2019; 4 years ago

**Website** [indianrail.gov.in](http://indianrail.gov.in)

### Route

**Line(s) used** [34](#)

### On-board services

**Class(es)** CC Chair (Economy Class)  
Executive Chair (Premium Class)

**Seating arrangement  
s**

- Airline style
- Rotatable seats

**Catering facilities** On-board catering

**Observation facilities** Large windows in all carriages

**Entertainment facilities**

- [On-board WiFi](#)
- infotainment system
- [electric outlets](#)
- reading light

**Baggage facilities** Overhead racks

**Other facilities**

- [Automatic doors](#)
- [smoke alarms](#)
- [CCTV cameras](#)
- [odour control system](#)
- [bio-vacuum toilets](#)
- [sensor-based water taps](#)
- [roller blinds](#)

Technical	
<b>Rolling stock</b>	Vande Bharat (trainset) <sup>[1]</sup>
<b>Track gauge</b>	Indian gauge <p>1,676 mm (5 ft 6 in) <b>broad gauge</b></p>
<b>Electrification</b>	25 kV 50 Hz AC Overhead line
<b>Operating speed</b>	160 km/h (99 mph) in a part of <b>Rani Kamalapati (in Bhopal) - Hazrat Nizamuddin (in Delhi) Route</b> , <p>110–130 km/h (68–81 mph) in other routes</p>
<b>Average length</b>	384 m (1,260 ft) (16 coaches) <p>192 m (630 ft) (8 coaches)</p>
<b>Rake maintenance</b>	<b>Integral Coach Factory, Chennai</b>

The **Vande Bharat Express**<sup>[2]</sup> is a medium-distance train service operated by **Indian Railways**. Similar to **Shatabdi Express**, these are day train services that connect Indian cities which are less than 10 hours apart. The **trainsets** can support **semi-high speeds** but due to the railway track speed capacity, multiple stoppages and traffic congestion, the **operating speed** of the services are limited to 160 km/h (99 mph) on a section of the **Delhi-Bhopal service** and 110–130 km/h (68–81 mph) on other services.<sup>[3][4]</sup>

The trainset, then known as Train 18, was designed by the **RDSO** and manufactured by the **Integral Coach Factory (ICF)**.<sup>[5]</sup> The specifications were also standardised by the RDSO.<sup>[6]</sup> It was made for low-cost maintenance and operational optimisation. The cost of a 16-coach Vande Bharat train is about ₹115 crore (US\$14 million).<sup>[7]</sup>

On 27 January 2019, the services using Train 18 sets were named Vande Bharat Express with the first service commencing on 15 February 2019.<sup>[8]</sup>

Background<sup>[edit]</sup>

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## Efforts to increase speeds<sup>[edit]</sup>

For most of Indian Railways' history, speed and comfort were not of primary concern as safety was of utmost importance. The replacement of old [ICF coaches](#) by the modern and safer [LHB coaches](#) helped in reducing rail accidents significantly.<sup>[9]</sup> After tackling the safety concerns to an extent, speed and comfort were finally on the Indian Railways agenda. Proposals were made to introduce semi-high-speed (160–200 km/h) services between major cities.<sup>[10]</sup> In 2016, [Gatimaan Express](#) was inaugurated as the country's first semi-high-speed service. The train ran on the newly upgraded [Grade A line](#) between Tughlakabad and Agra Cantonment that supported speeds up to 160 km/h.<sup>[11]</sup>

[Talgo](#) train at [New Delhi railway station](#) for its 3rd leg of the trial.

In June 2016, Indian Railways sought [Requests For Qualification](#) (RFQ) to jointly manufacture 5000 modern EMU sets and was met with a good response from countries like Canada, China, France, Germany, and Switzerland. Native companies like Medha and BHEL also made the cut.<sup>[12]</sup> Spanish [Talgo](#) trains went as far as conducting a trial run on the [Mumbai - Delhi route](#). The train completed the journey in ten hours (almost six hours quicker than [Rajdhani Express](#)) with an average speed of 117.5 km/h but there were many problems related to rakes such as height, coupling, maintenance, problems related to cost effectiveness and robustness related to harsh environment.<sup>[13]</sup> However, the ministry said that Indian Railways could not come with a direct agreement and wanted them to go through a tendering process. Since there was no other bidder, the procurement of these trains was deemed impossible. The [Make in India](#) campaign also fuelled the cause for developing the next generation EMU semi-high-speed trainsets indigenously.<sup>[14]</sup>

## Making an indigenous trainset<sup>[edit]</sup>

After foreign proposals for introducing semi-high-speed capable EMUs were unsuccessful, Indian Railways at [ICF](#) headed by general manager Sudhanshu Mani, started developing a new EMU trainset at half the imported cost. Since these trains were planned to be ready by 2018, they were named 'Train-2018' and later 'Train 18'. They were designed to be fully air-conditioned and equipped with automatic plug doors, on-board Wi-Fi, and infotainment out of many other modern facilities. With these modern facilities along with modern technical features, the train was one of its kind in the country and marked a leap into the future.<sup>[15]</sup> With sixteen chair cars and a 160 km/h speed, the technology was set to replace [Shatabdi](#) services.<sup>[16][17]</sup>

During its trial runs, Train 18 became the fastest EMU train in India after attaining a speed of 183 km/h.<sup>[18][19]</sup>

## Inaugural run<sup>[edit]</sup>



Train 18 was renamed as 'Vande Bharat' as an acknowledgement for the fact that it was completely built in India by the Indian engineers and the services were thus named 'Vande Bharat Express'.<sup>[20]</sup>

Inauguration of the first Vande Bharat Express between [Delhi](#) and [Varanasi](#) at the [New Delhi railway station](#)

On 15 February 2019, the first Vande Bharat Express between [New Delhi](#) and [Varanasi](#) was flagged off at the [New Delhi railway station](#) by Prime Minister [Narendra Modi](#).<sup>[21][22]</sup> The train ran from [New Delhi](#) to [Varanasi](#) via [Kanpur](#) and [Prayagraj](#), connecting Uttar Pradesh's [Varanasi](#) to the capital city and reduced the existing travel time along the route by 15%.<sup>[23]</sup> The 8-hour journey from New Delhi to Varanasi station covered a total distance of 762 km (473 mi) between the two cities. However, while returning from [Varanasi](#), the train broke down due to a cattle run over. According to reports, four cars of the train experienced an electrical outage and the brakes were reported to be jammed as the train was halted for over an hour at [Tundla Junction railway station](#) before resumption.<sup>[24]</sup> Later in the year, the second Vande Bharat service was launched between [New Delhi](#) and [Katra](#), it is one of the only two first version trainsets of Vande Bharat Express.<sup>[25]</sup>

## Replacement of Shatabdis<sup>[edit]</sup>

Since the Vande Bharat Express was built to provide a short-distance, fast and modern service between major cities, similar to the [Shatabdi Express](#) which was introduced back in 1988 for similar purposes, several train sets were supposed to be built to replace the existing Shatabdis on all routes. But after the inauguration of first two services, the Indian Railways had stopped the production of new sets owing to internal issues.<sup>[26]</sup> After the intervention of the Railway Minister, they decided to resume tenders for the production of new sets. However, they wished to provide more time for the manufacturers for them to come up with the cheapest bid and the fact that the train would require a major upgrade from scratch, as per one of the officials.<sup>[27]</sup> These second generation trainsets were developed in 2022 and they entered service on 30 September 2022. It is planned that all Shatabdi Express trains will be phased out and replaced with Vande Bharat trains.<sup>[28]</sup>

## Facilities<sup>[edit]</sup>

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Food catering service on Howrah-Jalpaiguri route

The train has two seating options, Chair Car and Executive Chair Car. The coaches are air-conditioned and feature airline-style seats in a 2-3 configuration. The service offers onboard catering with both vegetarian and non-vegetarian meal options included in the fare as standard.

The service also offers onboard Wi-Fi and an infotainment system, along with electric outlets and reading lights. The train has features such as automatic doors, smoke alarms, CCTV cameras, an

odour control system, bio-vacuum toilets, and sensor-based water taps. Roller blinds are featured on all windows, and overhead racks provide storage for luggage.<sup>[29]</sup>

## Ridership<sup>[edit]</sup>

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Northern Railway stated that the New Delhi-Varanasi Vande Bharat Express, which was launched in 2019, had a cumulative earning of ₹92 crore (US\$12 million) with 100% occupancy after one year of service.<sup>[30]</sup> According to Southern Railway authorities, more than 200% booking rate on the [Thiruvananthapuram - Kasaragod Vande Bharat Express](#) points to the wide acceptance of the train in Kerala. The trip from Kasaragod to Thiruvananthapuram earned ₹ 1.17 crore.<sup>[31]</sup>

According to data shared by the Indian Railways, between 1 April 2022 and 8 February 2023, the Vande Bharat Express had an average occupancy of 99%. The Vande Bharat Express from Nagpur to Bilaspur had the lowest occupancy rate of 52.86%.<sup>[32]</sup> In comparison, from 2019-2020, Rajdhani, Shatabdi and Duronto express trains had occupancy of 97.01% with *Flexi Fare schemes*.<sup>[33]</sup> CAG found faults in Railway's Flexi-fare scheme, hence it was scrapped in many premium trains.<sup>[34]</sup>

Central Railways has earned ₹10.72 crore (US\$1.3 million) from Vande Bharat trains operating from Mumbai to Solapur, Shirdi, Goa and one from Nagpur to Bilaspur in just 25 days from 15 August 2023 till 9 September 2023. CSMT-Solapur Vande Bharat with an occupancy of 93.71% made ₹1.71 crore (US\$210,000) and Solapur-CSMT with occupancy of 105.09% made ₹1.97 crore (US\$250,000).<sup>[35]</sup>

In May 2023, the 16-coach rake of [Bilaspur–Nagpur Vande Bharat Express](#) was swapped with the 8-coach rake of [Secunderabad–Tirupati Vande Bharat Express](#) because of low occupancy on the former route. [Tejas Express](#) rake was temporarily used on the former route.<sup>[36][37][38]</sup>

## Speed Restrictions<sup>[edit]</sup>

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Vande Bharat Express with [Cheetah](#) logo used to signify the high-speed capability reaching up to 160 km/h (99 mph)

The maximum permissible speed of the train is 160 km/h (99 mph) and the Vande Bharat Express held a trial run with the train clocking a speed of 183 km/h (114 mph). But most of the Indian railway tracks are not capable of supporting this speed and so most Vande Bharat Express trains have a lower maximum permissible speed. According to maximum permissible speed, the [Gatimaan Express](#) and [Rani Kamalapati \(Habibganj\)–Hazrat Nizamuddin Vande Bharat Express](#) are the fastest trains in India as they pass through the Tughlakabad–Agra segment where their maximum permissible speed is 160 km/h.

**Duronto Express**<sup>[1]</sup> is a category of long-distance fast trains run by the [Indian Railways](#). Initially these trains did not have any passenger stops between the origin and the destination, but since January 2016 it is possible to book tickets from those technical stops. These trains were introduced in 2009 and were named 'Duronto', meaning 'speedster' in [Bengali](#), as it was the fastest train of that time.<sup>[2]</sup> Duronto Express services connect the several [metros](#) and major [state capitals of India](#).

## History<sup>[edit]</sup>

---

The Government of India's [Ministry of Railways](#) has been trying to introduce high-speed rail in India. In 2007, the ministry chose the 500-kilometre stretch between Delhi and Amritsar for a pre-feasibility study.<sup>[3]</sup> On 19 January 2009, Railway Minister, [Mamata Banerjee](#), said that the ministry was in the process of appointing global consultants for introducing the high-speed trains on certain routes. Besides the Delhi–Amritsar route, Pune–Mumbai–Ahmedabad, Hyderabad–Dornakal–Vijaywada–Chennai,

Chennai–Bangalore–Coimbatore–Ernakulam–Thiruvananthapuram and Howrah–Haldia.<sup>[4]</sup> But, this [high-speed rail](#) service for India is expected to be completed on a long run.

Meanwhile, non-stop Duronto Express trains were introduced in 2009–10 as a first step towards high-speed rail travel in India.<sup>[5]</sup> The first Duronto ran between [Sealdah and New Delhi](#).

## Efficiency and speed<sup>[edit]</sup>

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The Duronto Express is one of the fastest trains in India. Some of these trains run faster than [Rajdhani Express](#)<sup>[7]</sup> trains which hold the record of the fastest [long-distance trains](#) in India. For example, the [Sealdah–New Delhi Duronto Express](#) takes 16 hours to cover the journey against 17 hours taken by [Rajdhani Express](#). Similarly, the [Chennai–Hazrat Nizamuddin Duronto Express](#) takes 28 hours to cover the journey while the [Chennai Rajdhani Express](#) takes 28 hours 35 minutes to do so. The trains will adhere to the speed limit of 130 km/h. New Delhi–Sealdah Duronto Express has a top speed of 130 km/h. The Chennai, Sealdah, Yeshwantpur and Pune Duronto runs at a speed of 130 km/h. The Howrah/Bhubaneshwar New Delhi, Secunderabad Hazrat Nizamuddin are now equipped with LHB rakes and now they also run at a speed of 130 km/h<sup>[8]</sup> In March 2011, the cost of travel in the Duronto Express went up as the Minister of Railways announced a hike in railway fare. The decision to hike railway fares resulted in trouble across the Government and were rolled back,<sup>[9]</sup> only to be raised again on 1 April.<sup>[10]</sup> A feature exclusive to the Duronto is the [LHB Sleeper coach](#). The sleeper class is the most common coach, and usually ten or more coaches can be attached. [Dynamic pricing](#) is applicable on all scheduled Duronto express journeys.

## Incidents and accidents<sup>[edit]</sup>

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- In January 2010, the passengers of the Duronto Express between Nagpur and [Mumbai](#) complained about passengers without confirmed tickets travelling inside the reserved coaches.<sup>[11]</sup>
- In May 2010, at least 19 passengers on board the Ernakulam Duronto Express were admitted to the [Government General Hospital](#) after complaining of [food poisoning](#).<sup>[12]</sup>
- In June 2010, the [Mumbai CST–Howrah Duronto Express](#) faced interruption as its engine and generator car were detached from the rest of the train's coaches due to technical problems. The problem was fixed within less than an hour.<sup>[13]</sup>
- In June 2013, the 12264 Hazrat Nizamuddin–Pune Duronto derailed near Monkey Hill due to a landslide. No injuries were reported & the train reached 5 hours late at [Pune Junction](#) [1].
- In September 2015, 12220 [Lokmanya Tilak Terminus–Secunderabad AC Duronto Express](#) derailed at Martur station between Shahbad and Gulbarga on Solapur Division in Karnataka at around 02:15. Two passengers were killed and more than 30 injured when eight of its coaches were derailed.<sup>[14]</sup>
- On 29 August 2017 12290 [Nagpur Duronto Express](#) heading towards Mumbai derailed between [Vasind](#) and [Asangaon](#) stations at 06.30 as heavy rains had caused mud slides onto the tracks which caused the derailment. No casualties were reported in an official statement by the Railway department.<sup>[15]</sup>
- On 17 January 2019 unidentified persons entered into Jammu-Delhi Duronto near Badli, Delhi and looted the passengers.
- On 10 May 2019 engine failure caused late departure of the train from Mumbai central by an hour.
- On 11 August 2019 [Yeshvantapur–Delhi Sarai Rohilla AC Duronto Express](#) was cancelled due to "unavoidable circumstances".
- On 24 April 2019 12274 [Howrah–New Delhi Duronto Express](#) led by Howrah WAP-7 30370 ran over cattle while at MPS near [Jamtara](#), Jharkhand. The locomotive failed and was backed by ABB made GZB WAP-5 30009, but due to throttle issues it too needed help. A banker Locomotive, GMO WAG-9 31932 was attached. No passenger casualties/injuries were reported. This was a rare incident where all three types of locomotives equipped with 3-phase technology were seen hauling one train.
- On 16 October 2022 More than 20 armed robbers reportedly climbed onto a Delhi-Kolkata Duronto Express train early on Sunday. Several passengers were allegedly looted at gunpoint by the robbers who climbed onto at least six-seven bogies of the train.

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## Yesvantpur - Delhi Sarai Rohilla

### ***AC Durgonto Express***



A [WAP-7](#) of [Lallaguda](#) hauling 12213 Yesvantpur–Delhi  
*Durgonto Express* near [Lingampally](#)

#### Overview

**Service type** [Superfast Express](#), [Durgonto Express](#)

**First service** 19 February 2011

**Current operator(s)** [South Western Railways](#)

#### Route

Termini	<a href="#">Yesvantpur Junction</a> (YPR) <a href="#">Delhi Sarai Rohilla</a> (DEE)
---------	--

Stops	5
-------	---

Distance travelled	2,367 km (1,471 mi)
--------------------	---------------------

Average journey time	31 hours 20 minutes as 12213 Yeshvantapur–Delhi Sarai Rohilla AC Durgam Express, 32 hours 55 minutes as 12214 Delhi Sarai Rohilla–Yeshvantapur AC Durgam Express
----------------------	--

Service frequency	Weekly. 12213 Yeshvantapur–Delhi Sarai Rohilla AC Durgam Express – Saturday. 12214 Delhi Sarai Rohilla–Yeshvantapur AC Durgam Express – Monday.
-------------------	--

Train number(s)	12213 / 12214
-----------------	---------------

On-board services

Class(es)	<a href="#">AC 1st Class</a> , <a href="#">AC 2 tier</a> , <a href="#">AC 3 tier</a>
-----------	--

<b>Seating arrangements</b>	Yes
-----------------------------	-----

<b>Sleeping arrangements</b>	Yes
------------------------------	-----

<b>Catering facilities</b>	<a href="#">Pantry car</a> attached
----------------------------	-------------------------------------

#### Technical

<b>Rolling stock</b>	<a href="#">LHB coach</a>
----------------------	---------------------------

<b>Track gauge</b>	1,676 mm (5 ft 6 in)
--------------------	----------------------

<b>Operating speed</b>	130 km/h (81 mph) (maximum speed),  75 km/h (47 mph) (average speed), including halts
------------------------	---

[show](#)

#### Route map

The **Yesvantpur–Delhi Sarai Rohilla AC Duronto Express** is a [Superfast Express](#) train of the [Duronto Express](#) category belonging to [Indian Railways – South Western Railway zone](#) that runs between [Yesvantpur Junction](#) and [Delhi Sarai Rohilla](#) in India.



It operates as train number 12213 from Yesvantpur Junction to Delhi Sarai Rohilla and as train number 12214 in the reverse direction, serving the states of [Karnataka](#), [Andhra Pradesh](#), [Telangana](#), [Maharashtra](#), [Madhya Pradesh](#), [Uttar Pradesh](#) & [Delhi](#).

It is the only train which passes the major stations of [Hazrat Nizamuddin](#) & [New Delhi](#) without halting at either of them. The Yesvantpur–Delhi Sarai Rohilla AC Duronto Express has the 2nd longest non-stop run Between [Habibganj-Balharshah Junction](#), but a technical halt is provided at [Nagpur Junction](#) for crew change only; no bookings are allowed.

## Coaches<sup>[\[edit\]](#)</sup>

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The 12213 / 14 Yesvantpur–Delhi Sarai Rohilla Duronto Express presently has 1 [AC 1st Class](#), 1 [AC 2 tier](#), 16 [AC 3 tier](#) & 2 [End on Generator](#) coaches. In addition, it also carries a [pantry car](#).

As is customary with most train services in India, coach composition may be amended at the discretion of Indian Railways depending on demand.

## Service<sup>[\[edit\]](#)</sup>

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The 12213 Yesvantpur–Delhi Sarai Rohilla Duronto Express covers the distance of 2367 kilometres in 31 hours 20 mins 75.54 km/h (47 mph) & in 32 hours 55 mins as 12214 Delhi Sarai Rohilla–Yeshvantpur Duronto Express 71.91 km/h (45 mph).

As the average speed of the train is above 55 km/h (34 mph), as per Indian Railways rules, its fare includes a [Superfast Express](#) surcharge.

# Time Table[\[edit\]](#)

12213		Stations	12214	
Arrival	Departure		Arrival	Departure
07:35	----	Delhi Sarai Rohilla	----	22:10
01:30	01:35	Jhansi Junction	03:50	03:55
22:02	22:10	Habibganj	08:02	08:10
16:10	16:15	Nagpur Junction (Technical Halt)	13:35	13:42
13:35	13:40	Balharshah Junction	16:40	16:45
08:45	08:50	Secunderabad junction	20:55	21:10

03:30	03:35	<a href="#">Guntakal Junction</a>	02:45	02:50
<b>02:08</b>	<b>02:12</b>	<a href="#">Dharmavaram Junction</a>  ( <b>Technical Halt</b> )	<b>04:37</b>	<b>04:42</b>
----	<b>23:40</b>	<a href="#">Yesvantpur Junction</a>	<b>08:10</b>	----

## Traction<sup>[\[edit\]](#)</sup>

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Due to partial electrification, upon introduction until around 6 November 2017, the 12213 / 14 Yesvantpur–Delhi Sarai Rohilla Duronto Express was hauled by a [Krishnarajapuram](#)-based [WDP-4B/WDP-4D](#) from Yesvantpur Junction up to [Secunderabad Junction](#) handing over to a [Lallaguda](#)-based [WAP-7](#) which would power the train up to its destination Delhi Sarai Rohilla.

With progressive electrification, it is now an end to end haul by a [Lallaguda](#)-based [WAP-7](#).

Recently SWR's Krishnarajapuram (KJM) shed got [WAP-7](#) and now this train runs end to end by Krishnarajapuram-based WAP-7 loco.

## Timings<sup>[\[edit\]](#)</sup>

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- 12213 Yeshvantapur–Delhi Sarai Rohilla Durgam Express leaves Yeshvantapur Junction every Saturday at 23:40 hrs IST and reaches Delhi Sarai Rohilla at 07:00 hrs IST on the 3rd day.
- 12214 Delhi Sarai Rohilla–Yeshvantapur Durgam Express leaves Delhi Sarai Rohilla every Monday at 23:00 hrs IST and reaches Yeshvantapur Junction at 07:55 hrs IST on the 3rd day.

## Gallery [\[edit\]](#)

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Train Board



At Secunderabad Junction

## Rake sharing [\[edit\]](#)

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22677/22678 – Yeshvantpur–Kochuveli AC Express

## References [\[edit\]](#)

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## External links [\[edit\]](#)

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Railways in Northern India



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Railways in Southern India

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**Duronto Express**


## Categories:

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[Transport in Bangalore](#)  
[Rail transport in Maharashtra](#)  
[Rail transport in Madhya Pradesh](#)  
[Rail transport in Andhra Pradesh](#)  
[Rail transport in Telangana](#)  
[Rail transport in Uttar Pradesh](#)

# Duronto Express

10 languages

- Article
- Talk
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Tools

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Duronto Express

Overview

Status	Active
First service	2009; 14 years ago
Successor	<a href="#">Train 20</a>
Current operator(s)	<a href="#">Indian Railways</a>
Website	<a href="http://indianrail.gov.in">http://indianrail.gov.in</a>

<b>Route</b>
--------------

<b>Line(s) used</b>	26
---------------------	----

<b>On-board services</b>
--------------------------

<b>Class(es)</b>	1st AC Class  2nd AC Class 3rd AC Class  Sleeper Class
------------------	--

<b>Seating arrangements</b>	Yes
-----------------------------	-----

<b>Catering facilities</b>	On-board catering
----------------------------	-------------------

<b>Observation facilities</b>	Large Windows, Reading Light, Announcement speaker in all class
-------------------------------	--

<b>Entertainment facilities</b>	Only for 1 AC and chair class passengers
---------------------------------	---

<b>Baggage facilities</b>	Underseat
---------------------------	-----------

## Technical

### Rolling stock

LHB coach

### Track gauge

5 ft 6 in (1,676 mm)  
broad gauge

### Operating speed

Avg: 60 - 90 km/h  
  
Max: 130 - 140 km/h

### Track owner(s)

Indian Railways

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## List of Duronto Express trains<sup>[edit]</sup>

#	Train no.	Train name	Zone	Distance	Avg speed	Inauguration
1	12213/12214	<a href="#">Yeshvantapur–Delhi Sarai Rohilla AC Duronto Express</a>	<a href="#">SWR</a>	2,374 km (1,475 mi)	72.48 km/h (45 mph)	2011
2	12219/12220	<a href="#">Lokmanya Tilak Terminus–Secunderabad AC Duronto Express</a>	<a href="#">SCR</a>	773 km (480 mi)	64.41 km/h (40 mph)	2011
3	12221/12222	<a href="#">Pune–Howrah Duronto Express</a>	<a href="#">SER</a>	2,015 km (1,252 mi)	70.70 km/h (44 mph)	2010
4	12223/12224	<a href="#">Lokmanya Tilak Terminus–Ernakulam Duronto Express</a>	<a href="#">CR</a>	1,599 km (994 mi)	68.08 km/h (42 mph)	2011
5	12227/12228	<a href="#">Mumbai Central–Indore Duronto Express</a>	<a href="#">WR</a>	829 km (515 mi)	73.16 km/h (45 mph)	2011

6	12239/12240	<a href="#">Mumbai Central–Hisar Durgam Express</a>	WR	1,511 km (939 mi)	68.72 km/h (43 mph)	2011
7	12245/12246	<a href="#">Howrah–SMVT Bengaluru Durgam Express</a>	SER	1,931 km (1,200 mi)	66 km/h (41 mph)	2010
8	12259/12260	<a href="#">Sealdah–Bikaner Durgam Express</a>	ER	1,916 km (1,191 mi)	76.18 km/h (47 mph)	2009
9	12261/12262	<a href="#">Mumbai CSMT–Howrah Durgam Express</a>	SER	1,968 km (1,223 mi)	73.57 km/h (46 mph)	2009
10	12263/12264	<a href="#">Hazrat Nizamuddin–Pune Durgam Express</a>	NR	1,520 km (944 mi)	76.96 km/h (48 mph)	2009
11	12265/12266	<a href="#">Delhi Sarai Rohilla–Jammu Tawi Durgam Express</a>	NR	578 km (359 mi)	66.05 km/h (41 mph)	2010
12	12267/12268	<a href="#">Mumbai Central–Hapa Durgam Express</a>	WR	814 km (506 mi)	66.01 km/h (41 mph)	2009

13	12269/12270	Chennai–Hazrat Nizamuddin Duronto Express	SR	2,174 km (1,351 mi)	76.28 km/h (47 mph)	2009
14	12273/12274	Howrah–New Delhi Duronto Express	ER	1,531 km (951 mi)	69.59 km/h (43 mph)	2010
15	12281/12282	Bhubaneswar–New Delhi Duronto Express	ECoR	1,750 km (1,087 mi)	76.08 km/h (47 mph)	2010
16	12283/12284	Ernakulam–H.Nizamuddin Duronto Express	NR	2,943 km (1,829 mi)	68.04 km/h (42 mph)	2010
17	12285/12286	Secunderabad–Hazrat Nizamuddin Duronto Express	SCR	1,667 km (1,036 mi)	75.77 km/h (47 mph)	2010
18	12289/12290	Mumbai CSMT–Nagpur Duronto Express	CR	837 km (520 mi)	72.78 km/h (45 mph)	2009
19	12293/12294	Lokmanya Tilak Terminus–Prayagraj Duronto Express	CR	1,348 km (838 mi)	69.12 km/h (43 mph)	2012

20	12297/12298	<a href="#">Ahmedabad–Pune Duronto Express</a>	CR	631 km (392 mi)	72.11 km/h (45 mph)	2012
21	22201/22202	<a href="#">Sealdah–Puri Duronto Express</a>	ER	522 km (324 mi)	63.27 km/h (39 mph)	2012
22	22203/22204	<a href="#">Visakhapatnam–Secunderabad Duronto Express</a>	SCR	663 km (412 mi)	63.75 km/h (40 mph)	2012
23	22213/22214	<a href="#">Kolkata Shalimar–Patna AC Duronto Express</a>	SER	546 km (339 mi)	64.23 km/h (40 mph)	2012
24	22209/22210	<a href="#">Mumbai Central–New Delhi Duronto Express</a>	WR	1,384 km (860 mi)	82 km/h (51 mph)	2012

## List of defunct Duronto Express trains<sup>[\[edit\]](#)</sup>

#	Previous service	Now running as
1	<a href="#">Ajmer–Hazrat Nizamuddin Duronto Express</a>	<a href="#">Ajmer–Delhi Sarai Rohilla Jan Shatabdi Express</a>

2	Howrah–Puri Durgam Express	<a href="#">Howrah–Puri Shatabdi Express</a>
3	Chennai–Coimbatore AC Durgam Express	<a href="#">Chennai Central–Coimbatore Shatabdi Express</a>
4	Chennai–Thiruvananthapuram AC Durgam Express	<a href="#">Chennai–Thiruvananthapuram AC Superfast Express</a>
5	Amritsar–Chandigarh Durgam Express	<a href="#">Amritsar–Chandigarh Superfast Express</a>
6	<a href="#">Lucknow–New Delhi AC Durgam Express</a>	<a href="#">Lucknow–New Delhi AC Superfast Express</a>
7	Howrah–Digha Durgam Express	Howrah–Digha AC Superfast Express <sup>[6]</sup>
8	Prayagraj–New Delhi Durgam Express	<a href="#">Prayagraj–New Delhi Humsafar Express</a>
9	<a href="#">Chennai–Madurai AC Durgam Express</a>	<a href="#">Chennai Central–Madurai AC Superfast Express</a>

Gallery<sup>[edit]</sup>

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22214 Patna-Kolkata Shalimar AC Duronto Express on Platform 1 of [Shalimar Railway Station](#).



12273 Howrah-New Delhi Duronto Express on Platform 6 of [Pandit Deen Dayal Upadhyaya Junction](#).



New Delhi–Bhubaneswar Duronto Express



[Secunderabad](#) to [Hazrat Nizamuddin](#) Duronto Express.



Yeswanthapur–Howrah Duronto Express leaving [Yeswanthapur railway station](#).



12290 Nagpur Duronto Express at [Mumbai CST station](#).



12273 Howrah-New Delhi Duronto Express standing on platform 4 of [Asansol Junction](#).



12273 Howrah-New Delhi Duronto Express lead by WAP 5 standing on Platform 5 at [New Delhi Railway Station](#).

## Efficiency and speed<sup>[edit]</sup>

The Duronto Express is one of the fastest trains in India. Some of these trains run faster than [Rajdhani Express](#)<sup>[7]</sup> trains which hold the record of the fastest [long-distance trains](#) in India. For example, the [Sealdah–New Delhi Duronto Express](#) takes 16 hours to cover the journey against 17 hours taken by [Rajdhani Express](#). Similarly, the [Chennai–Hazrat Nizamuddin Duronto Express](#) takes 28 hours to cover the journey while the [Chennai Rajdhani Express](#) takes 28 hours 35 minutes to do so. The trains will adhere to the speed limit of 130 km/h. New Delhi–Sealdah Duronto Express has a top speed of 130 km/h. The Chennai, Sealdah, Yeshwantpur and Pune Duronto runs at a speed of 130 km/h. The Howrah/Bhubaneswar New Delhi, Secunderabad Hazrat Nizamuddin are now equipped with LHB rakes and now they also run at a speed of 130 km/h<sup>[8]</sup> In March 2011, the cost of travel in the Duronto Express went up as the Minister of Railways announced a hike in railway fare. The decision to hike railway fares resulted in trouble across the Government and were rolled back,<sup>[9]</sup> only to be raised again on 1 April.<sup>[10]</sup> A

feature exclusive to the Duronto is the [LHB Sleeper coach](#). The sleeper class is the most common coach, and usually ten or more coaches can be attached. [Dynamic pricing](#) is applicable on all scheduled Duronto express journeys.

## Incidents and accidents<sup>[\[edit\]](#)</sup>

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- In January 2010, the passengers of the Duronto Express between Nagpur and [Mumbai](#) complained about passengers without confirmed tickets travelling inside the reserved coaches.<sup>[\[11\]](#)</sup>
- In May 2010, at least 19 passengers on board the Ernakulam Duronto Express were admitted to the [Government General Hospital](#) after complaining of [food poisoning](#).<sup>[\[12\]](#)</sup>
- In June 2010, the [Mumbai CST–Howrah Duronto Express](#) faced interruption as its engine and generator car were detached from the rest of the train's coaches due to technical problems. The problem was fixed within less than an hour.<sup>[\[13\]](#)</sup>
- In June 2013, the 12264 Hazrat Nizamuddin–Pune Duronto derailed near Monkey Hill due to a landslide. No injuries were reported & the train reached 5 hours late at [Pune Junction](#) <sup>[\[1\]](#)</sup>.
- In September 2015, 12220 [Lokmanya Tilak Terminus–Secunderabad AC Duronto Express](#) derailed at Martur station between Shahbad and Gulbarga on Solapur Division in Karnataka at around 02:15. Two passengers were killed and more than 30 injured when eight of its coaches were derailed.<sup>[\[14\]](#)</sup>
- On 29 August 2017 12290 [Nagpur Duronto Express](#) heading towards Mumbai derailed between [Vasind](#) and [Asangaon](#) stations at 06.30 as heavy rains had caused mud slides onto the tracks which caused the derailment. No casualties were reported in an official statement by the Railway department.<sup>[\[15\]](#)</sup>
- On 17 January 2019 unidentified persons entered into Jammu-Delhi Duronto near Badli, Delhi and looted the passengers.
- On 10 May 2019 engine failure caused late departure of the train from Mumbai central by an hour.
- On 11 August 2019 [Yeshvantapur–Delhi Sarai Rohilla AC Duronto Express](#) was cancelled due to "unavoidable circumstances".
- On 24 April 2019 12274 [Howrah–New Delhi Duronto Express](#) led by Howrah WAP-7 30370 ran over cattle while at MPS near [Jamtara](#), Jharkhand. The locomotive failed and was backed by ABB made GZB WAP-5 30009, but due to throttle issues it too needed help. A banker Locomotive, GMO WAG-9 31932 was attached. No passenger casualties/injuries were reported. This was a rare incident where all three types of locomotives equipped with 3-phase technology were seen hauling one train.
- On 16 October 2022 More than 20 armed robbers reportedly climbed onto a Delhi-Kolkata Duronto Express train early on Sunday. Several passengers were allegedly looted at gunpoint by the robbers who climbed onto at least six-seven bogies of the train.

## See also<sup>[\[edit\]](#)</sup>

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- [Jan Sadharan Express](#)
- [Garib Rath Express](#)
- [Rajya Rani Express](#)
- [Kavi Guru Express](#)
- [Vivek Express](#)
- [Yuva Express](#)



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## External links<sup>[edit]</sup>





Wikimedia Commons has media related to [Duronto Express trains](#).

- [List of Duronto Trains](#) on India Rail website

show

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 **Duronto Express** 

show

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 **Indian Railways**

Categories:

Railway services introduced in 2009

Duronto Express trains

Named passenger trains of India

# Shatabdi Express

12 languages

Article

Talk

Read

Edit

View history

Tools

From Wikipedia, the free encyclopedia

*Not to be confused with [Jan Shatabdi Express](#).*

**Shatabdi Express**



Mysore Shatabdi at [Mysore Junction](#) in grey avatar

## Overview

**Service type** [Superfast](#)

**Status** Active

**First service** 14 November 1988; 34 years ago

**Current operator(s)** [Indian Railways](#)

**Website** <http://indianrail.gov.in>

## Route

Line(s) used	22 Routes
--------------	-----------

#### On-board services

Class(es)	Executive Chair Car, AC Chair Car
-----------	-----------------------------------

Seating arrangements	Yes
----------------------	-----

Catering facilities	Onboard catering
---------------------	------------------

Baggage facilities	Overhead racks, baggage area near vestibule
--------------------	---

#### Technical

Rolling stock	LHB coach
---------------	-----------

Track gauge	5 ft 6 in (1,676 mm) broad gauge
-------------	----------------------------------

Operating speed	Maximum 110–160 km/h (68–99 mph)
-----------------	----------------------------------

Track owner(s)	Indian Railways
----------------	-----------------

**Shatabdi Express** trains are a series of [fast passenger trains](#) operated by [Indian Railways](#) to connect important metro cities. Shatabdi Express are day trains and mostly return to their origin station the same day. The trains were first introduced in 1988 and were named 'Shatabdi', meaning 'century', to commemorate the birth centenary of India's first [Prime Minister Jawaharlal Nehru](#). Shatabdi express trains can run at a maximum speed of 160 km/h.

## History<sup>[\[edit\]](#)</sup>

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The name "Shatabdi" means century in [Sanskrit](#). The first Shatabdi Express train was announced on 10 July 1988 by then Railways Minister [Madhavrao Scindia](#) to commemorate the birth centenary of [Jawaharlal Nehru](#), the first [Prime Minister of India](#) and plied between [New Delhi](#) and [Jhansi Junction](#).<sup>[\[1\]](#)</sup>

## Service<sup>[\[edit\]](#)</sup>

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Shatabdi Express trains offer fast connectivity between major metropolitan cities with only a few intermediate stops and can run at a maximum speed of 150 km/h.<sup>[\[2\]](#)[\[3\]](#)[\[4\]](#)</sup> They are fully air-conditioned and passengers are provided with bottled water, juice, coffee or tea, and meals relevant to the time of day of the journey.<sup>[\[5\]](#)</sup> New onboard entertainment systems have also been installed on some of these trains where the passengers can view movies and other content directly via satellite.<sup>[\[6\]](#)</sup>

Seats in Shatabdi Express have to be reserved in advance as there is no unreserved accommodation unlike most of the other trains in India.<sup>[\[7\]](#)</sup> Reservation is allowed until up to 30 minutes before the scheduled departure time.<sup>[\[8\]](#)</sup> The seats are auto allocated by the reservation system.<sup>[\[9\]](#)</sup> [Dynamic pricing](#) is applicable on the fares.<sup>[\[10\]](#)</sup>

## Rolling Stock<sup>[\[edit\]](#)</sup>

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As Shatabdi Express are day-trains and return to the station of origin the same day, coaches have only seats and not berths. All of these trains have multiple [AC Chair Car](#) coaches and generally Shatabdi Express has one or two coaches of [Executive Class](#) seating. Indian Railways offers [Anubhuti Class](#) seating in some of the trains and [Vistadome coaches](#) offering large windows, transparent roofing and rotatable seats.<sup>[\[11\]](#)</sup> in some of the trains

The trains used to operate on specialized coaches manufactured by [ICF](#), [Chennai](#). These coaches have now been replaced with newer [LHB rake](#)s on all the trains.<sup>[12]</sup>

The trains are hauled by various [diesel](#) or [electric](#) locomotives. Indian Railways introduced a new specialized high speed locomotive class [WAP-7HS](#) with a maximum speed of 180 km/h for hauling Shatabdi express trains in 2019.<sup>[13]</sup>

## List of Shatabdi trains<sup>[edit]</sup>

Indian Railways operates 22 pairs of Shatabdi Express trains.<sup>[14]</sup>

Sr. no.	Route	Train no.	Origin Station	Ter mi nal Sta tion	O p er a t or	Di st a n c e	D ur a t i o n	A v g S p e e d ( K m / h )	Ye a r i n t r o d u c e d	Stops
1	<a href="#">Rani Kamla pati (Habib ganj) – New Delhi</a>	1200 1/12 002	<a href="#">Rani Kama lapati (Habi bganj )</a>	<a href="#">New Delhi</a>	<a href="#">NR</a>	709 km (441 mi)	8h 35m	83 km/h (52 mp h)	1988	<a href="#">Bhopal</a> , <a href="#">Lalitpur</a> , <a href="#">Jhansi</a> , <a href="#">Gwalior</a> , <a href="#">Morena</a> , <a href="#">Dholpur</a> , <a href="#">Agra</a> , <a href="#">Mathura</a>

2	Lucknow–New Delhi	12003/12004	Lucknow Junction	New Delhi	NR	512 km (318 mi)	6h 45m	76 km/h (47 mph)	1989	Kanpur, Etawah, Tundla, Aligarh, Ghaziabad
3	New Delhi–Kalka	12005/12006	New Delhi	Kalka	NR	269 km (167 mi)	4h 0m	67 km/h (42 mph)	1992	Panipat, Kurukshetra, Ambala, Chandigarh
4	MGR Chennai Central–Mysuru	12007/12008	MGR Chennai Central	Mysuru Junction	SR	497 km (309 mi)	7h 0m	71 km/h (44 mph)	1994	Katpadi, Bangalore
5	Mumbai Central–Ahmedabad	12009/12010	Mumbai Central	Ahmedabad Junction	WR	493 km (306 mi)	6h 20m	78 km/h (48 mph)	1994	Borivali, Vapi, Surat, Bharuch, Vadodara, Anand, Nadiad
6	New Delhi–Kalka	12011/12012	New Delhi	Kalka	NR	269 km (167 mi)	4h 0m	67 km/h (42 mph)	NA	Panipat, Kurukshetra, Ambala Cantt, Chandigarh

7	New Delhi–Amritsar	12013/12014	New Delhi	Amritsar Junction	NR	448 km (278 mi)	6h 10m	73 km/h (45 mph)	NA	Ambala Cantt, Sirhind, Ludhiana, Phagwara, Jalandhar, Beas
8	New Delhi–Ajmer	12015/12016	New Delhi	Ajmer Junction	NR	444 km (276 mi)	6h 45m	66 km/h (41 mph)	1995	Delhi Cantt, Gurgaon, Rewari, Alwar, Bandikui, Jaipur
9	New Delhi–Dehradun	12017/12018	New Delhi	Dehradun	NR	314 km (195 mi)	6h 10m	51 km/h (32 mph)	1995	Ghaziabad, Meerut, Muzaffarnagar, Saharanpur, Roorkee, Haridwar
10	Howrah–Ranchi	12019/12020	Howrah Junction	Ranchi Junction	ER	421 km (262 mi)	7h 10m	59 km/h (37 mph)	1995	Durgapur, Raniganj, Asansol, Dhanbad, Chandrapura, Bokaro Steel City, Muri
11	Pune–Secunderabad	12025/12026	Pune Junction	Secunderabad Junction	CR	597 km (371 mi)	8h 20m	72 km/h (45 mph)	2011	Solapur, Kalaburagi, Wadi, Tandur, Vikarabad, Begumpet



12	Chennai–Bengaluru	1202 7/12 028	MGR Chennai Central	KSR Bengaluru	SWR	359 km (223 mi)	4h 55m	73 km/h (45 mph)	2005	Katpadi, Bengaluru Cantt.
13	New Delhi–Amritsar	1202 9/12 030	New Delhi	Amritsar Junction	NR	448 km (278 mi)	6h 10m	73 km/h (45 mph)	NA	Ambala Cantt, Rajpura, Ludhiana, Phagwara, Jalandhar, Beas
14	New Delhi–Amritsar	1203 1/12 032	New Delhi	Amritsar Junction	NR	448 km (278 mi)	6h 10m	73 km/h (45 mph)	NA	Ambala Cantt, Rajpura, Ludhiana, Phagwara, Jalandhar, Beas
15	Kanpur Central–New Delhi	1203 3/12 034	Kanpur Central	New Delhi	NCR	440 km (270 mi)	5h 20m	83 km/h (52 mph)	1994	Etawah, Aligarh, Ghaziabad
16	Kathgodam–New Delhi	1203 9/12 040	Kathgodam	New Delhi	NR	282 km (175 mi)	5h 40m	50 km/h (31 mph)	2012	Haldwani, Lalkuan, Rudrapur, Rampur, Moradabad, Ghaziabad

17	Howrah–New Jalpaiguri	12041/12042	Howrah Junction	New Jalpaiguri Junction	NFR	566 km (352 mi)	8h 30m	67 km/h (42 mph)	2012	Bardhaman Junction Bolpur Shantiniketan, New Farakka Junction, Malda Town, Kishanganj
18	New Delhi–Chandigarh	12045/12046	New Delhi	Chandigarh Junction	NR	244 km (152 mi)	3h 20m	78 km/h (48 mph)	2013	Ambala Cantt, Karnal
19	Hazrat Nizamuddin – Jhansi (Gatimaan Express)	12049/12050	Hazrat Nizamuddin	Jhansi Junction	NR	403 km (250 mi)	4h 25m	91 km/h (57 mph)	2016	Agra Cantt, Gwalior
20	Naharlagun–Guwahati	12087/12088	Naharlagun	Guwahati	NFR	332 km (206 mi)	5h 45m	58 km/h (36 mph)	2017	Harmuti Jn, Viswanath Charali, Rangapara North, Udalguri, Rangiya
21	MGR Chennai Central–Coimbatore	12243/12244	MGR Chennai Central	Coimbatore Junction	SR	495 km (308 mi)	7h 5m	70 km/h (43 mph)	2011	Katpadi, Jolarpettai, Salem, Erode, Tiruppur

	<a href="#">mbatore</a>									
22	<a href="#">Howrah – Puri</a>	1227 7/12 278	<a href="#">Howrah Junction</a>	<a href="#">Puri</a>	<a href="#">ECoR</a>	500 km (310 mi)	7h 35m	66 km/h (41 mph)	2010	<a href="#">Kharagpur, Balasore, Bhadrak, Jajpur Keonjhar Road, Cuttack, Bhubaneswar</a>

Train no.	Route	Distance	Defunct year
2025/2026	<a href="#">KSR Bengaluru – Hubli</a> <sup>[15]</sup>	468 km	1996 <a href="#">[1]</a>
Unknown	<a href="#">New Delhi–Kathgodam</a>  (It is not that one which was introduced later as <a href="#">Anand Vihar</a> - Kathgodam and later changed to New Delhi - Kathgodam)	282 km	1996
Unknown	<a href="#">Secunderabad–Rajahmundry</a>	499 km	2000
2023/2024 <a href="#">[2]</a>	<a href="#">Chennai Central–Coimbatore</a> <sup>[15]</sup>  (It is not that one which was introduced later in this route)	493 km	2000

Unknown	New Delhi – Patiala – Bhatinda	400 km	2003 <sup>[16][17]</sup>
Unknown	New Delhi – Bareilly	258 km	2003 <sup>[16][17]</sup>
2021/2022 [3]	Howrah–Rourkela <sup>[15]</sup>  Later changed to Howrah–Tatanagar	413 km  249.5 km	2002 (first route),  2003 [4] <sup>[16][17]</sup>
2023/2024	Howrah – Patna	531 km	2003 [5], [6]
2027/2028 [7]	Mumbai–Pune	192 km	2004
12035/12036	Jaipur–Agra Fort	241 km	2018
12037/12038	New Delhi– Rohtak -Ludhiana	329 km	2019
12043/12044	New Delhi–Rohtak-Moga	398 km	2019
12047/12048	New Delhi–Firozpur	300 km	2020
12085/12086	Guwahati–Dibrugarh	506 km	2020

## Gallery<sup>[edit]</sup>

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Interior view of an AC Chair Car coach



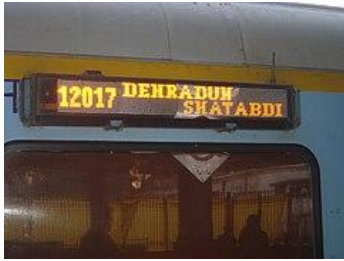
Exterior view of an AC Chair Car coach



New LHB coaches of the Shatabdi Express



Shatabdi Express with special Commonwealth Games livery



Electronic coach board in one of the Shatabdi Express



Train board indicating the train details on a Shatabdi Express

See also<sup>[[edit](#)]</sup>

- [Rajdhani Express](#)
- [Duronto Express](#)
- [Tejas Express](#)
- [Humsafar Express](#)
- [Antyodaya Express](#)
- [Jan Shatabdi Express](#)
- [AC Superfast Express](#)
- [Vande Bharat Express](#)
- [Vande Sadharan Express](#)

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- Jump up to:
- <sup>a b c</sup>
- [https://indianrailways.gov.in/railwayboard/uploads/directorate/finance\\_budget/Previous%20Budget%20Speeches/1995-96.pdf](https://indianrailways.gov.in/railwayboard/uploads/directorate/finance_budget/Previous%20Budget%20Speeches/1995-96.pdf)
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## 1. Rajdhani Express

Rajdhani Express trains connect the national capital, New Delhi to various state capitals or the largest cities of several states. These are fully air-conditioned, high-speed, long-distance trains with limited stops and run at a maximum speed of 130-140 km/hr. As of now, 24 pairs of Rajdhani trains are operated by Indian Railways. Learn more about [Rajdhani trains here](#).

## 2. Durlong Express

Durlong Express trains are a premium category, long-distance, superfast trains that connect several state capitals and metro cities of India. While some Durlong trains are fully air-conditioned, some run with non-air-conditioned sleeper-class as well. These

trains have a speed limit of 130 km/hour and operate with fewer stops. As of today, 26 pairs of Duronto trains are running on India's tracks. Learn more about Duronto Express trains [here](#).

### 3. Shatabdi Express

Shatabdi Express trains are super-fast and fully air-conditioned trains that connect major Indian cities. These are day-trains that operate between short to medium distances and make round trips on the same day itself. They have only seats (Chair Car) instead of berths. The Swarna Shatabdi Express is a luxurious variant of the Shatabdi Express trains. Currently, there are 25 pairs of trains in this series. Learn more about [Shatabdi Express trains here](#).

### 4. Jan Shatabdi Express

Jan Shatabdi Express trains are an economical version of the Shatabdi Express. These superfast day-trains offer the option of both air-conditioned and non-air-conditioned travel classes (AC Chair Car and Second Seating). They operate at a top speed of 140 km/hr.

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### 5. Sampark Kranti Express

Sampark Kranti Expresses are superfast express trains that link the national capital, New Delhi with the state capitals or one of the important cities of a state. They are an inexpensive alternative to Rajdhani Express trains and offer high-speed travel at low cost in both AC and Non-AC coaches. These trains operate at a maximum speed of 110 km/hr. Learn more about [Sampark Kranti trains here](#).

### 6. Garib Rath Express



Garib Rath Express trains are economical, fully air-conditioned trains that provide high-speed connectivity at subsidized rates. These three-tiered, no-frills, long-distance trains operate at a maximum speed of 140 km/hr.

## **7. Humsafar Express**

Humsafar Express trains are long-distance, fully air-conditioned, three-tier trains. They are equipped with several facilities like LED screens providing information about train speed and stations, CCTV cameras, a PA system, coffee/tea vending machines, charging ports, smoke alarms, refrigeration and heating facilities, and bio-toilets.

## **8. Kavi Guru Express**

Kavi Guru Express trains are a series of four pairs of trains launched in honor of Nobel laureate Rabindranath Tagore, who is referred to as Kavi Guru in Bengali. Out of these four pairs, one is a superfast express train.

## **9. Vande Bharat Express**

Vande Bharat Express is a recently launched, fully air-conditioned, semi-high-speed, intercity day-train. Also known as Train 18, this train offers various facilities, such as CCTV cameras, Wi-Fi, hydraulic-pressure doors, snack tables, and smoke/fire detection and extinguishing system. It runs at a speed of 200 km/hr, making it one of the fastest trains in India.

## **10. Tejas Express**

Tejas Express trains are semi-high-speed, air-conditioned, chair car trains boasting of several onboard amenities, like LED TV with charging socket, CCTV cameras, Wi-Fi, snack tables, coffee/tea vending machines, celebrity chef menu, smoke/fire detection and extinguishing system, sensor water taps, and bio-vacuum toilets, to mention a few. These trains have the capacity to clock 200 km/hr, but due to technical reasons, their speed is restricted to 130 km/hr.

## **11. Gatiman Express**

Gatimaan Express is the country's first semi-high speed train that connects Jhansi to New Delhi. It is an air-conditioned chair car train equipped with various modern facilities like Wi-Fi, GPS-based passenger information system, fire alarms, sliding doors, and bio-toilets. It also has train hostesses to serve the passengers on-board. This train runs at a top speed of 160 km/hr.

## 12. Vivek Express

Vivek Express is a series of four pairs of express trains introduced to mark the 150<sup>th</sup> birth anniversary of Swami Vivekananda. At present, the Dibrugarh – Kanyakumari Vivek Express covers the longest rail route in the country.

## 13. Rajya Rani Express

Rajya Rani Express trains link the state capitals with several major cities that are considered significant for tourism, pilgrimage, or business purposes.



## 14. Jan Sadharan Express

Jan Sadharan Express trains are fully non-reserved passenger express trains that offer affordable transport options to the common people. They operate on various peak routes at a speed of 50 km/hr.

## 15. UDAY Express

Utkrisht Double Decker Air-Conditioned Yatri Express or UDAY Express are air-conditioned, double-decker, chair car trains meant to offer luxury transportation to business travelers. These trains offer several facilities, such as airline-style seating arrangements, Wi-Fi, food vending machines, information screens, onboard café, etc. They operate at a maximum speed of 110 km/hr.

## **16. Antyodaya Express**

Antyodaya Express trains are fully unreserved, high-speed trains that operate on peak routes of India's railway network. These overnight trains are designed to provide fast connectivity at highly affordable rates.

## **17. Mahamana Express**

Mahamana Express is a series of superfast express trains that have Model Rake coaches. The train is named in honor of educationist and freedom fighter Pandit Madan Mohan Malaviya.

## **18. Suvidha Express**

Suvidha Express aka Premium Express is a series of trains that operate on the busiest rail routes of the country. These trains follow dynamic pricing. They have no options for Taktal reservations, concessions (for differently-abled passengers, senior citizens, etc.), Ladies Quota, or even cancellation.

## **19. Yuva Express**

Yuva Express trains were introduced to provide affordable, air-conditioned travel option to the youths of India. These trains have sixty percent of their seats reserved for travelers between the age range of 18 to 45 years, students, and economically weak people.

## **20. Double Decker Express**

Double Decker Express trains comprise of rail carriages that have bi-level seating facility for passengers. These are fast-speed, air-conditioned, day-travel express trains with limited stops.

## **21. AC Express**

AC Express trains are completely air-conditioned trains that connect several major cities of the country. These passenger trains operate with high speed, limited stops, and offer

lower travel rates in comparison to the premium trains. They can run at a maximum speed of 130 km/hr.

## 22. Intercity Express

Intercity Express trains serve to link the state capitals with prime railway junctions. These trains run on short routes with high or semi-high speed. They are more affordable than other express trains and usually have only seats and no berths.

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## 23. Express

Express trains run with a maximum speed of more than 100 km/hr, which places them above local or ordinary passenger trains. They also have limited stops, which help them maintain a relatively higher speed.

## 24. Superfast Express

Superfast Express trains operate with fewer stops in comparison to ordinary express trains and have shorter travel times. They run with a maximum speed of 100-110 km/hr. Fares of these trains include a superfast surcharge, which makes them more expensive than ordinary express trains.

## 25. Passenger

Passenger trains provide economical travel options at slow speeds of about 40-80 km/hr. They often have non-reserved seating arrangements. These trains stop at almost every station on their route. They are classified as slow passenger trains and fast passenger trains.

## 26. Mail

Mail Trains once had exclusive coaches to carry mails and that's how they got the name. At present, all trains in India use their luggage coach to carry mails. Even mail trains follow the same policy, but the name remains in use.

## 27. Suburban

Suburban trains aka local trains operate between a centrally located business district and the suburban areas. These trains generally have non-reserved seating arrangements and stop at every station on a route.

## 28. Mountain Railways

Mountain Railways are train lines that pass through the mountains of India. Out of the seven mountain railways of the country, three have been declared as World Heritage Sites by UNESCO and named as Mountain Railways of India. These are the Darjeeling Himalayan Railway aka Toy Train, the Kalka–Shimla Railway, and the Nilgiri Mountain Railway.

## 29. Luxury Trains

Luxury trains are tourist trains that operate across various regions of the country. As part of this service, Indian Railways runs luxury tourist trains, Buddhist circuit special trains, semi-luxury trains, Aastha Circuit trains, Bharat Darshan trains, and steam trains. Palace on Wheels, Royal Rajasthan on Wheels, Maharajas' Express, Deccan Odyssey, Golden Chariot, and Mahaparinirvan Express are some of the luxury trains operated by the Indian Railways. The Fairy Queen is a luxury train that runs from Delhi to Alwar. It is hauled by the oldest steam engine in the world, which makes it a tourist attraction in itself.

# What are Rajdhani Express Trains?

In many Indian languages, the word Rajdhani means 'the capital'. And just as the name suggests, Rajdhani Express is a series of trains that connect New Delhi, India's national capital, with the capital cities or the largest cities of several states in the country. The first train in this series was introduced in 1969, which ran between New Delhi and Howrah in Kolkata. Currently, there are 24 pairs (48 in total) of Rajdhani trains connecting almost all major cities in India with the national capital. While most of these states have only one Rajdhani train, some states like Maharashtra, West Bengal, Assam, Odisha, etc. have more than one.

## Features and Facilities of Rajdhani Trains

- Rajdhani is one of the premium trains operated by Indian Railways and also counts among the fastest trains in the country
- Rajdhani trains get priority over many other trains on the Indian railway network
- These trains have fully air-conditioned coaches. In fact, Rajdhani is the first fully air-conditioned train introduced by Indian Railways
- The ticket charges of Rajdhani trains are inclusive of food and you will be served meals on board. Based on the timings and duration of your journey, you will be served morning tea, breakfast, lunch, high tea in the evening, and dinner at night
- Both vegetarian and non-vegetarian food options are available
- Rajdhani trains have seats in 3 travel classes, namely 1 AC, 2 AC, and 3 AC. The 1 AC coaches are coupes with locking facility while 2 AC coaches have curtains for privacy.
- These trains have fewer stops compared to many other trains
- In some Rajdhani Express trains, you can also enjoy free Wi-Fi
- Additional facilities in Rajdhani trains include power ports and blankets, pillows, and linen

## Rajdhani Express Routes

Currently, **Rajdhani Express trains** are operating to and from almost all Indian states except for Punjab, Haryana, Uttar Pradesh, [Andhra Pradesh](#), Uttarakhand, and [Rajasthan](#). Most of these are long-distance trains with over 24 hours of journey duration. The Rajdhani Express connecting Delhi and Jammu Tawi has the shortest route and journey

time (582 km/ about 9 hours). The longest Rajdhani route is from Trivandrum Central in [Kerala](#) to Hazrat Nizamuddin in South [Delhi](#) (3,149 km/ about 46 hours).

## List of Rajdhani Trains

Here's a complete **list of Rajdhani trains** running across the country, with **timings**, **timetable**, other details, as of July 2019:

S. No	Train No.	From	To	Departure	Arrival	Departure Days
1	12301 (via Gaya)	Howrah Junction (HWH)	New Delhi (NDLS)	16:50	10:00	All days except Sundays
2	12302(via Gaya)	New Delhi (NDLS)	Howrah Junction (HWH)	15:55	9:55	All days except Sundays
3	12313	Sealdah (SDAH)	New <a href="#">Delhi</a> (NDLS)	16:50	10:35	All days
4	12314	New Delhi (NDLS)	Sealdah (SDAH)	16:25	10:10	All days
5	12305 (via Patna)	Howrah Junction (HWH)	New Delhi (NDLS)	14:05	10:00	Sundays
6	12306 (via Patna)	New Delhi (NDLS)	Howrah Junction (HWH)	16:55	12:15	Fridays

7	12309	Rajendra Nagar T (RJPB), <a href="#">Bihar</a>	New Delhi (NDLS)	19:00	7:40	All days of the week
8	12310	New Delhi (NDLS)	Rajendra Nagar T (RJPB), Bihar	17:15	5:30	All days of the week
9	12423 (Via Barauni)	Dibrugarh Town (DBRT), Assam	New Delhi (NDLS)	20:35	10:15	All days of the week
10	12424 (Via Barauni)	New Delhi (NDLS)	Dibrugarh Town (DBRT), Assam	16:10	7:00	All days of the week
11	20505 (Via Hajipur)	Dibrugarh Town (DBRT), Assam	New Delhi (NDLS)	19:20	13:55	Thursdays
12	20506 (Via Hajipur)	New Delhi (NDLS)	Dibrugarh Town (DBRT), Assam	9:25	6:15	Thursdays and Sundays
13	20503 (Via Muzzafarpur)	Dibrugarh (DBRG), Assam	New Delhi (NDLS)	19:50	13:55	Thursdays
14	20504 (Via Muzzafarpur)	New Delhi (NDLS)	Dibrugarh (DBRG), Assam	9:25	5:15	Tuesdays



15	12441	Bilaspur Junction (BSP), Chhattisgarh	New Delhi (NDLS)	14:00	10:55	Mondays and Thursdays
16	12442	New Delhi (NDLS)	Bilaspur Junction (BSP), Chhattisgarh	15:45	12:00	Tuesdays and Saturdays
17	22413	Madgaon (MAO), Goa	H Nizamuddin (NZM)	11:00	16:55	Mondays and Sundays
18	22414	H Nizamuddin (NZM)	Madgaon (MAO), Goa	10:55	14:20	Fridays and Saturdays
19	12431	Trivandrum Central (TVC), Kerala	H Nizamuddin (NZM)	19:15	16:55	Tuesdays, Thursdays, and Fridays
20	12432	H Nizamuddin (NZM)	Trivandrum Central (TVC), Kerala	10:55	8:30	Tuesdays, Wednesdays, and Sundays
21	12957	Ahmedabad Junction (ADI), <a href="#">Gujarat</a>	New Delhi (NDLS)	17:40	7:30	All days of the week

22	12958	New Delhi (NDLS)	Ahmedabad Junction (ADI), Gujarat	19:55 9:40	9:40	All days of the week
23	12426	Jammu Tawi (JAT), Jammu and Kashmir	New Delhi (NDLS)	19:45	5:00	All days of the week
24	12425	New Delhi (NDLS)	Jammu Tawi (JAT), Jammu and Kashmir	20:40	5:45	All days of the week
25	22691	KSR Bengaluru (SBC)	H Nizamuddin (NZM)	20:00	5:55	All days of the week
26	22692	H Nizamuddin (NZM)	KSR Bengaluru (SBC)	20:45	6:40	All days of the week
27	20839 (Via Bokaro)	Ranchi (RNC), <a href="#">Jharkhand</a>	New Delhi (NDLS)	18:15	10:55	Wednesdays and Saturdays
28	20840 (Via Bokaro)	New Delhi (NDLS)	Ranchi (RNC), Jharkhand	16:00	9:00	Mondays and Fridays
29	12453 (Via Daltonganj)	Ranchi (RNC), Jharkhand	New Delhi (NDLS)	17:10	10:55	Thursdays and Sundays

30	12454 (Via Daltonganj)	New Delhi (NDLS)	Ranchi (RNC), Jharkhand	16:00	10:30	Wednesdays and Saturdays
31	12951	Mumbai Central (MMCT)	New Delhi (NDLS)	17:00	8:35	All days of the week
32	12952	New Delhi (NDLS)	Mumbai Central (MMCT)	16:25	8:15	All days of the week
33	12953	Mumbai Central (MMCT)	H Nizamuddin (NZM)	17:40	11:00	All days of the week
34	12954	H Nizamuddin (NZM)	Mumbai Central (MMCT)	16:50	9:45	All days of the week
35	22221	Mumbai CSMT	H Nizamuddin (NZM)	16:10	10:05	Wednesdays and Saturdays
36	22222	H Nizamuddin (NZM)	Mumbai CSMT	17:15	11:50	Thursdays and Sundays
37	22811 (Via Adra)	Bhubaneswar (BBS), Odisha	New Delhi (NDLS)	11:35	10:45	Wednesdays and Sundays

38	22812 (Via Adra)	New Delhi (NDLS)	Bhubaneswar (BBS), Odisha	17:05	16:00	Mondays and Fridays
39	22823 (Via Bokaro)	Bhubaneswar (BBS), Odisha	New Delhi (NDLS)	09:30	10:45	Mondays, Tuesdays , Thursdays, and Fridays
40	22824 (Via Bokaro)	New Delhi (NDLS)	Bhubaneswar (BBS), Odisha	17:05	17:25	Tuesdays , Wednesdays, Thursdays, Saturdays
41	20817 (Via Sambalpur)	Bhubaneswar (BBS), Odisha	New Delhi (NDLS)	07:10	10:45	Saturdays
42	20819 (Via Sambalpur)	New Delhi (NDLS)	Bhubaneswar (BBS), Odisha	17:05	20:05	Sundays
43	12433	Chennai Central (MAS), Tamil Nadu	H Nizamuddin (NZM)	06:05	10:40	Fridays and Sundays

44	12434	H Nizamuddin (NZM)	Chennai Central (MAS), Tamil Nadu	15:55	20:40	Wednesdays and Fridays
45	12437	Secunderabad Junction (SC), Telangana	H Nizamuddin (NZM)	12:45	10:40	Wednesdays
46	12438	H Nizamuddin (NZM)	Secunderabad Junction (SC), Telangana	15:55	14:00	Sundays
47	20501	Agartala (AGTL), Tripura	Anand Vihar Terminal (ANVT), New Delhi	18:30	11:20	Mondays
48	20502	Anand Vihar Terminal (ANVT), New Delhi	Agartala (AGTL), Tripura	19:50	13:30	Wednesdays

## Rajdhani Express Trains FAQ:

**Q:** Is the food price included in Rajdhani ticket fare?

**A:** Yes. Rajdhani ticket charges are inclusive of food prices. You don't have to pay extra for food.

**Q:** Do I get non-vegetarian food in Rajdhani trains?

**A:** Yes. Rajdhani trains serve both vegetarian and non-vegetarian food to passengers based on a pre-defined menu.

**Q:** Can I book Rajdhani train tickets on Tatkal?

**A:** Yes. You can book 2AC and 3AC seats in Rajdhani trains on Tatkal quota. As a general Tatkal reservation rule, 1 AC seats in Rajdhani or any other trains cannot be booked on Tatkal.

**Q:** Should I mandatorily opt for food in Rajdhani trains?

**A:** No. It is not mandatory that you choose food in Rajdhani trains. When you book your tickets, you have the option to choose 'No Food'.

**Q:** If I forgo food, do I get a discount on Rajdhani ticket charges?

**A:** Yes. You'll get a small discount on the base fare if you choose 'No Food' option. For instance, the Rajdhani ticket fare from Bangalore to New Delhi on 3 AC class with food is around ₹ 3820. The fare for the same without food is around ₹ 3355.

**Q:** Will Rajdhani ticket charges change based on my food choice – that is, vegetarian or non-vegetarian food?

**A:** No. The ticket prices for passengers who opt for vegetarian food and those who opt for non-vegetarian food are the same.

**Q:** Is outside food allowed in Rajdhani trains?

**A:** Yes. Rajdhani trains don't have any restrictions on bringing your own food or snacks or buying food from stations.

**Q:** Do I get senior citizen concession in Rajdhani trains?

**A:** Yes. You can avail senior citizen concession in Rajdhani Express trains.

**Q:** Are Ladies Quota, Senior Citizen Quota/Lower Berth Quota, etc. are applicable to Rajdhani trains?

**A:** Yes. Quotas for women, senior citizen, etc. are available in the 3 AC and 2 AC coaches of Rajdhani trains. However, you cannot avail these quotas in the 1 AC coaches.

**Q:** Will I get blankets, linen, pillows, etc. in Rajdhani trains?

**A:** Yes.

**Q:** Are there power ports to charge mobile phones, laptops, etc. in Rajdhani trains?

**A:** Yes.

**Q:** Are there curtains for privacy in Rajdhani 3 AC coaches?

**A:** The 3 AC coaches of Rajdhani trains don't have curtains for privacy. However, 2 AC coaches have curtains.

**Q:** Do Rajdhani trains have a special timetable during monsoons?

**A:** Rajdhani trains that pass through the Konkan route have a special timetable during the monsoon season.

## What are Shatabdi Express Trains?

Shatabdi Express trains are a series of superfast passenger trains introduced by [Indian Railways](#) for the ease and convenience of passengers commuting between major cities. These trains are operated on relatively shorter distances as compared to other fast trains in India like Duronto and [Rajdhani Express](#). Shatabdi Express trains connect Indian metropolitans and also cities that are significant in terms of business, tourism or pilgrimage.

In Hindi, Sanskrit and many other Indian languages, the word Shatabdi means 'centenary' aka the hundredth anniversary. This series was introduced in 1988 to commemorate the 100<sup>th</sup> birth anniversary of Pandit Jawaharlal Nehru, the first Prime Minister of India. The very first Shatabdi Express, introduced by the then Railway Minister Madhav Rao Scindia, operated between New Delhi and Gwalior and was later extended till Jhansi.

Currently, there are 25 pairs of Shatabdi Express trains operating between major Indian metros and cities.

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## Features and Facilities of Shatabdi Express Trains

- Shatabdi Express are day trains. This means, the train starts from the originating station, travels to its destination, and then returns to the originating station on the same day.
- Like Rajdhani and Duronto, Shatabdi Express trains are also superfast with a maximum speed of 120 km per hour. They count among the fastest trains in the country.
- Unlike Rajdhani and Duronto trains, these are short-distance trains.
- Trains in the Shatabdi Express series have fewer stops compared to mail and passenger trains operating on the same routes.
- These trains have fully air-conditioned coaches.
- Since Shatabdi trains are for day-travel, the coaches don't have any berths. They have a seating-only layout.
- There are two classes of travel in Shatabdi Express trains – AC Chair Car (AC) and Executive Chair Cars (EC). Of late, Indian Railways has introduced a third type of travel class – named Anubhuti – in a few Shatabdi Express trains.
- Food prices are included in Shatabdi train tickets. Depending on the duration of your journey and the time of your boarding, you will be served breakfast, lunch, dinner, coffee/tea, soup, snacks, a bottle of water, etc.
- Unlike many other express passenger trains in India, Shatabdi trains don't have Unreserved/General (UR/GEN) class. You can board these trains only with prior reservation.
- Some of the trains in the Shatabdi series have onboard entertainment and infotainment systems that allow passengers to view movies and other programs during the journey.



- Since Shatabdi trains are premium superfast trains, they get priority on the railway network.
- Shatabdi Express trains also have facilities such as power ports to charge mobile phones and laptops and overhead racks to keep your luggage.
- Currently, Indian Railways follows the dynamic pricing or the flexi fare system in the AC Chair Car (CC) class of many Shatabdi trains. That is, Shatabdi ticket prices are not fixed, but they increase based on demand.



## Shatabdi Express Routes

As of now, 25 pairs of Shatabdi trains run on the railway tracks, connecting major cities in the country. These include New Delhi, Howrah, Amritsar, Mumbai, Chennai, Bangalore, Kanpur, Guwahati, Coimbatore, Puri, Kalka, Lucknow, Chandigarh, Mysore, Ahmedabad, Secunderabad, and Ranchi, to mention a few. Currently, the Shatabdi Express that connects Habib Ganj to New Delhi has the longest route and journey time (705 km). The shortest Shatabdi route is between New Delhi and Chandigarh (244 km).

## List of Shatabdi Express Trains

Here's a complete **list of Shatabdi trains** running across the country, with **timings**, **timetable**, other details, as of July 2019:

S.no	Train	From	To	Arr.	Dep.	SMTWTFS
1	Ndls Shatabdi E (12001)	Bhopal Junction	New Delhi	22:45	14:45	YYYYYYY

2	Bhopal Shtbdi (12002)	New Delhi	Bhopal Junction	14:05	06:00	YYYYYYY
3	Lko Swran Shtbd (12003)	Lucknow Charbagh	New Delhi	22:05	15:35	YYYYYYY
4	Lko Swran Shtbd (12004)	New Delhi	Lucknow Charbagh	12:30	06:15	YYYYYYY
5	Kalka Shtbdi (12005)	New Delhi	Kalka	21:20	17:15	YYYYYYY
6	Kalka Shtbdi (12006)	Kalka	New Delhi	10:25	06:15	YYYYYYY
7	Shatabdi Exp (12007)	Chennai Central	Mysore Junction	13:00	06:00	YYYNYYY
8	Shatabdi Exp (12008)	Mysore Junction	Chennai Central	21:25	14:15	YYYNYYY
9	Shatabdi Exp (12009)	Mumbai Central	Ahmedabad Junction	13:10	06:25	NYYYYYY

10	Shatabdi Exp (12010)	Ahmedabad Junction	Mumbai Central	21:35	14:30	YYYYYYY
11	Kalka Shtbdi (12011)	New Delhi	Kalka	11:45	07:40	YYYYYYY
12	Kalka Shtbdi (12012)	Kalka	New Delhi	21:55	17:45	YYYYYYY
13	Amritsar Shtbdi (12013)	New Delhi	Amritsar Junction	22:35	16:30	YYYYYYY
14	Amritsar Shtbdi (12014)	Amritsar Junction	New Delhi	11:15	05:00	YYYYYYY
15	Ajmer Shtbdi (12015)	New Delhi	Ajmer Junction	12:45	06:05	YYYYYYY
16	Ajmer Shtbdi (12016)	Ajmer Junction	New Delhi	22:40	15:45	YYYYYYY
17	Dehradu n Shtbdi (12017)	New Delhi	Dehradun	12:40	06:50	YYYYYYY
18	Dehradu n Shtbdi (12018)	Dehradun	New Delhi	22:45	17:00	YYYYYYY

19	Satabdi Express (12019)	Kolkata Howrah Junction	Ranchi Junction	13:10	06:05	NYYYYYY
20	Shatabdi Expres (12020)	Ranchi Junction	Kolkata Howrah Junction	21:10	13:45	NYYYYYY
21	Shatabdi Express (12025)	Pune Junction	Secunderabad Junction	14:20	05:50	YNYYYYY
22	Pune Shatabdi (12026)	Secunderabad Junction	Pune Junction	23:10	14:45	YNYYYYY
23	Shatabdi Exp (12027)	Chennai Central	Bangalore City Junction	22:30	17:30	YNYYYYY
24	Shatabdi Exp (12028)	Bangalore City Junction	Chennai Central	11:00	06:00	YNYYYYY
25	Swarna Shtbdi (12029)	New Delhi	Amritsar Junction	13:35	07:20	YYYYNYY
26	Swarna Shtbdi (12030)	Amritsar Junction	New Delhi	23:05	16:55	YYYYNYY
27	Amritsar Shtbdi (12031)	New Delhi	Amritsar Junction	13:35	07:20	NNNNYNN

28	Amritsar Shtbdi (12032)	Amritsar Junction	New Delhi	23:05	16:55	NNNNYNN
29	Cnb Ndls Sht (12033)	Kanpur Central	New Delhi	11:15	06:00	NYYYYYY
30	Ndls Cnb Sht (12034)	New Delhi	Kanpur Central	20:50	15:55	NYYYYYY
31	Jp Af Shatabdi (12035)	Jaipur Junction	Agra Fort	10:35	07:05	YYYYNYY
32	Af Jp Shatbdi (12036)	Agra Fort	Jaipur Junction	22:20	18:00	YYYYNYY
33	Ndls Ldh Shatabdi (12037)	New Delhi	Ludhiana Junction	12:25	07:00	YNYYYYN
34	Ldh Ndls Shatabdi (12038)	Ludhiana Junction	New Delhi	22:10	16:40	YNYYYYN
35	Kgm Anvt Shatabdi (12039)	Kathgodam	Delhi Anand Vihar Terminal	21:15	15:45	YYYYNYY

36	Anvt Kgm Shatabdi (12040)	Delhi Anand Vihar Terminal	Kathgodam	11:50	06:15	YYYYNYY
37	Shatabdi Express (12041)	Kolkata Howrah Junction	New Jalpaiguri	22:20	14:15	NYYYYYY
38	Njp Hwh Shatabd (12042)	New Jalpaiguri	Kolkata Howrah Junction	13:35	05:35	NYYYYYY
39	Ndls Moga Shatabdi (12043)	New Delhi	Moga	14:05	07:00	NYNNNNY
40	Ndls Shatabdi (12044)	Moga	New Delhi	22:10	15:00	NYNNNNY
41	Ndls Cdg Shatabdi (12045)	New Delhi	Chandigarh Junction	22:35	19:15	NYYYYYY
42	Cdg Ndls Shatabdi (12046)	Chandigarh Junction	New Delhi	15:20	12:00	NYYYYYY
43	Shatabdi Express (12243)	Chennai Central	Coimbatore Main Junction	14:05	07:15	YNNYYYY

44	Shatabdi Express (12244)	Coimbatore Main Junction	Chennai Central	22:15	15:20	YYNYYYY
45	Satabdi Express (12277)	Kolkata Howrah Junction	Puri	22:10	14:25	YYYNYYY
46	Satabdi Express (12278)	Puri	Kolkata Howrah Junction	13:45	06:00	YYYNYYY
47	Hwh Dgha Duront (12847)	Kolkata Howrah Junction	Digha Flag Station	14:15	11:15	YYYYYYY
48	Dgha Hwh Duront (12848)	Digha Flag Station	Kolkata Howrah Junction	18:35	15:35	YYYYYYY
49	Maitree Express BR (13107)	Dhaca Cantt.	Kolkata Chitpur	18:10	08:30	NNYNMYN
50	Maitree Express (13108)	Kolkata Chitpur	Dhaca Cantt.	18:00	07:10	NNNNNNY
51	Maitree Express (13109)	Kolkata Chitpur	Dhaca Cantt.	18:00	07:10	NNYNNNN

52	Maitree Express IR (13110)	Dhaca Cantt.	Kolkata Chitpur	18:10	08:30	YNNNNNN
53	Kcg Double Deck (22119)	Tirupati Main	Hyderabad Kacheguda	17:15	05:45	YNNNYNN
54	Tpty Double Dec (22120)	Hyderabad Kacheguda	Tirupati Main	18:15	06:45	NNNYNNY

## Jan Shatabdi Express

Jan Shatabdi Express, which means common man's Shatabdi Express, is another series of fast passenger trains introduced by Indian Railways. This is a variant of Shatabdi, but Jan Shatabdi trains are more affordable for passengers. They offer travel in three classes (both AC and Non-AC), namely AC Chair Car (CC), Executive Chair Car (EC), and Second Seating (2S). As mentioned earlier, Shatabdi trains don't offer travel in 2S classes. Likewise, Jan Shatabdi train tickets don't include food, but you can avail onboard catering services to order food. Currently, there are 23 pairs of Jan Shatabdi trains operating across India, connecting many major cities and towns.

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## Shatabdi Trains FAQs:

**Q: Can I travel in Shatabdi trains without prior reservation?**



**A:** No. Shatabdi trains don't have any unreserved or general classes in which you can travel without prior reservation. However, some Shatabdi trains have a current booking system that allows you to book tickets until 2 hours prior to the departure time. Even the ticket booked on the current booking system will have your seat number mentioned on it.

**Q: What is the difference between CC and EC classes in Shatabdi trains?**

**A:** CC stands for AC Chair Car while EC stands for Executive AC Chair Car. While both these are AC coaches, EC coaches are more spacious and offer passengers more legroom as compared to CC. Moreover, CC coaches have a 2×3 seating (with five seats in a row) arrangement while EC coaches have a 2×2 seating arrangement (with four seats in a row). The quantity and quality of food and the quality of services in these two travel classes are also different.

**Q: Do I have to pay extra for food in Shatabdi trains?**

**A:** No. The price of the food served on board is included in the ticket charges.

**Q: Can I choose my food preference in Shatabdi trains?**

**A:** Yes, when you book your Shatabdi train tickets, you can choose vegetarian or non-vegetarian as your food preference. However, you cannot decide the menu as the food will be served to you according to a pre-decided menu.

**Q: Do I get all three meals – breakfast, lunch, and dinner – when I travel in Shatabdi trains?**

**A:** No. Depending on your boarding time and journey duration, you will be served one or more of these. For instance, in the Bangalore-Chennai Shatabdi that starts at 6:00 am and reaches its destination at 11, you will be served morning coffee and breakfast. On the other hand, in the Chennai-Bangalore Shatabdi that departs at 5:30 pm, you will be served high tea and dinner.

**Q: Do I get food if I boarded from an intermediate station?**

**A:** The onboard catering services in Shatabdi Expresses have fixed timings for serving food. So depending on your time of boarding, you will be served one or more meals. Catering charges (which is included in the ticket) also differ for passengers boarding from intermediate stations.

**Q: What is Anubhuti Class? Is it available in all Shatabdi trains?**

**A:** Anubhuti (EA) is a new travel class introduced by Indian Railways in Shatabdi trains. This is a luxury Chair Car class, more like the business class in flights, with more space and legroom. Each seat is equipped with an infotainment screen, just like in flights. Anubhuti coaches also have plush upholstery, seats with better ergonomics, reading lights, and a call button for attendants. Currently, this class is available on select routes like Delhi-Chandigarh, Chennai-Mysuru, etc.

**Q: Will there be a difference in price if I choose to forgo meals?**

**A:** Yes. You can choose to skip the food by opting for the 'No Food' option while booking tickets. The charges for onboard catering will be deducted from the total ticket cost, in that case.

**Q: Can I book Shatabdi train tickets on Tatkal or Premium Tatkal quota?**

**A:** Yes.

**Q: Is Tatkal quota available for EC and EA coaches?**

**A:** Yes. Indian Railways has brought the executive classes in Shatabdi trains – EC and EA – under the Tatkal scheme.

**Q: Can I avail senior citizen concession in Shatabdi trains?**

**A:** Yes. Senior citizens can avail concession in Shatabdi trains. The concession, however, is not applicable when you book your tickets through Tatkal or Premium Tatkal quota.

**Q: Why is the ticket fare different yesterday and today on the same Shatabdi train and for the same route?**

**A:** Indian Railways has introduced the system of dynamic pricing in a few Shatabdi trains on an experimental basis. As per this system, the ticket prices increase by 10% with every 10% of the tickets booked. That is, if a train has 100 seats, the first 10 seats can be booked at the original price and then, the price starts increasing with every 10% of the bookings till 50% of the seats are booked. If you see a difference in Shatabdi prices, it means that the seats are filling fast.

**Q: Is dynamic pricing or the flexi fare system applicable to all travel classes in Shatabdi?**

**A:** No. It is applicable only to the AC Chair Car (CC) class. Other travel classes like EC and EA have fixed fare.

**Q: How is the Tatkal charge calculated in trains with dynamic pricing system? Do I have to pay Tatkal charges as well as dynamic price charges?**

**A:** There is no separate Tatkal fee in Shatabdi coaches where the dynamic or flexi fare system is applied. The seats in these coaches under the Tatkal Quota will be assigned to passengers with 50% of the base fare added as dynamic price charges. For instance, if the base fare is ₹500 for CC class, then ₹250 will be added as dynamic price charges at the time of Tatkal reservation. No Tatkal charges will be levied from you additionally. However, since the dynamic pricing system is not applicable to EC and EA classes of Shatabdi trains, Tatkal booking in these coaches will attract Tatkal fee that is 30% of the base fare or ₹400, whichever is the lowest.

**Q: Are there any special quotas – like Ladies Quota – available in Shatabdi Expresses?**

**A:** Yes. Ladies Quota is available on the CC class of Shatabdi expresses. This, however, is not applicable to EC and EA classes.

## **What are Sampark Kranti Express Trains?**

Sampark Kranti Express trains are a series of high-speed trains that connect India's national capital, New Delhi with the capital of a particular state or one of its important cities. The words Sampark and Kranti are Sanskrit terms that mean contact and

revolution, respectively. The name of the train is an indication of the efforts undertaken by the [Indian Railways](#) to ensure superfast connectivity between various Indian cities and New Delhi. This series of trains was launched as an alternative to the Rajdhani Express trains that provide high-speed connectivity to New Delhi. Since [Rajdhani Express](#) is a fully air-conditioned train, it is an expensive travel option. Sampark Kranti trains were introduced to offer the option of high-speed travel at low fares.

The Karnataka Sampark Kranti Express was the first train of this series and it ran on 8 February 2004 from New Delhi to Yesvantpur. Currently, there are 23 pairs (46 in total) of Sampark Kranti trains that operate between various state capitals or important cities to the national capital.

## Features and Facilities of Sampark Kranti Express

- Sampark Kranti falls under the category of superfast trains operated by the Indian Railways.
- These trains run at a maximum speed of 110 km/hour.
- While Sampark Kranti trains are not as fast as Rajdhani or [Shatabdi](#), they are relatively faster than other ordinary express trains and also have fewer stops. This ensures high-speed connectivity between source and destination stations.
- Sampark Kranti trains ticket charges are almost similar to other regular or superfast express trains in India.
- Initially, Sampark Kranti Expresses were non-stop trains with no stoppages between the source and the destination station. However, commercial stops were later allowed.
- These are express trains that provide frills-free travel. This means they do not provide any special facilities that you may find in some other superfast or premium trains.
- Many Sampark Kranti trains have seats in five travel classes – 1 AC, 2 AC, 3 AC, Sleeper Class (SL), and General/Unreserved. (GEN/UR). However, some Sampark Kranti trains do not have 1 AC coaches while some others have additional AC Chair Car coaches. The Uttarakhand Sampark Kranti Express has only two travel classes, namely AC Chair Car and Chair Car.
- The ticket fares of Sampark Kranti trains do not include food prices. Most long-distance Sampark Kranti trains have pantries from where passengers can order food.

- Basic facilities like mobile charging points and hooks to hang bags are available on this series of trains. Bed-rolls are provided for passengers traveling in the AC coaches.

## Sampark Kranti Express Routes

As of now, Sampark Kranti trains run between the national capital and most state capitals or important cities in India, including Margao (Goa), Tirupati, Thiruvananthapuram, Jabalpur, Darbhanga, Mumbai, Bangalore, Bhubaneswar, Guwahati, Jodhpur, Madurai, Silchar, Khajuraho, and Kolkata. Kerala Sampark Kranti Express is one of the longest-running Sampark Kranti trains. This train covers a distance of around 3415 km on one way and connects Thiruvananthapuram to Chandigarh via New Delhi.

## List of Sampark Kranti Express Trains

Here's a complete **list of Sampark Kranti trains** running across the country, with **timings**, **timetable**, other details, as of July 2019:

Train	From	To	Arr.	Dep.	SMTWTFS
M P Smprk Krnti (12121)	Jabalpur Junction	Delhi Hazrat Nizamuddin	09:05	19:10	YNNYNYN
M P Smprk Krnti (12122)	Delhi Hazrat Nizamuddin	Jabalpur Junction	08:00	17:25	NYNNYNY
Sampark Kranthi (12217)	Trivandrum Kochuveli	Chandigarh Junction	15:45	09:15	NNNNNNY
Kerla S Kranti (12218)	Chandigarh Junction	Trivandrum Kochuveli	14:45	08:55	NNYNYNY

W B Smprk Krnti (12329)	Kolkata Sealdah	Old Delhi Junction	12:05	13:10	NNYNNNN
W B Smprk Krnti (12330)	Old Delhi Junction	Kolkata Sealdah	17:25	19:10	NNNYNNN
Uttar S Kranti (12445)	New Delhi	Udhampur	08:05	20:50	YYYYYYY
Uttar S Kranti (12446)	Udhampur	New Delhi	06:50	19:50	YYYYYYY
U P Smprk Krnti (12447)	Manikpur Junction	Delhi Hazrat Nizamuddin	05:30	17:05	YYYNYYY
U P Smprk Krnti (12448)	Delhi Hazrat Nizamuddin	Khajuraho	06:35	20:15	YYYNYYY
Goa Smprk K Exp (12449)	Madgaon Junction	Chandigarh Junction	23:45	11:20	NNYNNNN
Goa Smprk K Exp (12450)	Chandigarh Junction	Madgaon Junction	13:15	01:30	NYNNNNY
Rajsthn S Krant (12463)	Delhi Sarai Rohilla	Bikaner Junction	10:45	22:25	YNNYNYN
Rjsthn S Krnti (12464)	Jodhpur Junction	Delhi Sarai Rohilla	05:35	19:00	NNYNYNY
Porvotr S Krnti (12501)	Guwahati	New Delhi	13:00	06:00	NNYNNNY

Porvotr S Krnti (12502)	New Delhi	Guwahati	08:15	23:45	YNNYYNN
<a href="#">Bihar</a> S Kranti (12565)	Darbhanga Junction	New Delhi	05:30	08:35	YYYYYYY
Bihar S Kranti (12566)	New Delhi	Darbhanga Junction	11:25	14:20	YYYYYYY
Sampark Kranti (12629)	Bangalore Yesvantpur Junction	Delhi Hazrat Nizamuddin	13:00	13:50	NNYNYNN
Ypr S Krnti Express (12630)	Delhi Hazrat Nizamuddin	Bangalore Yesvantpur Junction	06:20	08:50	NNNYNYN
Sampark Kranti (12649)	Bangalore Yesvantpur Junction	Delhi Hazrat Nizamuddin	09:15	22:10	YYNYNYY
Ktk Smprk K Exp (12650)	Delhi Hazrat Nizamuddin	Bangalore Yesvantpur Junction	19:10	06:45	YYNYNY
Sampark Kranti (12651)	Madurai Junction	Delhi Hazrat Nizamuddin	18:00	23:55	NYNNNNY
T N Smprk Krnti (12652)	Delhi Hazrat Nizamuddin	Madurai Junction	03:45	07:20	NNYNYNN
<a href="#">Andhra Pradesh</a>	Tirupati Main	Delhi Hazrat Nizamuddin	18:00	05:45	NYNYNYN

Smprk Krnti (12707)					
Ap Smprk Kranti (12708)	Delhi Hazrat Nizamuddin	Tirupati Main	21:35	07:20	YNNYNYN
Orissa S Kranti (12819)	Bhubanesw ar	New Delhi	20:50	15:30	YNNYNNN
Orissa S Krnti (12820)	New Delhi	Bhubanesw ar	12:25	07:00	NNYNNYN
C G Smprk Krnti (12823)	Durg Junction	Delhi Hazrat Nizamuddin	09:05	12:00	NYNNYNY
Chtsgrh S Krnti (12824)	Delhi Hazrat Nizamuddin	Durg Junction	15:10	17:25	YNYNNYN
Jhrkhnd S Krant (12825)	Ranchi Junction	New Delhi	20:50	23:40	NYNNYNN
Jhrkhnd S Krnti (12826)	New Delhi	Ranchi Junction	04:55	07:00	NNNYNNY
Bdts Smprk K Ex (12907)	Mumbai Bandra Terminus	Delhi Hazrat Nizamuddin	13:45	16:50	YNNYNNN
Mhrst Smprk K E (12908)	Delhi Hazrat Nizamuddin	Mumbai Bandra Terminus	16:35	21:35	NYNNYNN



Gujarat Smprk K (12917)	Ahmedabad Junction	Delhi Hazrat Nizamuddin	10:40	17:20	NYNYNYN
Gujrat S Kranti (12918)	Delhi Hazrat Nizamuddin	Ahmedabad Junction	06:45	14:00	NNYNYNY
Utr Samprk K Ex (15035)	Old Delhi Junction	Ramnagar	20:40	16:00	YYYYYYY
Utr Samprk K Express (15036)	Kathgodam	Old Delhi Junction	15:20	08:50	YYYYYYY
Kurj Nzm Express (22447)	Khajuraho	Delhi Hazrat Nizamuddin	05:30	18:20	YYYYNYY
RjsthN S Krnti (22464)	Bikaner Junction	Delhi Sarai Rohilla	05:35	17:15	NNYNYNY
Ypr Skrantiexp (22685)	Bangalore Yesvantpur Junction	Chandigarh Junction	18:20	13:50	NNNYNNY
Ypr S Kranti Express (22686)	Chandigarh Junction	Bangalore Yesvantpur Junction	06:20	03:15	NNYNNNY
Rmr Dli Link Express (25036)	Ramnagar	Old Delhi Junction	15:20	09:50	YYYYYYY

# Sampark Kranti FAQs:

**Q:** Can I travel in Sampark Kranti trains without prior reservation?

**A:** Yes. Since Sampark Kranti trains have general/unreserved (GEN/UR) coaches, you may travel in this train without prior reservation.

**Q:** Is food price included in Sampark Kranti train ticket fare?

**A:** No. Food prices are not included in the ticket fares of Sampark Kranti trains. The train doesn't have onboard catering services.

**Q:** Do Sampark Kranti trains have pantry?

**A:** Most long-distance Sampark Kranti trains are equipped with pantry cars. You can order food from the pantry while traveling in such trains.

**Q:** Can I get non-vegetarian food in Sampark Kranti trains?

**A:** Yes. The pantry cars of Sampark Kranti trains offer both vegetarian and non-vegetarian food to passengers.

**Q:** Is it possible to book tickets in Sampark Kranti Express via Tatkal service?

**A:** Yes. You can book Tatkal tickets in Sampark Kranti Express trains and the general Tatkal rules apply. Please note that [Tatkal booking](#) is not available for Sampark Kranti 1 AC coaches.

**Q:** Can senior citizens avail concession while booking tickets in Sampark Kranti trains?

**A:** Yes. To avail senior citizen concession in Sampark Kranti trains, male passengers must be 60 years and above while female passengers must be above 58 years. The senior citizen concession is 40 percent for men and 50 percent for women.

**Q:** Is Ladies Quota available in Sampark Kranti trains?

**A:** Yes. Sampark Kranti trains have a reservation quota for ladies. Seats under this quota can be availed by any female passenger traveling alone or in an all-female passengers group.

**Q:** Do they provide blankets and pillows in Sampark Kranti trains?

**A:** Passengers traveling in the AC coaches of Sampark Kranti trains are provided with bed-rolls that contain pillow, blanket, sheets, and hand towels. However, if you are traveling in non-AC coaches, you cannot avail this facility.

**Q:** Is Lower Berth Quota available in Sampark Kranti trains?

**A:** Yes. You can avail Lower Berth Quota in Sampark Kranti trains for AC two-tier, AC three-tier, and sleeper coaches. This quota can be availed by senior citizens, pregnant women, and female passengers above 45 years of age.

**Q:** Can I charge my mobile or laptop inside Sampark Kranti trains?

**A:** Yes. Since Sampark Kranti trains have power ports inside the coaches, you may charge your devices during the journey.

**Q:** What is the HA1 class found in Karnataka Sampark Kranti Express?

**A:** In the case of Karnataka Sampark Kranti Express, H represents 1AC or First Class AC and A1 represents 2AC or Two-Tier AC. So, HA1 refers to a coach that provides combined accommodation to both 1AC and 2AC passengers. Typically, half of the coach is 1AC and the other half is 2AC.

**Q:** Is New Delhi the source station/destination station for all Sampark Kranti trains?

**A:** No. Some Sampark Kranti trains have other cities as their source station/destination station, but they travel via New Delhi. For instance, Kerala Sampark Kranti and Goa Sampark Kranti connect the capital cities of these states to Chandigarh. However, New Delhi is a major stoppage for such trains.

**Q:** What is the price difference between Sampark Kranti and Rajdhani Trains?

**A:** While the base fare is almost the same for both these trains, the final ticket fare differs because of catering charges and dynamic pricing. For instance, the ticket charges for 2 AC from Bangalore to Delhi in Sampark Kranti are around ₹ 3300. For Rajdhani, the same will be around ₹ 4000 without dynamic pricing and might go up to ₹ 4700 or more with dynamic pricing applied.

**Q:** Is dynamic pricing applicable to Sampark Kranti trains?

**A:** No. Sampark Kranti is not a premium train, so it doesn't have dynamic pricing.

**Waiting List (WL):** If the passenger status is marked as WL followed by a number then the passenger has a waitlisted status. This can get confirm only if the passengers who have booked before you for the same journey cancel their ticket. For example if the status is GNWL 23 / WL 16 , then this means that you have a waiting list of 16 and your ticket will get confirmed only if 16 passengers who have booked before you for the same journey cancels their ticket. Similarly, GNWL/AVAILABLE means that current status of your ticket is CONFIRMED because some passengers who booked before you have cancelled their tickets. In case the passenger status is waitlisted even after the chart preparation, then the passenger will not be allotted to any berth. If all the passengers on an e-ticket have waitlisted status after final chart preparation, then the ticket gets automatically cancelled and the amount is refunded back to the user's account. In this case, the passengers should NOT board the train. If at least one passenger has RAC or confirm status while other passengers on same ticket have waiting list status, then the e-ticket DOES NOT get cancelled automatically and the passengers are allowed to board the train.

Waiting list can be of various types:

**GNWL - General Waiting List:** GNWL is most common waiting list and tickets in GNWL is allotted when passenger is starting his/her journey from the source station of train or a stations near to the source station. Tickets with GNWL waiting list has highest chances of confirmation since most of the seats in train are reserved to be booked from source station and hence gets most cancellation.

**RLWL - Remote Location Waiting List:** RLWL is allotted when passenger is starting his/her journey from important intermediate station. Important stations in the route of train are marked as remote location and each remote location stations have fixed number of reserved seats. Tickets with RLWL waiting list has less chances of confirmation since it depends on the cancellations of confirmed tickets corresponding to remote location station. All remote location stations prepare their own chart 2-4 hours before the actual departure of train.

**RLGN - Remote Location General Waiting List:** RLGN is alias of RLWL. After booking seats under RLWL quota, it is marked as RLGN.

**PQWL - Pooled Quota Waiting List:** PQWL is allotted if passenger starts his/her journey from source station or other intermediate station of train but terminate his/her journey at some intermediate station before destination station of train. There is a single Pooled Quota for entire run of train which is shared by all small enroute stations and hence it has very less chances of confirmation.

**RSWL - Roadside Station Waiting List:** RSWL is allotted when berths or seats are booked by the originating station for journeys up to the road-side station only up-to the extent of accommodation earmarked for that Road Side quota.

In such cases, distance restriction does not apply while booking. This waiting list has also very less chances of confirmation.

**RQWL - Request Waiting List:** RQWL is allotted if ticket is booked from one intermediate station to another intermediate station and when it is not covered by neither general quota, remote location quota nor pooled quota. A RLWL ticket may get confirmation only when there is a cancellation of confirmed ticket for a passenger travelling from the originating station to that intermediate station.

**TQWL (formerly CKWL) - Tatkal Waiting List:** TQWL is allotted when a ticket is booked under Tatkal Scheme and all seats marked for tatkal booking are exhausted. Tatkal tickets directly get confirmed and doesn't go through RAC status unlike other quotas. During chart preparation, general waiting list (GNWL) is preferred over tatkal waiting list (TQWL) therefore tatkal waitlisted tickets are less likely to get confirmed.

**Other Quotas:** There are several other kinds of quotas for tickets for various special categories of passengers apart from the quotas for intermediate stations mentioned above. Some of these are like: **OS (Out Station)** quota for ticketing agencies in other towns, **HO (Head Office/High Official)** quota for railways officials, **PH (Parliament House)** quota for ministers and high bureaucrats as well as members of parliament and their staff, **DF (Defence)** quota for defence officials, **FT (Foreign Tourist)** quota for foreign tourists, **HP (Handicapped Person)** quota for handicapped travellers, **LD or LQ (Ladies)** quota for women travellers, **DP (Duty Pass)** quota for railway employees and their family travelling on privilege pass, **EQ (Emergency Quota)** for those who need to travel for extremely urgent reasons, etc. Each one of these quotas can theoretically also have its own waiting list, usually denoted by the quota abbreviation followed by "WL", e.g., FTWL, DPWL, HPWL, etc.

**Reservation Against Cancellation (RAC):** If a user has been issued an RAC ticket, then most likely his ticket will get confirmed by the time of chart preparation and he will get a berth. In case the ticket remains RAC even after chart preparation then user is allotted a half berth (i.e. two persons having RAC ticket status are allotted one side-lower berth) and their seats are marked "R" followed by coach and seat number (for eg. "RB2, 16" means RAC seat no 16 in coach B2). The TTE is obligated to allot berths which are cancelled after chart preparation to these RAC passengers. Although RAC is not exactly a quota but sometimes it is denoted as **RC quota**.

**Confirmed (CNF):** In this case the passenger gets a full berth for the journey. In case of first AC (1A), the passenger may not get berth details even for confirmed ticket when ticket is issued. This is because the berth allotment for this class is done manually by the TTE on chart preparation.

The tatkal category is not applicable on first ac class and second seating class.

Indian rail currently provides following ways to book tickets:

- Reservation at railway counters
- Online reservation from irctc website.
- Reservation through registered agents and agencies

IRCTC mobile is a unique secure transaction solution for booking ticket through mobile phones. They are booked using Mobile Internet. It has a user friendly interface and the payment can be done using Debit card, Credit card or mobile banking

User can find station codes from Plan My Travel page of IRCTC. While booking the name of station and station code appear automatically in a drop-box after typing 3 alphabets

A passenger can take pet along with him in AC First Class or First Class only, provided he/she reserves either a two berth or a four berth compartment exclusively for his/her use, paying the due charges depending upon the type of train. Passengers travelling in other classes are not permitted to carry the pet along with them. But the pet can be booked and carried in the Luggage/Brake Van paying the charges depending upon the type of train. Specially designed Boxes are available in the Brake Van for this purpose. Passengers may contact the Parcel Office to book their pet.

Madam Speaker, 1. I rise to present the Railway Budget for 2012-13. 2. I consider it a great privilege for me to head the strong and vibrant railway family and present my maiden Railway Budget which is also the first year of the 12th Five Year Plan. I am grateful to the Hon'ble Prime Minister for his inspiring guidance and support in formulating the Budget. 3. I am also grateful to the Hon'ble Finance Minister and the UPA Chairperson, Smt. Sonia Gandhi for their support. It would not have been possible for me to present this budget had I not received the support and confidence of my party, All India Trinamool Congress, and its chairperson, Mamata Banerjee, to whom I shall always remain grateful. Above all, I am grateful to as it is only because of their blessings that I have been able to make it to this Parliament. , . 4. Madam Speaker,

when I look at the list of illustrious leaders of this country who had donned the mantle of Indian Railways right from Sh. Asaf Ali to Sh. Lal Bahadur Shastri, to Sh. Jagjivan Ram ji, to Sh. Gulzari Lal Nanda, Sh. Kamalapati Tripathi, Sh. Madhu Dandavate to Mamata Banerjee, I find myself nowhere near their stature. But I have certainly tried to take lessons from the pages of history and from their contribution to this great institution. I am grateful to Mamata Banerjee for giving vision to railways in her Vision 2020 document, which has guided me immensely in framing the roadmap for carrying forward the task. 5. I am grateful to each and every member of 14 lakh strong Rail Parivar which has not only given confidence to me but has also shown the direction. It is through their dedication, hardwork, loyalty and sacrifice that the railways have scaled great heights. No other 2 organization can perhaps draw a parallel with Indian Railways. Right from the Board Members to the gangman, it is only this unity which has overcome various challenges and has made the country proud. Therefore, I dedicate to them all the achievements of the railways so far. , , , 6. Madam, when I took oath on 12th July 2011 as Minister of Railways, the railways had just been overtaken by an unfortunate rail accident at Fatehpur Malwa near Kanpur on 10th July, 2011. I had rushed to the accident site instead of going to Rail Mantralaya. The intensity of pain and misery experienced by the passengers and their relatives continues to haunt me and I have spent sleepless nights. At that very moment, I took a vow to eliminate recurrence of such painful happenings and decided that my entire emphasis is going to be on strengthening Safety, Safety and Safety. The death on rail tracks just can never be tolerated and it is not acceptable. “ ” 7. I would like to reiterate my strong conviction and belief in the phrase, “Safety Never Sleeps” as emphasized by Mamata Banerjee all along. I believe that safety on Indian Railways has to be benchmarked against other modern railway systems in the world, be it in Europe or Japan. Safety standards have been remarkable in these systems, with no deaths due to rail accidents for decades together on high speed routes. 8. Although I am not at all satisfied with the safety standards at the present moment, I must inform the august House that the entire railway family is equally concerned and has been making concerted efforts in this direction. The commitment made in 2001 to reduce accidents per million train km from 0.55 to 0.17 has been achieved. However, our target should be zero death. 9. I would like to inform the august House that more than 40% of the consequential train accidents, involving 60% to 70% of the total casualties occur at unmanned level crossings. However, funding is an issue which needs to be collectively addressed. To fast track elimination of level crossings in the next five years, I have decided to set up a Special Purpose Vehicle (SPV) named Rail-Road Grade Separation Corporation of India. 3 10. In order to achieve even higher safety standards, I decided to set up a committee to examine the current standards of safety on Indian Railways and to suggest suitable benchmarks and safety protocols. Considering the zero tolerance approach in the areas of nuclear science and aerospace, I felt that the best people to guide railways in determining appropriate safety protocols should be from these two fields. My dear friend, Dr. Kasturi Rangan who himself is an eminent space scientist, and to whom I am grateful, suggested the name of Dr. Anil Kakodkar to head this this ‘High Level Railway Safety Committee’. I am also grateful to Dr. Kakodkar and his team for readily accepting my request despite their extremely busy schedule. This gesture underlines the fact that interests of people and the nation are close to their hearts. The Committee has submitted its Report on 17th February, 2012 and recommended far reaching measures and safety protocols. 11. Madam Speaker, I assure the august House that the recommendations of the Committee will receive focussed attention as required. By way of initiating a long term approach to safety and in line with recommendations of the Committee, I propose to set up an independent Railway Safety Authority as a statutory regulatory body. The functions of the Authority would be worked out in greater details in line with international practices in the best interests of passenger safety. Since research and development activities are central to any tangible results in the area of safety enhancement, I also propose to set up a Railway Research and Development Council at the apex level to spearhead such efforts. This would also be in line with recommendations of Kakodkar Committee. 12. In today’s world, safety is driven by improved technology. Hence safety standards cannot be achieved without modernization, as safety and modernization are two sides of the same coin. At the same time, modernization cannot take place without

financial resources and professionalization of manpower. Therefore, I had set up yet another Expert Group headed by Mr. Sam Pitroda on modernization and resource mobilization. The Group has submitted its report on 27th February, 2012 and has provided a blueprint for the next five years for modernisation of Indian Railways. The recommendations of the Group entail an estimated investment of `5.60 lakh crore. 4

13. There has been considerable criticism of Indian Railways in regard to only partial implementation of recommendations of several committees set up in the past. In this context, the Safety Committee has also observed that Indian Railways suffers from an 'implementation bug'. 14. The Expert Group for Modernisation of Indian Railways has recommended implementation of the modernization programmes following a 'Mission Mode' approach, with clear objectives, measurable milestones, tangible deliverables and well defined timelines. I have decided to create Missions headed by Mission Directors in each of the identified areas for a three year term. The Directors will directly report to the Railway Board. Each Mission would be provided with appropriate budget and operational autonomy. In addition, a High Level Committee will be set up to facilitate coordination amongst the Missions, fast-track implementation, and address bottlenecks coming in the way. With this, I expect that action on recommendations of the two committees would take place in a time-bound and need-based manner. 15. The Approach Paper of the Planning Commission to the 12th Plan, which is yet to be approved, envisages an investment of US\$1 trillion in the infrastructure sector with half the investment or `25 lakh crore expected from private sector, and remaining `25 lakh crore being planned by the government from its own resources. I believe that Railways, being a key transport and big infrastructure sector for the nation, must attract at least 10% of the government share of investment i.e. about `2.50 lakh crore during the 12th Plan period. 16. Madam, I intend to align Indian Railways' investment in the 12th Plan period keeping in mind the recommendations of the two committees that I have set up. I am happy to inform the Hon'ble Members that the 12th Plan investment proposed by Railways at `7.35 lakh crore represents a quantum jump over the investment during XI Plan of `1.92 lakh crore. The required resources for the plan are proposed to be met by:- i. Gross Budgetary Support of `2.5 lakh crore; ii. Government support for national projects of `30,000 crore; iii. Ploughing back of dividend of `20,000 crore iv. Internal Resources of `1,99,805 crore 5 v. Extra Budgetary Resources of `2,18,775 crore vi. Railway Safety Fund of `16,842 crore. 17. The national concern of safeguarding our borders also needs to be adequately addressed. The geo-political situation on borders arising out of building of state-of-art road and rail network by neighbouring countries requires a matching response. The railways must remain in a state of preparedness to move men and machines to border areas. It is therefore, necessary to undertake such projects on priority and to ensure adequate government funding. There is also an emergent need to connect the remote and backward areas through socially desirable rail connectivity schemes to foster growth. Besides, there are projects of national importance in NE region and Kashmir which are crucial to inclusive growth. The Pradhan Mantri Rail Vikas Yojana as conceptualized by my leader Mamata Banerjee with the blessings of Hon'ble Prime Minister is under formulation. The additional funding assistance required is assessed to be about `5 lakh crore under the PMRVY from the government. 18. The railways have a large basket of pending projects. A total of 487 projects of new lines, gauge conversion, doubling and railway electrification with a throw-forward liability of over ` one lakh crore have already been approved by this august House in the past and are at various stages of execution. With a grossly inadequate level of budgetary support, I can frankly and honestly admit that most of these projects cannot be completed in a time bound manner. The collective challenge before us is to formulate viable funding mechanisms for these projects which reflect the unfulfilled aspirations of the people. 19. Madam Speaker, a Budget is not just numbers in the form of estimates of receipts and expenditure. More importantly, it involves policy pronouncements and defining goals along with a credible roadmap to achieve the goals. The choice before me was either just to keep the system dragging or build a new, safe and modern, passenger and freight transportation system which would contribute at least 2 to 2.5% to the GDP of the nation as against less than 1% at present, and provide much needed employment opportunity to our people. I am glad to inform this august House, through you Madam, that I have chosen the latter. With this, Indian Railways would become an even more



powerful engine of growth for the national economy. This would require a multi-pronged approach. Therefore, in this budget I have focussed on i. Safety; ii. Consolidation; iii. Decongestion & Capacity Augmentation iv. Modernization; v. To bring down the Operating Ratio from 95% to 84.9% in 2012-13 and to 74% in the terminal year of 12th Plan which would be an improvement over the best ever achieved by Indian Railways. These would need to be supported by a sustainable financial model. 20. There cannot be a more opportune moment to formulate a long term plan, now that we are at the threshold of finalising the 12th Five Year Plan. My budget, therefore, looks at a time horizon much beyond a single year, as I intend to follow a carefully thought out plan for at least five years, within the overall perspective of Vision 2020. The budget for 2012-13 would be a link in the chain and would seamlessly integrate with the 12th Plan and Vision 2020 document of Mamata Banerjee. 21. Madam Speaker, after taking into account the spoken and written words of experts and people who understand railways, reports of Kakodkar and Pitroda Committees, and within the overall parameters set out in Vision 2020 document, I realise that a huge sum of ₹ 14 lakh crore is required in the next ten years. Given the serious constraint of funds even to meet the day to day operational expenditure, I have a Himalayan task of running the Indian Railways safely. I had two very clear yet contrasting options – either to keep the railways in status quo mode with just incremental annual changes, or as the phrase goes, ‘bite the bullet’. The second option would involve going for a generational change with a focus on safety and inclusive growth to meet the aspirations of this great country in the next decade. I chose the generational change, inspired by Kabi Guru Rabindranath Tagore: “Where the mind is without fear and the head is held high” , 7 22. Madam Speaker, with a view to understanding the real aspirations of the people, I have visited several states along with my Board Members, starting with the far flung State of Nagaland in the northeast to Kerala in the south; Maharashtra in the west and Chhattisgarh in Centre, besides Madhya Pradesh, Andhra Pradesh and Karnataka etc. I interacted with the Chief Ministers and the Members of both Houses of Parliament from those states, cutting across party lines. I believe that perhaps there is not a single Member of Parliament with whom I did not have the privilege to interact. I am grateful to all the Hon’ble Members and the Chief Ministers whom I met collectively, and also individually, and from whom I have truly learnt a lot about the aspirations of the common man. 23. Madam Speaker, in the last eight months of my working as Railway Minister, I have received as many as 5741 requests. These include (i) 476 requests for projects of newlines, doubling and gauge conversion or expediting their completion; (ii) 273 requests for construction of ROB/RUBs, (iii) 41 for electrification (iv) 48 for setting of manufacturing facilities, (v) 646 requests for new trains, (vi) 303 for extension of trains, (vii) 214 for increasing the frequency of trains, (viii) Another 811 for train stoppages and (ix) About 3000 requests for miscellaneous areas such as transfers & postings of railway employees and passenger amenities etc. I, as a Member of Parliament, do understand and realise the expectations of people of the constituencies which each member represents. All their demands are genuine aspirations. 24. I am glad to state that in this Budget, I have tried to provide something to meet the aspirations of the people across the length and breadth of the country and to meet these demands within the 8 available resources. I am sure when the members go through the Annexures which are appended at the end of my budget speech, they will appreciate that I have made sincere efforts. 25. I also have a clearer perspective of what railways mean to the common man and how the railways have been a true catalyst of integration. Just as we cannot imagine India without Himalayas we cannot imagine India without the holy river Ganga. Similarly we cannot imagine India without Indian Railways. , , , - , The Railways are the symbol and substance of India’s unity. Railways have their wheels on earth, not in the sky or just urban streets. If we do not strengthen Indian Railways, we weaken our country. That is why I truly believe that it is the collective responsibility of Parliament to make Indian Railways into a sparkling service i.e. amongst the best in the world. This means national investment. So the time has come to think of a National Policy for Railways, just as we have one for Defence and for External Affairs. 26. I have no doubt that infrastructure creation helps alleviate poverty. Railways being the most important segment of infrastructure, there is a strong case for the government to significantly enhance financial support to Indian Railways, facilitating the development process being taken to the

underdeveloped regions. This will result in mainstreaming the people of these regions, so that they can reap the fruits of economic development. 27. Madam, this Budget is unique in many ways. I have already mentioned about my consultations with Chief Ministers and Members of Parliament. Besides, I have also had detailed discussions with various Committees of Parliament including the Consultative Committee and Standing Committee; Railway Staff Federations; Chambers of Commerce & Industry and many other stakeholders. I have made efforts to seek the views of media and general public through an industrious consultation process. 9 28. My budget has been prepared with the full realisation that Indian Railways stand at a crossroads and the present moment offers an opportunity to signal a new dawn for the organization. While the world is grappling with the problem of dealing with a flat economy, India has remained in a healthy growth mode all through the economic downturn. The world is looking towards India and the huge potential it possesses to act as the Engine of Growth. On a somewhat smaller scale, what India is to the world, Indian Railways are to the Indian economy. Therefore, if I may be permitted some immodesty, Indian Railways has a very critical role in catalysing growth for the world economy. I am conscious that India cannot sustain its present GDP growth unless its lead basic infrastructure, Indian Railways, modernizes and grows at least 10% annually. 29. Drawing from the recommendations of Kakodkar and Pitroda Committees, I have chosen five focus areas. This would lead to strengthening of the basic infrastructure of Indian Railways resulting in safety, decongestion, capacity augmentation and modernization of system, creating more efficient, faster and safer railways. The areas are: a. Track; b. Bridges; c. Signalling & Telecommunication; d. Rolling Stock; and e. Stations & Freight Terminals Annual Plan, 2012-13 30. Madam Speaker, I would now like to discuss briefly each of these areas and the proposed investment in the Annual Plan, 2012-13. Within the constraints of funds, the Annual Plan outlay for the year 2012-13 has been targeted at `60,100 crore, which is highest ever plan investment. The plan would be financed through:- i. Gross Budgetary Support of `24,000 crore; ii. Railway Safety Fund of `2,000 crore; iii. Internal Resources of `18,050 crore; and iv. Extra Budgetary Resources of `16,050 crore, which includes market borrowing of `15,000 crore through IRFC. 10 Track and Bridges 31. With almost 80% of the traffic carried on 40% of the rail network, the high density network (HDN) routes are over-saturated and there is a crying need to upgrade and expand capacity to reduce congestion, provide time for maintenance and improve productivity and safety. This would include progressive shift to flash butt technology for welding of rails, progressive use of 60 kg rails instead of 52 kg, provision of thick web switches at points & crossings, mechanised maintenance with the latest track machines and increased frequency of ultrasonic testing of tracks. During the next 5 years, I plan to modernize nearly 19000 km track through renewals, upgradation of track, replacement and strengthening of 11,250 bridges to run heavier freight trains of 25 tonne axle load and to achieve passenger train speeds of 160 kmph and over, with an estimated expenditure of `63,212 crore. An allocation of `6,467 crore has been made in the Annual Plan, 2012-13, which forms about 11% of the total plan outlay. Signalling Systems 32. Signalling system on Indian Railways will be modernized with the provisioning of advanced technological features. These would include Panel/Route Relay Interlocking covering 700 more stations by 2014 thereby completing 5500 out of the required 6200 stations; Interlocking of more than 1500 level crossing gates in addition to the 10000 already interlocked, leaving a balance of 350; complete track circuiting at 1250 out of 6200 identified stations, installation of axle counters at 3000 more stations and provision of isolation at the remaining 625 stations. One of the significant advancement would be the provisioning of Train Protection & Warning System (TPWS), which ensures automatic application of brakes whenever a driver overshoots a signal at danger, thereby eliminating chances of collision of trains. To begin with, TPWS is proposed to be installed on more than 3,000 route kms, which would cover the entire automatic signalling territory on Indian Railways. We are taking necessary action to ensure that TPWS technology is suitably adapted to Indian conditions. Besides the efforts to develop TCAS (Train Collision Avoidance System) integrating features of different technologies will be continued by RDSO. These would also be a pre-requisite to increase speed of passenger trains to 160kmph. The total cost of various signalling and telecom works has been estimated to be `39,110 crore in the next 5 years. Towards this end, I propose to

provide ₹2,002 crore in 2012-13, which is more than double the allocation of the current year and the highest ever. Modernisation of Rolling Stock 33. Upgradation of coaches including EMU coaches, locomotives and wagons will be one of the key areas of modernization during the next 5 years for improving safety and convenience & comfort of passengers. Following measures are proposed:- i. To increase manufacture of crash-worthy LHB coaches with proven anti-climb feature of not toppling during accidents; ii. To procure new generation electric locomotives of 9000 and 12000 HP and diesel locomotives of 5500 HP & 6000 HP to facilitate running of heavier and longer freight trains at higher speeds; iii. To introduce new wagons with capability of 25 tonne axle load and higher payload to tare ratio to improve productivity; iv. Introduction of new Auto Car Wagon capable of carrying 318 cars per rake, presently undergoing oscillation trials; and v. With successful validation of running of double-stack container trains, proliferation of such trains is also planned. 34. The investment in rolling stock in the next 5 years is estimated to be ₹1,70,751 crore. I propose highest ever allocation of ₹18,193 crore for the next year which represents more than 30% of the Annual Plan outlay. 35. A combination of prudent investment decisions in the areas of track & bridges, signalling, doubling and train-sets is proposed to be adopted to enable train running at speed of 160 kmph and above. While this would significantly reduce travel time for passenger trains by 20-25%, the freight trains would be able to carry enhanced quantum of cargo with attendant revenue gains. Such infrastructure would also enable Indian Railways to run Shatabdi trains on long distance trunk routes and between metros. In fact, the travel time between New Delhi and Kolkata would get reduced from almost 17 hours to 14 hours. 36. Stations & Freight Terminals 36. Stations and Freight Terminals are our business centres. Indian Railways have often drawn flak for not providing an enabling ambience to these business centres which are used by customers. As normal doses of incremental improvement and maintenance will not be able to refurbish the external look and ambience at the stations, I have set up a separate organisation namely Indian Railway Station Development Corporation, which will redevelop the stations and maintain them on the pattern of airports. The SPV will draw upon the success stories the world over, adopt a suitable revenue model and target redevelopment of 100 stations in the next five years. Being funded through PPP route, these efforts will be cost neutral for Indian Railways. It has been estimated that development of major stations in metro cities has the potential to create employment for about 50000 persons. 37. Similarly, to undertake upgradation of our goods sheds as also to provide last mile servicing for freight traffic, I propose to create a Logistics Corporation for development and management of existing railway goods sheds and multimodal logistics parks. This Corporation would aim to provide total logistics solutions to the rail-users, thereby cutting down on their operating costs. 38. In the last year's budget speech, it was proposed to develop 4 new coaching terminals at Nemam and Kottayam in Kerala, Mau in Uttar Pradesh and Dankuni in West Bengal. I propose to undertake surveys and feasibility studies for developing coaching terminals at these four stations during 2012-13, besides undertaking a prefeasibility study for development of Roypuram station in Tamil Nadu for which many representations have been received. 39. Development of a new coaching complex in Navi Mumbai at Panvel and coach maintenance complex at Kalamboli in partnership with Government of Maharashtra through CIDCO are also planned. This will facilitate direct connectivity of Navi Mumbai to other parts of the country. 40. Next year will be the 175th Birth Anniversary of one of the greatest patriotic sons of India, Rishi Bankim Chandra Chattopadhyay who gave the country "Vande Matram". In his memory, I propose to set up a Coaching Terminal to be named after him at Naihati, his Birth 13 Place, and also a Museum. We will run a Special Train across the country to disseminate his legacy to the young generation. 41. Within the limited resources available, thrust is also being given to capacity augmentation works. The projects of doubling and traffic facilities are extremely important from operational point of view. I propose to allocate about ₹4,410 crore to capacity augmentation works. To continue Indian Railways' drive towards improving passenger amenities, an allocation of ₹1,102 crore has been provided compared to ₹762 crore in 2011-12. I strongly feel that valuable services rendered by dedicated workforce of Indian Railways need to be recognised by providing improved amenities to them. This would be in the form of improvements at work places, better housing facilities, improved service at

hospitals and other facilities. Accordingly, allocation of `717 crore in the current year has been almost doubled to `1,388 crore in 2012-13. Capacity Augmentation 42. The Budgetary Support to Indian Railways has been pegged at a modest level of `24,000 crore as against a projected requirement of `45,000 crore. The national projects in Kashmir and northeast region have also to be funded out of this. These projects alone need more than `4,000 crore for the current year and may get delayed for want of adequate funding. I have already informed the august House of my detailed plans of investment on safety, modernization and capacity enhancement during the 12th Plan. With lower budgetary support, the deployment of capital would be lower to that extent. I am sure realizing the benefits of safety and modernization, the government will enhance the allocation of GBS to Railways next year. 43. I am sure the House will join me in complimenting the Indian Railways for the great achievement of completing 11 km long tunnel through Pir Panjal Mountain Range, which would provide connectivity to the Kashmir valley. When commissioned, this will be the longest transportation tunnel. , , - 14 New Lines 44. Madam, Railways continue to accord priority to construction of new lines in the underdeveloped parts of the country. The pace of construction has registered impressive growth, and we are confident of completing 725 km of new lines in the current year (list of projects appended as Annexure 1), which is almost equal to last year achievement of 709 km and far exceeds the average of about 200 km only since independence. I propose to take up completion of 45 new line works covering 700 km during 2012-13. A list of these projects is at Annexure 2. 45. I have received many requests for taking up new line projects. All such requests have been duly considered and wherever surveys have been completed, the proposals have been referred to the Planning Commission for appraisal and 'in principle' approval. A list of such 85 new line projects is at Annexure 3. I also propose to undertake a further 114 new line surveys during 2012-13 (listed at Annexure 4). State Governments have also been requested to come forward for sharing the cost of the respective projects and to provide land free of cost to facilitate early construction of projects. Despite constraints, I have included all the 11 new line projects which have been cleared by the Planning Commission 'in principle' for construction in 2012-13. An allocation of `6,872 crore has been made under the new lines planhead. A list of these projects is appended at Annexure 5. Gauge Conversion 46. Funding constraints are likely to cause slippage in the target of 1017 km for Gauge Conversion for 2011-12. It is expected that 825 km of gauge conversion projects will be completed (list appended as Annexure 6). A target of 800 km has been fixed for next year with an allocation of `1,950 crore. Seventeen gauge conversion projects are proposed to be completed in 2012-13 and are listed at Annexure 7. With my emphasis on completion of ongoing gauge conversion works, I have included only two new projects in the Budget, 2012-13 and the list of these projects is at Annexure 8. I have also sent four projects of gauge conversion to the Planning Commission for appraisal and 'in principle' approval. A list of 4 such gauge conversion projects is at Annexure 9. New surveys for converting seven narrow gauge lines are also proposed to be taken up in 2012-13 (appended at Annexure 10). 15 47. The Unigauge Policy was adopted by Indian Railways in 1992. Since then, about 19,000 km have already been converted into broad gauge, covering the major routes, leaving isolated sections of only about 7,500 km on metre gauge/narrow gauge. I am happy to inform this august house that with the present pace of conversion of about 800 to 900 kms every year, we will be able to convert most of the MG/NG lines, except "World Heritage Lines" into broad gauge during the 12th Plan period. Doubling 48. Doubling projects of 750 kms are expected to be completed in 2011-12 against the target of 867 kms (list at Annexure 11). A target of 700 km covering 67 projects of doubling (list at Annexure 12) has been fixed for 2012-13 with a budget allotment of `3,393 crore as against `2,640 cr in RE, 2011-12. I also propose to take up in 2012-13, a further of 23 new projects of doubling/third line for which approvals of Planning Commission have been obtained. A list of these projects is at Annexure 13. I have also sent four projects of doubling to the Planning Commission for appraisal and 'in principle' approval. A list of 4 such projects is at Annexure 14. A total of 21 surveys for doubling are also being taken up during 2012-13. A list is appended at Annexure 15. Railway Electrification 49. Madam, It is my proud privilege to apprise the House that during the 11th Plan, we are poised to achieve 4,500 route kilometers of electrification.

Encouraged by this success, I propose to electrify 6,500 route kilometers during the 12th Plan period. This would include electrification of Udhampur-Srinagar-Baramulla line and hence provide pollution free traction to the pristine Kashmir Valley. An allocation of `828 crore has been provided in 2012-13 for electrification which will enable completion of 1100 kms (listed at Annexure 16). The details of electrification of 10 new sections being included in the current year budget, as also 20 surveys for electrification of additional sections, are reflected in the list placed at Annexure 17.

50. Electrification on Indian Railways had its advent with the introduction of 1500 volt DC traction system in Mumbai area during 1925 to 1929 for running of suburban services. The system had outlived its utility and required replacement to the modern 25000 volt AC system. It is my proud privilege to share with the august House 16 that the challenging task of conversion from DC to AC has been successfully achieved on the entire Western Railway portion. Similar conversions will be completed during 2012-13 on the Central Railway portion which extends to Pune. This will give significant benefits by way of higher speeds, reduced journey time and substantial savings in operational costs.

Metropolitan Transport Projects

51. Kolkata Metro is the only metro system under the Indian Railways. I am therefore happy to share with the Hon'ble Members that the following works announced by Mamata Banerjee in previous two budgets, are progressing satisfactorily:- i. Extension from Dum Dum to Baranagar; ii. Extension from Noapara to Airport (for running a shuttle metro service between Noapara and airport); iii. Noapara to Barasat via Bimanbandar; iv. Baranagar to Barrackpore and Dakshineswar; v. Airport to New Garia via Rajarhat; vi. Joka to BBD Bagh via Majerhat.

52. Joka-IIM-Diamond Park Metro extension as the first leg of Joka-Mahanayak Uttam Kumar Metro link is proposed to be taken up. Survey report for extension of metro railway from Barrackpore to Kalyani is being finalised and the work will be taken up in due course. Besides, extension of circular railway from Remount Road to Santoshpur via Garden Reach, Metiabruz has also been taken up. I am sure that with the completion of all these metro projects, metro transport needs of the residents of Kolkata will be addressed to a large extent.

53. The MMTS Phase-I has already been commissioned and is providing excellent services to the people of Hyderabad and Secunderabad. To further augment rail transport services in the twin cities, MMTS Phase II project announced in the last year budget has now been sanctioned after obtaining the requisite clearances. Railways also propose to set up a SPV with State Government of Andhra Pradesh for commercial management of the MMTS. While leaving the train operations with the railways, this will provide the required focus and flexibility for addressing the infrastructural and business needs of the organization as also a much needed platform for its rapid growth and development to meet public aspirations.

17 Feasibility of setting up similar SPVs for other suburban systems will also be explored.

54. The work on extension of MRTS from Velachery to St. Thomas Mount in Chennai is progressing smoothly and I am hopeful of completing and commissioning this project during 2013.

55. I am extremely happy to inform the august House that Mumbai Rail Vikas Corporation (MRVC) has successfully completed its flagship project of MUTP Phase I costing `4,500 crore with the cooperation of Government of Maharashtra and other stakeholders. Rail users in Mumbai have immensely benefitted with the induction of 1500 EMU coaches, thus increasing the carrying capacity by 35% and thereby reducing the congestion and overcrowding during peak hours. The work on MUTP Phase II at a cost of `5,300 crore is also progressing well and its completion will further boost the suburban transport services in Mumbai. A road map for MUTP III has been prepared to further strengthen and augment the suburban rail infrastructure and MRVC would carry out feasibility study for construction of faster corridors on CSTM-Panvel and Virar-Vasai-Diva-Panvel sections through innovative financing mechanisms. The proposed 72 km link between Virar-Panvel 3rd line in the PPP mode will open new avenues for development of northern part of Mumbai and facilitate commuters to transit between eastern and western parts of the city. Feasibility of a spur from Panvel to Navi Mumbai airport will also be examined.

56. Madam, in order to address the transport needs in Navi Mumbai area, I am happy to announce that works will be taken up to facilitate running of 12-car rakes on Harbour line. A new double line work of Belapur-Seawood-Uran is in progress, which will provide direct passenger connectivity to JNPT. Elevated Suburban Corridor in Mumbai

57. The financial modelling of an elevated rail corridor from

Churchgate to Virar to be executed through PPP mode in coordination with the Government of Maharashtra is being firmed up. The proposed project will enable introduction of premium AC suburban rail services. A prefeasibility survey for a similar corridor between CST and Kalyan (55 km) is also proposed to be taken up in due course. 18 58. I wish to highlight that the investment outlined above in capacity augmentation projects would be grossly inadequate keeping in view the large shelf of projects. Therefore, in order to optimally utilize the available resources and obtain returns at the earliest, it is proposed to prioritise funding towards completion of last mile projects and ensure sustained allocation during the 12th Plan. 59. Railways are playing a significant role in social development of the country by providing rail connectivity to the remote, backward and tribal regions on considerations other than financial viability. I believe that Indian Railways has a strong case for the government to consider ploughing its dividend payment back into the railway system for augmenting funding of critical socially desirable projects. Recommendations to this effect have been made in Railway Sector report for the 12th Plan. Cooperation with State Governments 60. I am pleased to inform the august House that as a new PPP initiative, Railways in partnership with Government of Chhattisgarh and user industries in the region will develop three rail corridors in the northern part of the state for movement of passengers and freight, with the active participation of all stakeholders. A Memorandum of Understanding has recently been signed and the initiative would now be taken forward in consultation with the State Government. 61. In view of the declaration of the Kakinada–Vishakhapatnam Coastal Corridor as the PCPI Region consequent to discovery of considerable oil and gas reserves, as also development of a deep water port and SEZ at Kakinada, rail connectivity is now being provided from Pithapuram to Kakinada on cost sharing basis with the Government of Andhra Pradesh. It will be our endeavour to develop similar partnership for development of much needed rail infrastructure with other willing states also. 62. To augment resources for execution of projects, Railway requested State Governments to come forward for sharing cost of new line, gauge conversion and doubling projects which are considered important by them for development of the State but could not be taken up or progressed at desired pace. I am happy to announce that response from state governments has been quite encouraging. As of now, 31 projects covering a length of more than 5000 km in 10 states 19 are being executed with contribution from state governments (list is appended as Annexure 18). Continuing with this policy, I propose to take up following four projects on cost sharing basis with state governments: (a)Rohtak-Hansi via Meham (Haryana Govt) (b)Akkanapet-Medak (Andhra Pradesh Govt) (c)Bhadrachalam-Kovvur (Andhra Pradesh Govt) (d)Rajabhatkhowa-Jainti (West Bengal Govt) 63. State Governments have come forward to share cost of some more projects in their states. Those include Governments of Karnataka, Andhra Pradesh, Madhya Pradesh, Rajasthan, Jharkhand and Maharashtra. These projects will be given special attention and processed on priority for obtaining requisite clearances. Following new line projects with cost sharing by state government have been sent to Planning Commission for appraisal and 'in principle' approval: (a) Gadag-Haveri (b) Gadag-Wadi (c) Kandra-Namkom (Ranchi) (d) Kondapalli-Kathagudem (e) Manmad-Indore via Malegaon & Dhule (f) Manugur-Ramagundam stn. (g) Pirpainti-Jasidih (h) Pune-Nasik (i) Thiyat Hamira – Sanu (j) Kadiri – Puttaparthi (k) Chickballapur – Puttaparthi (l) Srinivasapura - Madanapalli Public Private Partnerships 64. Hon'ble Members are aware that the railways have been making efforts to attract funding in rail projects through PPP initiatives. In the light of limitations of funding support from the government and constraints in regard to internal generation and market borrowing, the 12th Plan projections of Indian Railways seek to rely on PPP route in a significant manner. This would be in line with the Approach Paper of Planning Commission for the 12th Plan. 20 65. However, the results of the PPP efforts of the railways have not been encouraging. I have, therefore, had the existing marketing schemes reviewed thoroughly to give them greater market focus, provide greater control to the rail-user by making him a stakeholder and to engage him in the planning process for tailoring a total logistics solution. The existing schemes for Wagons Leasing, Sidings, Private Freight Terminals, Container Train Operations, railconnectivity projects (R3-i and R2C-i) are being made more attractive to PPP partners. 66. In appreciation of the need to facilitate the first and last mile connectivity

proactively, Ministries of Coal, Power, Shipping and Steel were approached for identification of appropriate rail connectivity projects. A total of 17 such projects have been sanctioned and another 28 projects have been identified. Railways will interact with concerned utility stakeholders to take the process of provisioning of first and last mile connectivity forward, largely through the PPP route. 67. Mumbai Suburban Railway System has sound potential for mobilizing additional resources from commercial utilization of land and air space, thus providing funds for infrastructure development. I have asked MRVC to initiate a pilot project for commercial development. Dedicated Freight Corridor 68. Madam Speaker, we have taken up the iconic infrastructure project of construction of Dedicated Freight Corridors from Ludhiana to Dankuni and Dadri to Jawaharlal Nehru Port, for efficient freight transportation to and from ports and to facilitate decongestion of the HDN routes. This is one of the biggest infrastructure projects under execution spread over 3300 kms, covering eastern, northern and western part of the country. Funding assistance from World Bank and JICA has been tied up. A total of 6500 hectares of land, out of 10700 hectares required, has been acquired so far. The bidding process for the civil and track works has commenced. It is expected that the contract for civil and track works for about 1000 route kilometers on Eastern and Western DFCs would be awarded during 2012-13. Progress of rail based Industries 69. Several initiatives have been taken in the recent past to set up rail based industries. Madam, I am glad to inform the Hon'ble 21 Members that the Rail Wheel Plant at Chhapra has successfully produced 78 wheels during 2011-12 and the Plant would be ready for full commissioning in 2012-13. 70. Similarly, the Rae Bareilly Coach Factory is now ready for rolling out coaches and 10 coaches have already been manufactured. The phase-II of this factory would be commissioned in 2012-13. 71. Healthy progress has been made in the Diesel Component Factory at Dankuni with the commencement of trial production of underframes for high horsepower locomotives. The factory will be fully commissioned in 2012-13. 72. The wagon manufacturing factory at Kulti and fiat bogey frame unit at Budge Budge are likely to commence production during 2012- 13. 73. As per a budget announcement made earlier by Mamata Ji, a wagon factory was to be located at a suitable location in Odisha. In view of the request received from State Govt of Odisha, wagon factory is being located at Sitapali (Ganjam District). 74. Keeping in view the increased requirement of passenger coaches, a rail coach factory at Palakkad with the support of Government of Kerala is proposed to be set up. Similarly, two additional new manufacturing units for coaches are also proposed to be established in the Kutch area in Gujarat and at Kolar in Karnataka, the latter with the active participation of the state government. 75. Further, it is proposed to establish a plant for manufacture of traction alternators for high horse power diesel locomotives at Vidisha in Madhya Pradesh. 76. I state with pride that a sick unit for wagon manufacture – 'Braithwaite' taken over by railways has been conferred with 'Turn Around Award' by the Board of Reconstruction of Public Sector Enterprises. Burn Standard, another unit taken over is also on its way to recovery. 77. In addition I propose to set up a factory at Shyamnagar in West Bengal on PPP basis for manufacture of next generation technology 22 Propulsion System for use in high power electric locomotive, which will enable enhancing of production capacity of CLW. 78. I also propose to utilize and augment the electric loco Ancillaries Unit of CLW being set up at Dankuni for fabrication of locomotive shells and assembly of three phase locomotives for manufacturing of new generation 9000 HP locomotives under transfer of technology from Japan. This unit will be a modern facility with capacity to assemble 100 electric locomotives per year. Connectivity to Neighbouring Countries 79. In our effort to have cordial and improved relations with neighbouring countries, Indian Railways is taking up projects to provide rail connectivity to such countries. In 2011-12, we had taken up two projects namely, Jogbani-Biratnagar new line and JaynagarBijalpura-Bardibas to provide connectivity to Nepal. Continuing with the approach, I propose to take up a project to connect Agartala with Akhaura in Bangladesh. This rail link will not only improve bilateral ties but will also help in establishing connectivity with inaccessible areas in northeast as journey from Kolkata to Tripura via Bangladesh will result in significant savings in time and distance travelled. Passenger Amenities 80. Madam, I have already mentioned about formation of an Indian Railway Station Development Corporation to redevelop 100 stations in the next five years. Indian

Railways however have more than 8000 stations and it is necessary that efforts towards improved availability of amenities like waiting halls, benches, adequate lighting, drinking waters, toilets, proper platform services etc. are made in a concerted manner. With this concern, I propose to raise the allocation under passenger amenities from `762 crore in 2011-12 to `1,102 crore in 2012-13. 81. Some of the passenger and other user friendly measures introduced or being proposed during 2012-13 are: i. To facilitate easy movement of passengers, installation of 321 escalators at important stations of which 50 will be commissioned during 2012-13; ii. 12 State of Art mechanized laundries already set up and 6 more to become functional during 2012-13; 23 iii. SMS on passenger mobile phone in case of e-ticket along with an ID proof to be accepted as proof of valid reservation; iv. Introduction of regional cuisine at affordable rates through catering service to cater to local palate; v. To meet the needs of changing times and customer demand, launching of "Book-a-meal" scheme to provide multiple choice of meals, like low cost meal, diabetic meal etc. through SMS or email; vi. To set up AC Executive lounges at important stations to provide value added services at a charge, offering facilities such as wifi internet, buffet services, wash and change, concierge services for pre-departure and post-arrival assistance to passengers; vii. Setting up of new Rail Neer Plants at Palur in Tamilnadu and Ambarnath in Maharashtra to facilitate smooth supply of water at stations; viii. Expansion of housekeeping schemes for trains such as Clean Train Station, On Board Housekeeping Services for cleaning en route and mechanized cleaning at originating/terminating stations; ix. Introduction of 'Rail Bandhu' on-board magazine on Rajdhani, Shatabdis and Duronto Trains; x. Introduction of coin/currency operated ticket vending machines as a pilot project; xi. Introduction of Alternate Train Accommodation System (ATAS) as a pilot project to accommodate waitlisted passenger on alternate trains; xii. Introduction of first model rake with world class interiors; xiii. Upgradation of 929 stations as Adarsh Stations including 84 stations proposed in 2012-13 (Annexure 19). 490 stations have been completed so far; xiv. Construction of Multi-functional Complexes at 24 locations completed; xv. Sale of PRS tickets through 151 post offices; xvi. Implementation of electronic transmission of Railway Receipts for freight traffic direct to the customers. 82. Madam, I am also happy to inform the august House that Railways have recently introduced satellite based Real Time Train Information System (RTIS), also called SIMRAN, to provide accurate 24 train running information to passengers through SMS, internet etc. The system has already been activated on 36 trains covering Rajdhani, Shatabdis and Durlantos and it will be introduced in all mail/express trains in the next 18 months. On-board passenger displays with indication of next halt station and expected arrival time to passengers in running trains through inputs from RTIS will also be introduced in all mail/express trains progressively. Security of Passengers 83. Madam Speaker, security of our passengers has been of prime concern to us. I am pleased to inform that I intend to complete the unfinished task of installation of Integrated Security System at all 202 identified stations during 2012-13. Additionally, escorting of trains by RPF/GRP has been extended to almost 3500 trains. It is also now proposed to integrate the RPF Helpline with the All India Passenger Helpline to facilitate much faster response to the security needs of passengers. Disaster Management 84. Madam, Railways must possess modern, well-trained and equipped disaster management machinery. The rescue and relief teams for the accident sites need specialized training where they can be engaged in hands on drills. I plan to set up three training centres named as "safety villages" at Bengaluru, Kharagpur and Lucknow. Cooperation with NID 85. The National Institute of Design (NID) at Ahmedabad is internationally acclaimed as one of the foremost multi-disciplinary institutions in the field of design, education and research. I had occasion to visit this Institute with a view to harnessing their expertise in design so as to leverage it for bringing out design related improvisations in the facilities available to passengers and other railusers. A dedicated Railway Design Centre is proposed to be set up in the NID campus with an endowment fund of `10 crore to be utilised for developing concepts in various areas such as station architecture, coach layouts, luggage storage in coaches, toilets, ticketing kiosks and online services, freight service systems etc. Specialised House-keeping Body 86. I am concerned and I am sure that so is the country that the standards of hygiene and cleanliness need to be improved 25 substantially. I am not prepared to accept the situation



as it is now and all out efforts would be made to improve the standards of cleanliness and hygiene on trains and at the stations within the next six months. This is a very specialised activity which comes under the core area of House-keeping. Indian Railways is duty bound to provide high standards in both, as this is giving a bad name to the otherwise efficient rail system. I propose to set up a specialised House-keeping body to take care of both, i.e. stations and the trains. Initiatives for differently-abled persons 87. Indian Railways has always been alive to its social responsibility towards ensuring comfortable train journey for differently-abled persons. Besides providing several travel concessions to such persons, Indian Railways has taken initiative to start manufacturing especially designed coaches having earmarked compartments and toilets adapted to the needs of wheel chair borne/differently-abled person. Each differently-abled friendly compartment provided in specified coaches has a berthing capacity for 4 passengers including two attendants along with toilet and other amenities. Indian Railways has so far manufactured about 2,100 specially designed coaches. It will be our endeavour to have one such coach in each mail/express train. Besides, all Garib Rath rakes are provided with AC compartments for differently-abled persons in the power cars. Efforts are being made to ensure ease of access to platforms and other areas at stations for differently-abled persons. Catering Policy 88. Given the fact that catering is a passenger service, there is an urgent need to redefine railways' approach towards catering and to address demands of the entire spectrum of passengers. The need for visible improvements in the service through pantry cars and base kitchens is a priority since expectations of young India are high and they expect services especially on premium trains, to be of international standards. 89. I therefore propose that reputed professional agencies which are providing such services internationally be engaged through global tenders for pantry cars and base kitchens under departmental supervision and management. By engaging such specialised international professionals, a benchmark shall be set for modernisation and upgradation. A pilot project will be launched on a 26 few premium trains to introduce international expertise on Indian Railways for catering services. High Speed Initiatives 90. Madam, we had decided to construct High Speed Passenger Rail corridors in the country for running trains at speed of 250-350 kmph. As decided earlier, pre-feasibility studies on six corridors have already been taken up. One more corridor to be studied this year is DelhiJaipur-Ajmer-Jodhpur. Study of Pune-Mumbai-Ahmedabad corridor has been completed and we are working on finalisation of financing of this project. Government of Kerala is also pursuing a high speed corridor between Thiruvananthapuram to Kasargod. National High Speed Rail Authority is under formation. However, the high speed corridors are highly capital intensive and resource issues need to be addressed with innovative funding mechanism and significant government support to make them a reality. The cooperation of state governments is a precondition to the success of high speed rail initiatives. Green Initiatives 91. Madam, it is well known that railways are extremely environment friendly and we are committed to protect our environment. The year 2011-12 was declared as the "Year of Green Energy" by Railways. Several measures initiated/proposed to be initiated to promote clean environment are:- i. Setting up of 72 MW capacity windmill plants in the wind rich areas of Andhra Pradesh, Karnataka, Kerala, Tamil Nadu and West Bengal; ii. Setting up of 200 remote railway stations as "Green Energy Stations" powered entirely by solar energy; iii. Providing solar lighting system at 1000 manned level crossing gates in non-electrified territory to improve illumination and enhance safety of road users. iv. Introduction of mobile emission test car to measure pollution level of diesel locomotives; v. Commissioning of two bio-diesel plants in 2012-13 at Raipur and Tondiarpet; vi. Acceptance of SMS on mobile phones as proof of valid reservation, thus saving paper; and 27 vii. Introduction of a 'Green Train' (with low emissions diesel locomotive and coaching stock with bio-toilets) to run through the pristine forests of north Bengal. Green Toilets 92. Madam, the problem of environmental degradation and corrosion of tracks due to night soil has been engaging the attention of the railways for a long time. The rail corrosion costs railways more than `350 crore every year. As also pointed out by both Kakodkar and Pitroda Committees, there is an urgent need to replace the conventional open-discharge toilets with 'Green Toilets' with a view to having cleaner, hygienic and safer railway ecosystem. The DRDO developed bio-toilets are currently under extended trial to test their

efficacy and suitability. In the next year, 2,500 coaches will be equipped with these bio-toilets. Trials with retention-evacuation type toilets such as vacuum toilets are also planned on a few premium trains. Based on experience, more number of coaches would be equipped with such green toilets.

**Sports 93.** Madam, Indian Railways has been a leading patron of sports in the country. It provides employment to more than a thousand eminent sports-persons every year; participates in 55 national championships and is presently the holder of 29 national titles. Seven of our sportspersons have been honoured with Arjuna Award and Major Dhyan Chand Award in 2011. I am proud to inform the Hon'ble Members that five railway sport-persons have also qualified for Olympics 2012. Sports has now come to acquire the status of a mainstream activity, its soft power being recognised universally considering that it impacts national mood, affects wellness and contributes to the prestige and honour of the nation. I propose to develop a road map for Railway Sports that facilitates creation of an atmosphere that nurtures excellence, provides the sports-persons the right leverage to excel and equips them with the necessary tools to achieve success. The Railway Sports Promotion Board would be provided the necessary wherewithal to administer promotion of sports in a highly professional manner for ensuring even better performance by railway sports-persons. I also intend to review the entire systems, governance structures and policies relating to sports so that the dominant leadership position of Railways is further enhanced. To begin with, I intend to institute a Rail Khel Ratna Award that would be 28 given to 10 sports-persons every year, based on their current performance. The awardees would be provided world class training to hone their skills further.

**Staff Amenities 94.** I have already informed the House about quantum jump in the allocation for activities related to staff welfare. Railway is a 24x7 service available to the rail-users. To run services at this scale, the employees have to put in long hours of duty without any respite round the year and the compulsion of job creates high stress levels. I therefore intend to introduce a wellness programme for them at their work places for early detection of risk factors, prevention and early treatment of diseases caused due to high blood pressure and sugar levels, obesity and other lifestyle related ailments.

**95.** We need to recognise the dedication, hard work and sacrifice of the staff at all levels. To minimise incidence of human error especially amongst the skilled and technical staff including loco pilots, cabin men and gangmen, it is important to ensure proper rest period for them. I am also conscious of the importance of periodic training and creation of a general environment to provide them enhanced dignity. I have also requested NID to design appropriate outfits for various categories of workforce.

**Industrial Relations 96.** Madam, I have a firm belief in democratic process of decision making and have had regular consultations with the staff federations on several organisational issues. The railway federations are extremely responsible and work in the best interests of the railways. I assign highest importance to continuance of healthy and harmonious tradition of industrial relations across length and breadth of Indian Railways. In recognition of the commitment of the employees to the organisation and their contribution to increasing the productivity, Indian Railways paid the Productivity Linked Bonus equivalent to wages of 78 days for 2010-11.

**Recruitment 97.** Madam Speaker, over the years, Railways had come to have large number of vacancies in various categories of staff, including in technical and safety related areas. These have an adverse impact on operational and safety performance of the organisation. I am happy to 29 inform that during the year 2011-12 we have recruited over 80,000 persons to fill up some of such vacancies. During 2012-13, more than one lakh persons are proposed to be recruited. With these recruitments, Indian Railways will also be wiping out the backlog vacancies of SC/ST/OBC and physically challenged persons and complying with the instructions of DOP&T.

**Railway PSUs 98.** Madam, I feel extremely happy to inform the House that all the 11 Public Sector Undertakings of the Railways performed extremely well with a healthy growth in total dividend paid by them. Various important contracts have been bagged by the Railways PSUs in the neighbouring countries for constructions/rehabilitation of railway lines and for supply of rolling stock. The dividend paid in 2010-11 amounted to `429 crore which was more by 31% than the previous fiscal.

**Production Units 99.** Madam, Railways' Production Units provide this organisation a sustained supply of rolling stock. I propose to modernise production units with state-of-art technology. Through continued innovations and improvisations, it has been possible to induct latest technologies like IGBT

based 3-phase engines for locomotives, Stainless Steel Coaches, air conditioned Metro Cars etc. DLW has been able to manufacture the prototype of the next generation WDG-5 locomotives with a 5500 High Horsepower Power pack with indigenous design efforts. 100. Rail Coach Factory, Kapurthala, through its efforts has been able to develop non-AC version of such coaches to benefit the common man by providing him better interiors, improved riding comfort and significantly enhanced safety features. It is further proposed to manufacture two AC Double Decker rakes comprising LHB coaches. I intend to streamline the production process further through a long term production plan that would lead to better inventory management and facilitate induction of more energy efficient and cutting edge technology in a planned manner. E-procurement and e-auction 101. Indian Railways have a highly professional procurement protocol and a codified and transparent system of decision making to procure the required products at reasonable prices. Yet there is scope for further improvement. To provide further transparency and efficiency to the procurement process, the system of e-procurement has been implemented for purchase of stores in the Zonal Railways Headquarters and production units. These initiatives are being expanded further for including the field units within the ambit of this process. Feasibility of including works tenders also within the ambit of e-procurement is being explored. In addition to this, a pilot project for e-auction of sale of scrap has been successfully conducted on Northern Railway and this would be expanded and rolled out on other units during 2012-13, thereby considerably improving transparency, efficiency and wider reach for this important activity. Restructuring of Railway Board 102. Madam, I take immense pride in informing the august House that my railway family is extremely committed, professional and fully capable of delivering the desired results. It is a dream organisation to work for the young generation and provides excellent job satisfaction. This talent-rich organisation of almost 14 lakh employees includes the best brains from IITs, IIMs, Medical Colleges and other professional institutes. While it has made outstanding contribution in nation building, I feel the current structure needs to be altered to meet the challenges of changing times. This vast organisation has pockets of both excellence and anachronism. The Board should be structured along business lines rather than on functional lines in sync with corporate objectives. 103. I have to fortify the Indian Railways to make it responsive to the changing economic scenario and equip it to leverage upon the new opportunities. There is also a need to infuse larger accountability and its structure must be aligned with organisational objectives. We need a system that delivers. The issue needs to be debated and discussed with Board and Rail Parivar. 104. My challenge is to make a Railway system which is Safe, Modern and Efficient. Madam, the requirement of resources for rail infrastructure is extremely high and in order to provide a thrust to Railways efforts at mobilising additional revenues, I have decided to induct 2 new Board Members viz. PPP/Marketing and Safety/Research. The new Members will be charged with the responsibility of finding ways and means of augmenting resources and providing further focus on safety. 31 New Passenger Services 105. With augmentation of infrastructure in the form of completion of more new lines, doubling, gauge conversion projects, and induction of higher number of locomotives and coaches, I am happy to announce a number of new passenger services keeping in view the needs and aspirations of the people. I propose to introduce 75 new Express trains, 21 Passenger trains, 8 new MEMU services and 9 DEMU services. Besides I also propose to extend the run of 40 trains and increase the frequency of 23 trains. These have been listed at Annexure 20. 106. Additionally, as an endeavour to facilitate rail travel to important places of Sikh pilgrimage, "Guru Parikrama" special trains are proposed to be run on Amritsar-Patna-Nanded routes, where also a large number of people from all sects visit. 107. With a view to further enhancing the carrying capacity of suburban services in Mumbai area, 75 new services in the Churchgate-Virar, Virar-Dahanu Road, Chhatrapati Shivaji Terminus-Kalyan-Kasara and Chhatrapati Shivaji Terminus-Kalyan-Karjat sections, Harbour and Trans-Harbour line will be run. 108. In Chennai area, it is proposed to run 18 additional services on Chennai Beach-Tambaram, Chennai Beach-Chengalpattu, Chennai Beach-Avadi, Chennai Beach-Tiruttani, Chennai Beach-Gummidiundi/Sullurupetta and Chennai Beach-Velachery sections. 109. To strengthen the suburban services in Kolkata area, 44 new services will be introduced including from Sealdah-Ranaghat, Ranaghat-Naihati, Ranaghat-Shantipur,

Ranaghat-Krishnanagar, Ranaghat-Gede, Ranaghat-Bangaon, Bangaon-Barasat, Barasat-Hasnabad, Bandel-Bardhaman, Bandel-Howrah, Bandel-Naihati, Seoraphuli-Tarkeswar, Santragachi-Bagnan, Santragachi-Amta, Santragachi-Mecheda, Santragachi-Panskura, Howrah-Haldia, Howrah – Kharagpur and Mecheda-Digha. 110. It is also proposed to introduce 50 new services in Kolkata Metro in the coming year. 32 Stoppages of trains 111. There are innumerable requests from Hon'ble Members for providing stoppages of trains. While I appreciate the concerns of the Members for convenience of the people, I should inform the House that providing additional stoppages to trains reduces speed and slows down trains, causing congestion in the route. In some cases, operational constraints do not permit any stoppage at the requested stations. I am sure the Hon'ble Members will reconsider their requests. Otherwise the very character of trains like Shatabdis/Rajdhanis will be lost. Financial Performance 112. Madam, I now come to the financial position of the Railways and have no hesitation in informing this august House that Indian Railways are passing through a difficult phase. In the current year, although there were no arrears of Pay Commission to be paid, the impact of allowances and several post-budgetary factors has been very stressful for the finances of the Railways. 113. On the loading side, the continued ban on export of iron ore by Karnataka and Odisha state governments led to scaling down of loading target from 993 MT to 970 MT in the revised estimates. However, the earnings target for goods has been retained in view of freight rationalization implemented from 6th March, 2012. The rationalization seeks to better align the freight tariff with cost of rendering service and ease the pressure on railway finances. 114. In view of the lower growth in number of passengers i.e. 5.1% to end of January 2012, as against the budgeted target of 5.9%, the earnings target has been scaled down by `1,656 crore to `28,800 crore in the revised estimates. Taking into account the lower growth in Other Coaching and Sundry earnings, the Gross Traffic Receipts have been kept at `1,03,917 crore in the RE, short of the budget target by `2,322 crore. On the other hand, higher provision of `3,000 crore is required for Ordinary Working Expenses and Pensions to meet postbudgetary requirements. Thus, provision has been enhanced to `75,650 crore for Ordinary Working Expenses and to `16,800 crore for appropriation to the Pension Fund in the revised estimates. 115. I am extremely grateful to the Railway Convention Committee for reducing the rate of dividend from 6% to 5% for 2011-12, thereby 33 providing a relief of about `650 crore. However, I would like to state with pride that Railways have not defaulted on the payment of dividend despite the financial crunch in the last two years. 116. After meeting the full dividend liability of `5,652 crore, the 'Excess' remaining is only `1,492 crore as against the budgeted amount of `5,258 crore. The 'Excess' being inadequate to meet requirements of safety related works financed through Development Fund, a loan of `3,000 crore has been extended by Ministry of Finance. The Operating Ratio of the railways is also estimated now to be 95.0% as against the budgeted target of 91.1%. , , , Revamping the Accounting System 117. Railways have initiated an accounting reforms project that would enable it to move over gradually to an accrual based accounting system as also envisaged in the Vision 2020. An action plan has been drawn to complete the work within the broad framework as envisaged by GASAB (Government Accounting Standards Advisory Board). Budget Estimates 2012-13 118. Madam, I shall now deal with the Budget Estimates for 2012-13. 119. The railways is targeting to carry 1025 million tonne of revenue earning originating traffic during 2012-13, which is 55 million tonne more than the revised estimate target of 970 million tonne. The freight earnings target has been kept at `89,339 crore, indicating a growth of 30.2% over the current year revised target. The number of passengers is expected to increase by 5.4% in the year 2012-13 with the increase in number of trains and higher occupancy. The passenger earnings have been kept at `36,073 crore, an increase of `7,273 crore over the revised estimates of the current year. The Other Coaching and Sundry earnings are expected to grow by 8.9% and 10.7% in 2012-13 to `2,994 34 crore and `4,096 crore respectively and Gross Traffic Receipts are expected to be `1,32,552 crore, i.e. an increase of `28,635 crore over the Revised Estimates of 2011-12. 120. Ordinary Working Expenses are estimated at `84,400 crore i.e. 11.6% higher than the current year to meet additional liabilities along with an appropriation of `18,500 crore to Pension Fund. In order to step up investments in safety, the Appropriation to Depreciation Reserve Fund has been

enhanced to ₹9,500 crore, signifying an increase of about 54% over the RE of the current year. 121. The railways have budgeted to discharge full dividend liability of ₹6,676 crore to the general exchequer for the year 2012-13 calculated on the basis of applicable rate for the current year. 122. Madam, all organizations face highs and lows during their life and Indian Railways has also witnessed periods of affluence and shortfalls. I am grateful to the Hon'ble Finance Minister for extending a loan of ₹3,000 crore to meet the urgent needs of safety related investment in 2011-12. The loan is repayable in two equal instalments and carries an interest of 8.55%. I am delighted to inform the august House that I propose to return the full loan amount of ₹3,000 crore along with interest in the year 2012-13 itself. 123. The best ever Operating Ratio of Indian Railways was 74.7% in the year 1963-64. In consultation with the Railway Board, I am targeting to improve the Operating Ratio from 95% to less than 80% by the end of 12th Plan. This landmark improvement in railway finances would enable building up of a strong base to meet the challenges ahead and bring back the confidence of people in Railways, thereby dispelling all apprehensions that Indian Railways is going downhill. I expect to achieve an Operating Ratio of 84.9% in 2012-13 as compared to 95% in the current year. If this trend continues, I have no doubt that my Operating Ratio will improve upon even the best ever of 74.7% within the 12th Plan. 124. Madam, all the Hon'ble Members are fully aware of the financial difficulties which Indian Railways is passing through. The factors contributing to such situations are also quite well known. The Railways have been facing considerable criticism, much of it unwarranted, for its present financial situation. The budgetary support from the government has not been at the levels required by the railways. Yet it is my duty to address the issues before us and take this great organization forward. While balancing my budget this year and formulating the Rail Budget for the next fiscal, I have had a hard look at the revenue model available to us and have realized the true import of the dictum - "one who does not help himself is helped by none". 125. I have been under tremendous pressure for the last few months from all quarters of society, be it staff federations, various parliamentary committees including the Public Accounts, Consultative and Standing Committees, C&AG, Members of Parliament cutting across party lines, media and even rail users to address the issue of inadequate resource generation by the Railways. Collectively and individually, they have time and again questioned as to what is restraining the Indian Railways from raising financial resources internally which are much needed not only for improving passenger amenities but also for safety and development. 126. As a measure of social welfare, Indian Railways extends travel concessions to more than 50 categories of travellers which include students, sportspersons, scouts & guides, farmers, senior citizens, teachers, girls, youth, patients etc. The value of concessions granted to travellers is more than ₹800 crore per year. Continuing this contribution of Indian Railways to the society, I propose to extend 50% concession in fare in AC 2, AC 3, Chair Car and Sleeper Classes to patients suffering from 'Aplastic Anaemia' and 'Sickle Cell Anaemia'. 127. In recognition of the laurels which the winners of Arjuna Awards have brought to the country through their outstanding performance in their respective sports, I propose to extend the facility of travel by Rajdhani and Shatabdi trains to them. 128. Madam, I have had wide consultations with various stakeholders. The input costs of railways have been going up. The impact of the 6th Pay Commission on the staff costs is well known to the Hon'ble Members. Fuel prices have increased by more than 50% during the last decade. The movement of Wholesale Price Index and Consumer Price Index has followed similar pattern. During this period, the cost of passenger transportation by road has increased manifold. 36 Consequently, a large chunk of short distance passenger traffic has got diverted from road to rail, creating additional pressure on rail infrastructure. , , , , 129. Therefore, I have been counselled to go for a steep increase in passenger fare as there has been no increase for last almost 8 years. However, guided by an overriding concern for the aam admi, . I have desisted from any steep increase. 130. The Izzat Scheme was introduced by Mamata Banerjee to enable the underprivileged citizens to travel with pride. Any person with less than ₹1,500 monthly income can avail benefit of this scheme with a monthly pass for ₹25 only. To give relief to the poorest sections of the society, I propose to extend the travel distance from 100 km to 150 kms under Izzat Scheme, thus covering all designated suburban sections keeping the rate of ₹25 unchanged. 131. As Hon'ble Members

are aware, so far the earnings from the freight traffic have been subsidising the passenger traffic. This model of heavy cross subsidy is not sustainable over a long period. If this continues, then I am afraid railways may lose freight traffic to road. 132. Madam, there has been a demand from several quarters for setting up of an independent Railway Tariff Regulatory Authority that will suggest the level of tariffs both for freight and fares. However, I feel this is an important area and needs a serious debate. The pros and cons of the decision are required to be considered carefully. There is no exclusive body to advise whether an independent regulatory body is desirable. I am therefore, appointing a body of Experts with representatives of customers, passengers, trade/industry, and public representatives etc. to examine this important issue. On receipt of the report and after debating in Parliament a suitable decision will be taken. 133. I propose to rationalise the fares to cause minimal impact on the common man and to keep the burden within tolerance limits in general. I am asking for an extra only 2 paise per km for suburban and ordinary second class. Similarly, increase for mail express second class will be by only 3 paise per km; for sleeper class by only 5 paise per km; for AC Chair Car, AC 3 tier & First Class by only 10 paise per km; AC 2 Tier by only 15 paise per km; and AC I by only 30 paise per km. Corresponding rationalisation in minimum distance and fare chargeable in various classes has also been proposed. 134. I am aware that a large number of passengers face problems at ticket windows because of non-availability of loose change. This causes a lot of hardship and delays the ticket dispensing process leading to longer queues. Incidences of passengers having to forego the change due towards them are also not uncommon. In order to address this problem, I have decided to incorporate a rounding off mechanism in the fare structure. For all ordinary and mail/express trains, rounding off will be to the next nearest five rupees. However, for the suburban passengers, I propose to permit a limited exception in the form of downward rounding off also in a few cases. By way of example, a fare of `11 will become `10 and `6 will become `5. The minimum fare chargeable and the platform ticket will now be `5. 135. The proposed revisions will have marginal impact on the fares. The increase in fares for suburban second class passengers travelling 35 km will be only `2. For non-suburban second class ordinary passenger travelling a distance of 135 km, increase will be `4 only. For second class mail/express passenger travelling a distance of 375 km, the addition to the fare will be only `12 and that for a 750 km journey by sleeper class on mail/express train will be only `40. An AC 3 tier passenger travelling a distance of 530 km will be required to pay an additional `57. The increase for AC 2 tier and AC I passenger travelling over same distance will be `84 and `163 respectively. 136. The proposed adjustments do not even cover fully the impact of increase in fuel prices during the last eight years. I am keeping the valuable passengers of Indian Railways insulated from the burden of increase in staff costs. 38 137. I wish to share with the august House that I am contemplating a system of segregating fuel component in the cost associated with passenger services and call it FAC (fuel adjustment component). The FAC will be dynamic in nature and will change in either direction with the change of fuel cost. I must also be forthright and take the House into confidence in mentioning that in the event of any further increase in input costs of railways, it will not be possible for us to keep the passengers cushioned from the impact of such increases. 138. Through the above proposals, I seek to create a partnership with my passengers and I assure the august House that the additional revenue will help the railways provide better, cleaner and safer services to them. I am sure that the people at large would welcome it. 139. Madam, before I end my speech, I would just wish to say: , , , , , ----- 140. With these words Madam, I commend the Railway Budget for 2012-13 to the august House. \*\*\*\* 39 Annexure 1 (Para no. 44) List of 41 new lines proposed to be completed in 2011-12:- 1. Chandurbazar-Narkhed (Part) 2. Gokulnagar-Mayonapur 3. Kumaradol-Hansdiha 4. Talpur-Arambagh 5. Banka-Kakwara 6. Dumka-Shikaripara 7. Danapur-Patliputra (Part) 8. Daniawan-Chandi 9. Koderma-Urwan 10. Dhanawar-Jamua 11. Runisaidpur-Jubbasani 12. Lanjigarh Road-Junagarh (Part) 13. Khurda Road - Begunia (Part) 14. Pandu Pindara-Bhambewa 15. Lalitpur-Udaipura 16. Udaipura-Mawai (Part) 17. Fatehabad-Etawah (Part) 18. Bhind-Etawah (Part) 19. Etawah-Mainpuri (Part) 20. Bishnupur-Sagar Sultanpur (Part) 21. Paniyahwa-Chhitauni 22. Mahrajanj - Bishunpur Mahuari 23. New Coochbehar-Golakganj (part) 24. New Changrabandha-New Coochbehar (Part) 25.

Harmuti-Naharlagun 26. Agartala-Udaipur (Part) 27. Jiribam-Dholakhal 28. Dausa-Deedwana (Part) 29. Namakhal-Mohanur 30. Needamangalam-Manargudi 31. Mohanur-Karur 32. Walajah Road-Ranipet 33. Jagayapet- Melacheruvu 34. Metpally-Mortad 35. Raichur-Pandurangaswamy (Part) 36. Homnabad-Hallikhed 37. Nossam-Banaganapalle 38. Devarakadra-Krishna (Part) 39. Sakrayapanta-Kanivehalli 40. Kanivehalli-Chikmagalur (Part) 41. Mawai-Khargapur \*\*\*\*\* 40 Annexure 2 (Para no. 44) List of new line projects targeted for completion in 2012-13 1. Ahmednagar-Narayandoh 2. Barmasia-Shikaripara 3. Bara Pallasy-Bhaturia 4. Pinargaria-Harsingha 5. Chandan-Katuria 6. Kakwara-Kajhausa 7. Arambagh-Goghat 8. Azimganj-Jiaganj 9. Jamua-Kawar 10. Urwan-Kuju 11. Barkakana-Sidhwar 12. Khagaria-Alauli 13. Harnagar-Kushweshwarstan 14. Chandi-Biharsharif 15. Kosi Bridge 16. Begunia-Nayagarh 17. Talcher-Sunakhani 18. Udampur-Katra 19. Qazigund-Banihal 20. Bhambewa-Gohana 21. Khamano-Sahnewal 22. Bhind-Etawah (Part) 23. Etawah-Mainpuri(Part ) 24. Bhatni-Chauria 25. Bathua Bazar-Panchdewri 26. Sagarsultanpur-Mashrakh 27. Gauripur-Bilasipara 28. Y-link between Mainaguri Raod, New Mainaguri and New Domohini 29. North bank Rail Link & South Link up to Bogibeel Bridge 30. Dudhnoi-Mendipathar 31. Dausa-Deedwana 32. Angamali-Kaladi 33. Banaganapalli-Nandyal 34. Gulbarga-Sultanpur 35. Marikel-Makhtal 36. Raichur-Gadwal 37. Morthad-Armoor 38. Cuddapah-Ganganapalli 39. Deshpuran- Nandigram 40. Matnasibpur-Masagram 41. Kanivehalli-Chikmagalur 42. Hirisave-Shravanabelagola 43. Rayadurga-Avuladatta 44. Chhota Udepur-Alirajpur 45. Khargapur-Chhatarpur \*\*\*\*\* 41 Annexure 3 (Para no. 45) List of 84 New Line Projects sent to Planning Commission for appraisal: 1. Ajmer-Kota (Nasirabad-Jalindri) 2. Ajmer-Sawaimadhopur via Tonk 3. Amarpura(Jorasi) to Chirawa via Tathwari and Singhana 4. Anandnagar - Ghugli via Maharajganj 5. Anandpur Sahib-Garh Shankar 6. Armoor-Adilabad via Nirmal 7. Baddi-Kalka 8. Badi Sadri-Nimach 9. Ballarsha to Surjagad(Etapalli) 10. Barajamda-Tatiba 11. Barpeta Rd - Tihu. 12. Barwadih-Chirmiri 13. Bhavnagar-Tarapur 14. Bilara-Bar 15. Bilaspur to Leh (via Kullu & Manali) 16. Burhwal- Bahraich 17. Chaparmukh-Dibrugarh 18. Churu-Nohar via Taranagar 19. Dangri-Dhola 20. Dharwad-Belgaum 21. Dhule-Amalner 22. Dimapur-Tizit 23. Donakonda-Bitrugunta 24. Dullabchhera-Cheragi and Baraigram-Dullabcherra 25. Etah-Kasganj 26. Faizabad-Lalganj via Akbarganj, Maharajganj and Raibarely 27. Ferozepur-Patti 28. Gadag-Haveri 29. Gadag-Wadi 30. Gajraula-Mainpuri via Sambhal, Rajghat, Badaun, Etah 31. Ghanauli-Baddi 32. Ghanoli-Dehradun via Baddi, Nalagarh, Jagadhari, Surajpur, Kala Amb, Paonta Sahib. 33. Govardhan-Kosikalan via Barsana & Nandgoan 34. Hasnabad-Machalandapur 35. Hastinapur-Meerut 36. Hissar to Sirsa via Agroha & Fatehabad 37. Jaisalmer to Sanu via Hamira 38. Jolarpettai-Hossur via Krishnagiri 39. Kandra-Namkom(Ranchi) 40. Kanhangad-Panathur 41. Kapilvastu-Basti via Bansi 42. Karaikal-Peralam 43. Kasganj-Khurja via Atrauli 44. Khandwa-Dhar via Khargone,Badwani 45. Kinwat-Mahur 46. Kondapalli-Kothagudem 42 47. Krshnaraja Nagar-Kushal Nagar 48. Lalabazar-Vairengte 49. Lohardaga – Korba 50. Manmad -Indore via Malegaon & Dhule 51. Manuguru-Ramagundam stn. 52. Markapur-Shrisailem 53. Orai-Jalaun-Konch 54. Pandurangpuram-Bhadrachalam 55. Parasnath-Madhuban 56. Patiala - Jakhal/Narwana via Samana 57. Patiala – Kurukshetra 58. Pendra Rd-Korba/Gevra Rd 59. Piduguralla to Nairusaraopet 60. Pipraigaon and Lalitpur via Chanderi 61. Pirpainti-Jasidih 62. Pune-Nasik 63. Pushkar-Merta 64. Raigarh-Mand Colliery to Bhupdeopur 65. Raipur-Jharsuguda 66. Rayagada-Gopalpur 67. Rishikesh-Doiwala 68. Rotegoan-Puntamba 69. Rupai-Parashuramkund via Mahadevpur, Namsai, Chingkhram 70. Sabrimala-Chengannur 71. Siliguri-Sukna 72. Tanakpur-Bageshwar 73. Tanda-Hoshiarpur 74. Tuli line to Tuli Town (Tuli-Tuli Road) 75. Una - Hoshiarpur 76. Veer-Harihareshwar 77. Thiyat Hamira - Sanu 78. Kadiri- Puttaparthi 79. Chickballapur - Puttaparthi 80. Srinivasapura - Madanapalli 81. Udampur/ Katra – Doda – Bhadarwah and Doda - Kishtwar 82. Yamuna Nagar-Chandigarh via Sadhaura, Narayangarh 83. Zaheerabad-Secunderabad 84. Bacharawan – Lalganj 85. Avadi-Gaduvancheri via Sriperumbudur & Oragadam \*\*\*\*\* 43 Annexure 4 (Para no. 45) List of 111 New Line Surveys to be taken up during 2012-13: 1. Nanded-Latur Road 2. Railway link between proposed Airport at New Mumbai and Thane 3. Nasik - Sinner. 4. Malegaon-Satana-Saki-Chinchpara 5. Gunupur -Narsipattanam Road via Kurupam, Parvatipuram, Makkava, Salur, Narsipatnam. 6. Jajpur Keonjhar Road- Dhamara Port via Jaipur , Aradi.

7. Pilda-Palavi-Balaua Bazar-Kasdol-Sarsiwan-Orissa 8. Talcher - Anugul 9. Extension of Rupsa-Burhamara line up to Chakulia 10. Kendujhar Road-Jajpur 11. Barauni-Hasanpur via. Bhagvanpur and Cheria Bariarpur. 12. Jehanabad-Arwal via Kinjar. 13. Connecting Giridih railway station with Parasnath Madhuban rail line. 14. Bhind and Konch via Lahar 15. Eta Jn-Bharthana-Khihora--Auraiya-Jalaun. 16. Pilkhani-Kalsi 17. Panki-Mandhana 18. Doharighat-Barhalganj-Basgaon-Sahajanwa. 19. Sahajanwa-Bakhira-Bansi. 20. Haldwani-Chorgaliya 21. Haldwani-Ritha Sahib 22. Unnao-Purwa-Maurawan-Lucknow 23. Furketing to Baghty Valley 24. Changsari-Tezpur via Sipajhar, Mangaldoi, Kharupetia, Dalgaon Sialmari, Basimari, Routa & Orang 25. Ambedkar Nagar-Baskhari-Jahagirpuri-Azamgarh 26. Pratapgarh-Mandsaur 27. Safipur(on Unnao-Pilibhit section)- Bithoor Station 28. Pehowa to Ponta Sahib via Jagadhri-Yamuna Nagar. 29. Rail link for supply of coal for Rajpur Thermal plant extended up to Chandigarh with additional chord line between Shambhu-Lalru. 30. Dehradun and Purola alongwith banks of River Yamuna. 31. Sardarshahar-Sirsa 32. Nathdwara-Kankroli-Gangapur-Bhilwara 33. Badmer-Delhi via Pali, Marwar, Luni, Jaipur 34. Neem Ka Thana and Sujargarh via Sikar, Salasar and Udaipurwati. 35. Didwana-Ringus via Khatu Shyamji. 36. Bhatgaon-Pratappur-Vadronagar-Renukoot 37. Champa-Ambhanpur bye pass line 38. Lamta -Paraswada-Baihar-Malajkhand 39. Seoni-Barghat-Katangi 40. Seoni-Chhapra-Lakhnadaun 41. Chennai to Sriperumbudur via Guindy, Poonamallee. 42. Kanchipuram-Thiruvannamalai-Katpadi 43. Kumbakonam-Andimadam-Jayankandam-Vridhachalam 44. Kannur-kannur Airport rail link 45. Balarampuram station with Vizhinjam Port. 46. Thanjavur to Pudukottai via Fandarakkottai. 47. Attipattu-Ennore Sea Port 48. Kollengode-Thrissur 49. Angadippuram-Ottapalam. 50. Haveri to Sirsi 51. Rail link to connect Dandeli to Hubli-Ankola Line 52. Dindigul-Kumuli via Bodinayakanur 53. Jabalpur-Rajnandgaon via Bemetra; Kawardha-Mandla 54. Satna-Mirzapur 55. Sagar to Bandri Malthon-Lalitpur railway line. 56. Piplod-Deogarh Bara-Chhota Udepur-Rajpipla. 57. Hoshiarpur - Phagwara. 58. Rahon -Samrala 59. Machhilipatnam - Repalle.via Nizampatnam 60. Mahasamund - Bargarh via Tumgaon, Patewa, Pithaura, Saraipaali. 61. Dipka -Gataura RS 62. Extending proposed Dalli Rajhara railway line by constructing it upto BalodDhamtari. 63. Raipur - Shivrinarayan via Baludabazaar. 64. Raipur-Rajim, Gariyabandh, Mainpur, Devbhog to Odisha. 65. Charaunda and Bilaspur via Ahiwara-Dhamdha-Bemetra-Nawagarh-Mungeli. 66. Nagpur Halt(on Boridand-Ambikapur railline) to Paradol(on Bridand Chirmiri Railline). 67. Raipur-Bargarh via Aarang, Tumgaon, Jhalap, Patewa, Basana and Saraipaali. 68. Akaltara-Morga and Parsa-Surajpur to connect with Mumbai-Howrah line and Anuppur-Ambikapur line under Hasdeo-Arand Coalfield corridor. 69. Talaipalli-Raigarh upto Ghargodha under Raigarh-Mand coalfield corridor project. 70. Kharasiya-Ghargodha-Dharamjaigarh to join with Korba-Lohardaga line or extension upto Pathalgaoan,Jashpur, Lohardaga. under Raigarh-Mand coalfield corridor project. 71. Champa-Korba-Dharamjaigarh-Pathalgaoan-Ambikapur.. 72. Pendra-Gevra Road to Hardibazaar-Pantora-Pahariya-Champa. 73. Rail link between Raipur-Dhamtari BG line upto Jagdalpur via Banskot, Amravati, Kondagaon. 74. Raipur-Jabalpur via Khairagarh, Kawardha, Borla. 75. Rajnandgaon Chowki, Mohla, Manpur railline. 76. Chirmiri - Nagpur Halt RS. 77. Ambikapur to Myorpur-Chopan to connect it with Delhi mainline. 78. Ambikapur to Jharsuguda to connect it with Delhi mainline. 79. Ambikapur to Jharsuguda via Batuali Sitapur, Pathalgaoan, Kotba. 80. Korba - Ranchi. 81. Dallirajhara - Chandrapur(Maharashtra) via Khadgaon, BharriTola & Maanpur village. 82. Rajnadgaon and Dongargaon upto Chandrapur(Maharashtra) via Maanpur village. 83. Linking Bhanupratappur with Dalli Rajhara-Rawghat under construction railline and connecting it with Jagdalpur. 84. Renukoot - Korba via Ambikapur. 85. Raigarh-Gaya via Benaras,Allahabad. 45 \*\*\*\*\* 86. Dongarhgarh-Uslapur. 87. By-pass line between Salawas and Banad. 88. Jalore-Falna 89. Bhiladi - Patan. 90. Godhra-Dahod-Indore-Devas. 91. Provision of Broad gauge linkages to minor ports of Gujrat viz. Hazira, Dahef, Bedi and Porbander. 92. Saugor-Lalitpur 93. Rail link from Singareni Collieries to Gandhipuram 94. Indore-Betul 95. Arnej-Tarapur 96. Chhindwara-Gadarwara-Udaipur-Jaisinagar-Saugor-Banda Badamalhara Khajuraho Railline. 97. Extension of rail link from Roxy siding to Basnpani via Koira and Kiriburu to Barbil 98. Nasik-Surat 99. Provision of the linkage with Chittagong and Belonia to connect with Bangladesh railway. 100.



Ujjain-Rajgajmandi 101. Jabalpur-Indore 102. Bondi-Kanker 103. High Speed Rail Corridor (HSRC) between Pune-Mumbai-Ahmedabad. 104. By-pass line at Luni Jn, Samdari, Bhildi Jn, Palanpur, Marwar and Pokaran Jn. Stations 105. Idapalli – Guruvayur 106. Chenganur – Thiruvananthapuram 107. Champapukur- Debipur 108. Bashirhat – Maslandpur 109. Ghatakpur – Hasnabad via Malancha 110. Imphal – Moreh 111. Egra – Belda 112. Shimoga – Shikaripura – Ranebennaur 113. Madhugiri – Gauribidnaur 114. Shirdi – Shahpur - Ghoti 46 Annexure 5 (Para no. 45) List of 11 New Line Projects sanctioned in 2012-13:- 1. Bhadrachalam – Kovvur 2. Kulpi – Diamond Harbour 3. Unchahar – Amethi 4. Tarakeshwar – Furfura Sharif 5. Rohtak – Hansi via Meham 6. Nandigram – Kandiamari (Nayachar) 7. Akkanpet – Medak 8. Itahar – Buniyadpur 9. Nandakumar – Bolaipanda 10. Mukutmonipur – Jhilimili 11. Rajabhatkhowa-Jainti \*\*\*\*\* 47 Annexure 6 (Para no. 46) List of 19 Gauge Conversion Works to be completed in 2011-12 1. Madhepura-Murliganj 2. Murliganj-Banmankhi 3. Bairania-Chauradano 4. Bareilly-Lalkuan 5. Anandnagar-Naugarh 6. Katihar-Tejnarayanpur (Part) 7. New Mal-Changrabandha 8. Rangiya-Rangapara North 9. Sriganganagar-Sarupsar 10. Sriganganagar-Hanumangarh (Part) 11. Virudhnagar-Arupukottai 12. Mayiladuturai - Tiruvarur 13. Palani-Pollachi 14. Pollachi-Palakkad (Part) 15. Arupukottai-Manamadurai 16. Kolar-Chintamani 17. Chickballapur-Siddalgutta 18. Ankeleshwar-Rajpipla 19. Farukhnagar-Garhi Harsuru Annexure 7 (Para no. 46) List of 17 Gauge Conversion Projects to be completed in 2012-13: 1. Krishnanagar City-Amghata 2. Banmankhi-Purnia 3. Saharsa-Saraigarh 4. Kasganj-Bareilly 5. Thawe-Chhapra 6. Gonda-Barhni 7. Rangapara North-North Lakhimpur 8. Balipara-Bhalukpong 9. Ratangarh-Sardarsahar 10. Hanumangarh-Sriganganagar 11. Sikar-Loharu 12. Sengottai-Bhagavathipuram 13. Edamann-Punalur 14. Muthalamada-Palakkad 15. Pollachi-Kinattukkadavu 16. Chintamani-Sidlaghatta 17. Ratlam-Fatehabad \*\*\*\*\* 48 Annexure 8 (Para no. 46) List of new Gauge Conversion Projects sanctioned in 2012-13: 1. Ahmedabad - Botad 2. Dhasa – Jetalsar Annexure 9 (Para no. 46) List of 4 Gauge Conversion Projects sent to Planning Commission: 1. Dohrighat-Indara 2. Himmatnagar-Khedbrahma with ext. upto Abu road 3. Nagbhir-Nagpur 4. Mavli - Badi Sadri Annexure 10 (Para no. 46) List of 7 new Surveys for Gauge Conversion sanctioned in 2012-13:- 1. Kalol-Kadi 2. Gandhidham-Anjar-Mundra 3. Khambhat-Khambhat port 4. Ahmedabad-Sardargram-Dabhoda Nandol Dahegam-Rakhiyal-JaliyamathPratij-Himmatnagar 5. Navlakhi-Malia-Rajkot 6. Tanttupur to Bansi Paharpur 7. Bhavnagar-Adhelal-Dholera-Vataman-Petlad \*\*\*\* 49 Annexure 11 (Para no. 48) List of 55 Doubling Works for completion during 2011-12:- 1. Pen-Kasu 2. Panvel-Apta 3. Chandpara-Bongaon 4. Ghutarisharif-Canning 5. Magrahat-Diamond Harbour 6. Dakshin Barasat-Lakshmikantapur 7. Jirat-Guptionpara 8. Guptionpara-Ambika Kalna 9. Katwa-Daihat 10. Shantipur-Thulia 11. Korukonda-Vizianagaram 12. Kottavalsa-Kantakapali 13. Jakhal-Mansa 14. Panipat-Khukrana 15. Domingarh-Sahjanwa 16. Burhwal-Jhangirabad 17. Baitalpur-Bhatni - Bhatni-Nounkar 18. Bhatpar Rani-Bhatni 19. New Guwahati-Digarua (part) 20. Keshavganj-Sirohi 21. Banas-Swarupganj 22. Chengalpattu-Villupuram (Part) 23. Mavelikkara – Chengannur 24. Ennore-Attipattu 3rd 25. Gokulpur-Midnapur line 26. Dumetra-Champajharan 27. Banspani-Jaroli 28. Tikiapara-Santragachi 29. Kalumna-Nagpur 30. Champa Bye pass 31. Ramanagaram-Chennapatna 32. Mysore-Naganhalli 33. Maddur-Hanakere 34. Ballakere-Birur 35. Birur-Ajjampur (Part) 36. Gandhidham-Kandla Port 37. Kalapipal-Phanda 38. Udhna-Jalgaon (Part) 39. Baikunth-Silyari 40. Dadri-Ghaziabad 41. Tadipatri-Royalacheruvu 42. Balichak-Shyamchak 43. Ghantikar-Naraj 44. Tilda-Baikunth 45. Aspsri-Isivi 46. Khurja-Kulwa 50 47. Nagore-Adoni 48. Bareth-Gulabgaon 49. Chaata-Bhuteshwar 50. Adoni-Isivi 51. Chhulaha-Jaitahar 52. Hari-Venkatnagar 53. Haur-Balichak 54. Shyamchak-Madpur 55. Kulwa-Aligarh \*\*\*\*\* 51 Annexure 12 (Para no. 48) List of 67 Doubling Works for completion during 2012-13:- 1. Apta-Jite 2. Kasu-Roha 3. Dankuni-Bally 4. Krishnanagar-Dhubulia 5. Phulia-Kalinarayanpur 6. Tinpahar-Taljhari 7. Bhagawangola-Jiaganj 8. Barharwa-Bonidanga 9. Nalhati-Takipur 10. Ambika Kalna-Dhatrigram 11. Dainhat-Patuli 12. Poradanga-Manigram 13. Chandrapura-Rajabera 14. Lapanga-Brundamal 15. Korukonda-Alamanda-Kantakapalli 16. Delang-Sakhigopal 17. Simhachalam North-Gopalipatnam bypass line 18. Angul-Kerejang 19. Palwal-TKD Jn. Cabin 20. Sultanpur-Bhadian 21. Bandhua Kalan-Shiv Nagar 22.

Lohta-Chokhandi-Sewapuri 23. Mansa-Maur 24. Ghaghraghat-Chowkaghat 25. Jahangirabad-Barabanki 26. Chauri Chaura-Baitalpur 27. Ambari Falakata-Belakoba 28. Belakoba-Raninagar Jalpaiguri 29. New Coochbehar-Baneswar 30. New Alipurduar-Samukhtala Road 31. Banas-Sirohi 32. Attipattu-Ennore 4th line 33. Ottivakkam-Madurantakam 34. Melmaruvthur-Tozhupedu 35. Tindivanam-Perani 36. Raghavapuram-Peddampet 37. Muri-Muri Outer 38. Rajkharswan-Mahalimarup 39. Kharagpur-Gokulpur 40. Channapatna-Settiahalli 41. Hanakere-Mandya 42. Mandya-Yeliyur 43. Nagavangala-Ajjampur 44. Ajjampur-Shivani 45. Ukaisongarh-Chinchpada 46. Dharnagaon-Paldhi 52 47. Hodal-Chhata 48. Esivi-Kupgal 49. Kosigi-Mantralaym 50. Silyari-Mandhar 51. Mandhar-Urkura 52. Sukhi Sewaniyan-Diwanganj 53. Gulabganj-Sumer 54. Salamatpur-Diwanganj 55. Kalhar-Mandi Bamora 56. Jenapur-Jakhapur 57. Venkatnagar-Nigaura 58. Chulha-Anuppur 59. Belghana-Tenganmada 60. Arakkonam-Tiruvalangadu 61. Ariyalur-Valadi 62. Mahisadal-Barda 63. Barda-Basulya Sutahata 64. Manoharpur-Posoita 65. Jakpur-Shayamchak 66. Cuttack-Barang 67. Rajatgarh-Barang \*\*\*\*\* 53

Annexure 13 (Para no. 48) List of 23 new Doubling Projects sanctioned in 2012-13:- 1. Wardha (Sevagram) – Nagpur 3rd 2. Katreah – Kursela Patch doubling including bridge on River Kosi line 3. Bazarsau – Azimganj 4. Monigram – Nimitita 5. Bangurgram – Guriya Patch Doubling 6. Barkhera – Habibganj 3rd 7. Itarsi – Budhni 3 Line rd 8. Chhapra – Ballia Patch Doubling Line 9. Rani – Marwar Jn. Patch Doubling 10. Sagardighi – Azimganj Doubling 11. Ghatpindrai – Belkhera Doubling 12. Meerut – Muzaffarnagar portion of Meerut-Tapri section 13. Anandvihar – Tilak Bridge 3rd& 4th 14. Andul (Fly-over) – Baltikuri (Bankranayabaz) Doubling Line 15. Kharagpur – Narayanganj 3rd 16. Laksar – Haridwar Patch Doubling Line 17. Lumding – Hojai Patch Doubling 18. Rajkharswan – Chakradharpur 3rd 19. Manoharpur – Bandamuda 3 Line rd 20. Kazipet – Vijaywada 3 Line rd 21. New Coochbehar – Gumanihat Patch Doubling Line 22. Bhadrak – Nergundi 3rd 23. Kanpur – Jhansi Doubling Line \*\*\*\*\* 54

Annexure 14 (Para no. 48) List of 4 new projects of Doubling sent to Planning Commission for appraisal: 1. Bibinagar-Nallapadu 2. Dornakal Jn. - Manuguru - Doubling with electrification 3. Jollapettai-Kaatpadi-Arakkonam 4. Renigunta-Arakkonam 3rd line Annexure 15 (Para no. 48) List of 21 new Surveys for Doubling Projects sanctioned in 2012-13:- 1. Amla-Chhindwara 2. Vasai-Thane-Diva along with electrification 3. Rayagada-Koraput 4. Muzaffarpur-Motihari-Narkatiaganj-Gorakhpur 5. Darbhanga- Samstipur 6. Jhansi - Khairar 7. Barabanki-Faizabad-Ayodhya-Jafrabad 8. Chhapra-Ballia-Mau-Azamgarh-Shahganj alongwith electrification 9. Kanpur-Kasganj-Mathura 10. Allahabad-Varanasi 11. Jaunpur-Janghai-Phaphamau-Unchahar-Onnao 12. 3rd 13. Gadag-Solapur line between Kharagpur and Bhadrak 14. Gwalior-Guna-Maksi 15. Rajkot-Okha 16. Surendranagar-Vani Road 17. Khurja-Meerut railway line 18. Sahibganj Loop 19. Madurai-Tirunelveli-Kanyakumari alongwith electrification 20. Trivandrum and Kanniyakumari 21. Tamluk - Digha \*\*\*\*\* 55

Annexure 16 (Para no. 49) List of 10 new Railway Electrification Projects sanctioned in 2012-13:- Sections 1. Itarsi-Manikpur-Cheoki 2. Titlagarh-Sambhalpur-Jharsuguda and Angul-Sambalpur 3. Pakur-Kumedpur including Malda-Singhabad 4. Nallapadu- Guntakal 5. Hospet - Guntakal and Torangallu – Ranjitpura 6. Garwa Road-Chopan-Singrauli 7. Manheru-Hisar 8. Amla - Chhindwara- Kalumna 9. Coimbatore-Mettupalayam 10. Andal-Sitarampur via Jamuria - Ikhra Annexure 17 (Para no. 49) List of 20 new Railway Electrification Surveys sanctioned in 2012-13:- Section 1. Pakur – Sahibganj-Kiul including Bhagalpur-Mandar Hill 2. Londa-Miraj-Pune including Miraj – Kolhapur 3. Maksi-Vijaypur and Guna – Gwalior 4. Bibinagar (Pagidipalli)-Nallapadu 5. Kurukshetra-Kaithal-Narwana 6. Guwahati-Tinsukhia via Lumding 7. Jhansi-Manikpur (including Khairar-Kanpur) 8. Hospet-Gadag-Hubli 9. Mysore-Hassan-Mangalore (including Hassan-Arsikere) 10. Manmad-Mudkhed-Lingampalli – Dhone 11. Unchahar-Utratia-Balamau-Sitapur 12. Ranchi-Lohardaga-Tori 13. Bangalore-Tumkur-Hubli-Londa-Vasco da Gama (including Birur-Talguppa) 14. Chikjajur-Bellary 15. Hisar-Jakhal-Ludhiana 16. Moradabad-Aligarh including Bareilly-Chandausi 17. Hisar-Bathinda-Suratgarh-Phalodi-Jodhpur-Bhildi (including Phalodi-Jaisalmer and Samdari-Munabao) 18. Panvel-Pen-Roha 19. Erode - Karur-Tiruchchirappalli & Karur-Dindigul 20. Karaikkal/Karaikkal port-Thiruvavur-Tanjavur-Tiruchchirappalli & Nagapattinam-Velankkani \*\*\*\*\* 56

Annexure 18 (Para no. 62) List of 31 Projects being executed with

State Cooperation:- Andhra Pradesh 1 Kotipalli-Narsapur 2 Cuddapah-Bangalore (Bangarapet) 3 Nadikode-Srikalahasti 4 Vijaywada-Gudivada-Bhimavaram-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu DL with Electrification Chhattisgarh 5 Dallirajahara-Jagdalpur Haryana 6 Jind-Sonapat Himachal Pradesh 7 Bhanupalli-Bilaspur-Beri Jharkhand 8 Rampurhat-Mandarhill via Dumka with new MM for Rampurhat-Murari - 3rd line 9 Giridih-Koderma 10 Ranchi-Lohardaga with extension to Tori 11 Koderma-Ranchi 12 Koderma-Tilaiya Karnataka 13 Bangalore-Hubli and Shimoga town-Talaguppa 14 Kottur-Harihar via Harpanhalli 15 Hassan-Bangalore via Shravanabelgola 16 Kadur-Chickmagalur-Sakleshpur 17 Munirabad-Mahabubnagar 18 Gulbarga-Bidar (Suppl.) 19 Kolar-Chickballapur 20 Arasikere-Birur-Patch doubling 21 Ramanagaram-Mysore with electrification of Kengeri-Mysore 22 Bagalkot-Kudachi 23 Rayadurg-Tumkur via Kalyandurg 24 Tumkur-Chitradurg-Davangere 25 Shimoga-Harihar 26 Whitefield-Kolar Maharashtra 27 Wardha-Nanded (via Yevatmal-Pusood) 28 Ahmednagar-Beed-Parli Vaijnath Rajasthan 29 Ratlam -Dungarpur via Banswara Uttarakhand 30 Deoband (Muzzafar Nagar)-Roorkee West Bengal 31 Burdwan-Katwa new line \*\*\*\*\* 57 Annexure 19 (Para no. 81 (xiii)) List of 84 Adarsh Stations to be taken up in 2012-13:-

Ahmednagar, Almatti, Amalner, Anupgarh, Ariyalur, Auvaneeswaram, Ayodhya, Badami, Balotra, Bechraji, Begusarai, Bhanvad, Bhatariya, Birlanagar, Burhanpur, Charvathur, Coimbatore, Daltonganj, Damoh, Daraganj, Duvvada, Forbeshganj, Garhwa Road, Gauriganj, Ghazipur City, Ghora Sahan, Hapur, Haveri, Jaipur, Jakhania, Jalgaon, Jalna, Janakpur Road, Jhusi, Jiradai, Jogbani, Kabakaputtur, Kadi, Kandivli, Kannapuram, Khairthal, Khandwa, Kharik, Kokrajhar, Kolayat, Kotikulam, Lalganj, Lal Gopal Ganj, Lalpurjam, Lunkaransar, Macherla, Madanmahal, Maghar, Manjeswaram, Muzaffarnagar, Naini, Nawadah, New Bongaigaon, Nileswar, Nohar, Palanpur, Parappanangadi, Parasia, Paravur, Payangadi, Piduguralla, Pokarni Narsimha, Prayagghat, Rajgarh, Royapuram, Sardar Sahar, Sattenapalli, Siddhpur, Simraha, Sri Dungar Garh, Sujan Garh, Supaul, Thakurganj, Thiruverumbur, Ujjain, Unjha, Unchahar Jn, Vinukonda and Warsaliganj. \*\*\*\*\* 58 Annexure 20 (Para no. 105) List of new Express Trains, Passenger Trains, MEMU, DEMU, Extension of run and increase in frequency of trains:- Express Trains: 1.

Kamakhyia-Lokmanya Tilak (T) AC Express (Weekly) via Katihar, Mughalsarai, Itarsi 2. Secunderabad-Shalimar AC Express (Weekly) via Vijayawada 3. Bandra (T)-Bhuj AC Express (Tri-Weekly) 4. Delhi Sarai Rohilla-Udhampur AC Express (Tri-Weekly) via Ambala, Jalandhar 5. Coimbatore-Bikaner AC Express (Weekly) via, Roha, Vasai Road, Ahmedabad, Jodhpur 6. Kakinada-Secunderabad AC Express (Tri-weekly) 7. Yesvantpur-Kochuveli AC Express ( Weekly) 8. Chennai-Bangalore AC Double-decker Express (Daily) 9. Habibganj-Indore AC Double-decker Express (Daily) 10. Howrah-New Jalpaiguri Shatabdi Express (6 days a week) via Malda Town 11. Kamakhyia-Tezpur Intercity Express (Daily) 12. Tiruchchirappalli-Tirunelveli Intercity Express (Daily) via Madurai, Virudunagar 13. Jabalpur-Singrauli Intercity Express (Daily) via New Katni Jn. 14. Bidar-Secunderabad Intercity Express (6 days a week) 15. Kanpur-Allahabad Intercity Express (Daily) 16. Chhapra-Manduadih Intercity Express (Daily) via Phephna, Rasra, Mau, Aunrihar 17. Ranchi-Dumka Intercity Express (Daily) via Deoghar 18. Barbil-Chakradharpur Intercity Express (Daily) via Dongoaposi, Jhinkpani 19. Secunderabad-Belampalli Intercity Express (Daily) via Kazipet 20. New Jalpaiguri – New Cooch Behar Intercity Express (5 days a week) 21. Ahmedabad-Ajmer Intercity Express (Daily) 22. Dadar (T)- Tirunelveli Express (Weekly) via Roha, Coimbatore, Erode 23. Visakhapatnam-Chennai Express (Weekly) 24. Visakhapatnam-Sai Nagar Shirdi Express (Weekly) via Vijayawada, Manmad 25. Indore-Yesvantpur Express (Weekly) via Itarsi, Narkher, Amravati, Akola, Kacheguda 26. Ajmer-Haridwar Express (Tri-weekly) via Delhi 27. Amravati-Pune Express (Bi-weekly) via Akola, Purna and Latur 28. Kacheguda-Madurai Express (Weekly) via Dharmavaram, Pakala, Jolarpettai 29. Bikaner-Puri Express It manages the fourth [largest national railway system](#) in the world by size, with a total route length of 68,043 km (42,280 mi), running track length of 102,831 km (63,896 mi) and track length of 128,305 km (79,725 mi) as of 31 March 2022 (Weekly) via Jaipur, Kota, Katni Murwara, Jharsuguda, Sambalpur 30. Secunderabad-Darbhanga Express (Bi-weekly) via Ballarshah, Jharsuguda, Rourkela, Ranchi, Jhajha

31. Bilaspur-Patna Express (Weekly) via Asansol, Jhajha 32. Howrah-Raxual Express (Bi-weekly) via Asansol, Jhajha, Barauni 33. Bhubaneswar-Bhawanipatna Link Express (Daily) via Vizianagaram 34. Puri-Yesvantpur Garib Rath Express (Weekly) via Visakhapatnam, Guntur 35. Sai Nagar Shirdi-Pandharpur Express (Tri-weekly) via Kurduwadi 36. Bhubaneswar-Tirupati Express (Weekly) via Visakhapatnam, Gudur 37. Visakhapatnam-Lokmanya Tilak(T) Express (Weekly) via Titlagarh, Raipur 38. Howrah-Lalkuan Express (Weekly) via Mughalsarai, Varanasi, Lucknow 39. Kolkata-Jaynagar Express (Weekly) via Asansol, Jhajha, Barauni 40. Dibrugarh-Kolkata Express (Weekly) 41. Firozpur-Sriganganagar Express (Daily) via Fazilka, Abohar 42. Jaipur-Secunderabad Express (Weekly) via Nagda, Bhopal, Narkher, Amravati, Akola 43. Okha-Jaipur Express (Weekly) via Palanpur, Ajmer 44. Adilabad-Hazur Sahib Nanded Express (Daily) via Mudkhed 45. Shalimar-Chennai Express (Weekly) 46. Mysore-Sai Nagar Shirdi Express (Weekly) via Bangalore, Dharmavaram, Bellary 47. Valsad-Jodhpur Express (Weekly) via Palanpur, Marwar 48. Porbander-Secunderabad Express (Weekly) via Viramgam, Vasai Road 49. Bandra (T)-Delhi Sarai Rohilla Express (Weekly) via Palanpur, Phulera 50. Hapa-Madgaon Express (Weekly) via Vasai Road, Roha 51. Bikaner-Bandra (T) Express (Weekly) via Jodhpur, Marwar, Ahmedabad 52. Ahmedabad-Gorakhpur Express (Weekly) via Palanpur, Jaipur, Mathura, Farrukhabad, Kanpur 53. Durg-Jagdalpur Express (Tri-Weekly) via Titlagarh 54. Mannargudi – Tirupati Express (Tri-Weekly) via Thiruvurur, Villupuram, Katpadi 55. Gandhidham-Bandra (T) Express (Weekly) via Morbi 56. Kota-Hanumangarh Express (Daily) via Jaipur, Degana, Bikaner 57. Jhansi-Mumbai Express (Weekly) via Gwalior, Maksi, Nagda 58. Secunderabad-Nagpur Express (Tri-weekly) via Kazipet 59. Kanpur-Amritsar Express (Weekly) via Farrukhabad, Bareilly 60. Chappra-Lucknow Express (Tri-Weekly) via Masrakh, Thawe, Padrauna 61. Karimnagar-Tirupati Express (Weekly) via Pedapalli 62. Anandvihar-Haldia Express (Weekly) via Mughalsarai, Gomoh, Purulia 63. Barrackpore-Azamgarh Express (Weekly) via Jhajha, Ballia, Mau 64. Indore-Rewa Express (Tri-weekly) via Bina 65. Running of independent train between Jabalpur-Hazrat Nizamuddin by delinking from 12405/12406 Bhusawal- Hazrat Nizamuddin and 12409/12410 Raigarh-Nizamuddin Gondwana Express 66. Darbhanga-Ajmer Express (Weekly) via Raxaul, Sitapur, Bareilly, Kasganj, Mathura 67. Solapur-Yesvantpur Express (Tri-weekly) via Gulbarga 68. Chennai-Puri Express (Weekly) 69. Hyderabad-Ajmer Express (Weekly) via Manmad, Itarsi, Ratlam 70. Asansol-Chennai Express (Weekly) via Purulia, Sambalpur, Vizianagaram 71. Shalimar-Bhuj Express (Weekly) via Bilaspur, Katni, Bhopal 72. Amritsar- Hazur Sahib Nanded Express (Weekly) 73. Santragachi-Ajmer Express (Weekly) via Kharagpur, Chandil, Barkakana, Katni, Kota 74. Malda Town-Surat Express (Weekly) via Rampur Hat, Asansol, Nagpur 75. Dwarka-Somnath Express (Daily) 60 Passenger Trains 1. Koderma-Nawadiah Passenger (6 Days) 2. Sriganganagar-Suratgarh Passenger (Daily) 3. Yerraguntla-Nosam/Nanganapalli Passenger (Daily) 4. Villupuram-Katpadi Passenger (Daily) 5. Gunupur-Palasa (Via Parlakhemundi) Passenger (Daily) 6. Ajmer-Pushkar Passenger (5 Days) 7. Kota-Jhalawar City Passenger (Daily) 8. Bareilly-Kasganj Passenger (Daily) 9. Anandnagar-Barahani Passenger (Daily) 10. Rangiya-Tezpur Passenger (Daily) 11. Mysore-Shravan Belgola (Daily) 12. Jodhpur-Bilara Passenger (Daily) 13. Villupuram-Mayiladuthurai Passenger (Daily) 14. Rohtak-Panipat Passenger (Daily) 15. Miraj-Kurudwadi Passenger (Daily) 16. Phulera-Rewari Passenger (Daily) 17. Mysore-Chamarajanagar Passenger (Daily) 18. Gorakhpur-Siwan Passenger (Daily) via Kaptanganj, Thawe 19. Running of independent Passenger trains between Rewa-Bilaspur & Rewa-Chirmiri by delinking from 51751/51752 Rewa-Bilaspur Passenger & 51753/51754 Rewa-Chirmiri Passenger 20. Mysore-Birur Passenger via Arsikere (Daily) 21. Jhansi-Tikamgarh Passenger via Lalitpur MEMU 1. Dahod-Anand 2. Anand-Gandhinagar 3. Bina-Bhopal MEMU service in lieu of conventional services. 4. Palakkad -Coimbatore-Erode 5. Ernakulam – Thirur 6. Adra-Asansol 7. Adra-Bishnupur via Bankura 8. Sealdah-Lalgola DEMU 1. Baripada-Bangripasi (Daily) 2. Masagram-Matnashibpur (Daily) 3. Mannargudi-Trichy-Manamadurai (Daily) 4. Hoshiarpur-Firozpur (Daily) 5. Siliguri-Changrabandha (Daily) 6. Pratapnagar- Chota Udepur (Daily) 7. New Jalpaiguri-Bamanhat DEMU service in lieu of conventional services. 8. Delhi Sarai Rohilla – Farukhnagar (6 days a week) 9. Katwa – Azimganj (Daily) 61 Extension of Trains 1. 12037/12038 New Delhi-Ludhiana

Shatabdi Express on 2 days to Moga 2. 12537/12538 Manduadih-Bapudham Motihari Express to Muzaffarpur 3. 19051/19052 Valsad-Sonpur Express to Muzaffarpur 4. 18417/18418 Bhubaneswar-Jharsuguda Rajya Rani Express to Rourkela 5. 12945/12946 Surat-Varanasi Express to Chhapra 6. 13237/13238/13239/13240 Patna-Mathura Express to Kota 7. 15013/15014 Kathgodam-Delhi Sarai Rohilla Express to Jodhpur 8. 12991/12992 Udaipur-Ajmer Express to Jaipur 9. 16779/16780 Madurai-Tirupati Express to Rameswaram 10. 22609/22610 Palakkad-Mangalore Express to Coimbatore 11. 16227/16228 Bangalore-Shimoga Express to Talguppa 12. 19781/19782/19771/19772 Jaipur-Amritsar Express to Ajmer 13. 18005/18006 Howrah-Koraput Express to Jagdalpur 14. 18207/18208 Durg-Jaipur Express to Ajmer 15. 13155/13156 Kolkata-Darbhanga Express to Sitamarhi 16. 19605/19606 Kolkata-Ajmer Express to Ahmedabad (via Abu Road) 17. 12687/12688 Dehradun-Chennai Express to Madurai (via Erode) 18. 11017/11018 Dadar-Yesvantpur Express to Puducherry (3 days) via JolarpettaiKatpadi-Villupuram & to Tirunelveli (3 days) via Dharmapuri-Erode 19. 14553/14554 Delhi-Una Himachal Express to Amb Andaura 20. 12941/12942 Ahmedabad - Asansol Express to Bhavnagar 21. 16649/16650 Mangalore-Thiruvananthapuram Express to Nagercoil 22. 53139/53140 Kolkata-Chittaranjan Passenger to Deoghar 23. 58207/58208 Raipur-Kesinga Passenger to Bhawanipatna 24. 54033/54032 Delhi-Jind Passenger to Narwana 25. 51973/51974 Mathura-Bandikui Passenger to Jaipur 26. 55713/55714 New Jalpaiguri-Bongaigaon Passenger to Tezpur 27. 54043/54044 Jind-Sirsa Passenger to Hisar 28. 54809/54810 Rewari-Degana Passenger to Jodhpur 29. 57502/57503 Bodhan-Nizamabad Passenger to Kamareddi 30. 56011/56012 Arakkonam-Nandalur Passenger to Cuddapah 31. 59117/59122 Pratapnagar-Bodeli Passenger to Chota Udepur 32. 56714/56711 Tiruchchirapalli-Nagore Passenger to Karaikal 62 33. 54581/54582 Nangal Dam-Una Himachal Passenger to Amb Andaura 34. 66532 Bangalore – Bangarapet Passenger to Marikuppam 35. 66533 Bangarpet –Krishnarajapuram Passenger to Marikuppam. 36. 66602/66603 Coimbatore-Erode MEMU to Salem 37. 78816/78815 Dallirajhara-Durg DEMU to Raipur 38. 74001/74002 Delhi-Muzaffarnagar DEMU to Saharanpur 39. 76818/76813 Velankanni-Nagore DEMU to Karaikal 40. 13243/13244 Patna-Dehri On Son Express to Bhabua Road Increase in Frequency 1. 15903/15904 Dibrugarh-Chandigarh Express 1 to 2 days 2. 12731/12732 Secunderabad-Tirupati Express 2 to 4 days 3. 12069/12070 Raigarh-Gondia Janshatabdi Express 4 to 6 days 4. 17003/17004 Hyderabad-Kolhapur Express 2 to 7 days 5. 22451/22452 Chandigarh-Bandra(T) Express 1 to 2 days 6. 16779/16780 Madurai-Tirupati Express 2 to 3 days 7. 12685/12686 Chennai-Mangalore Express 6 to 7 days 8. 16535/16536 Yesvantpur-Solapur Express 3 to 7 days 9. 12187/12188 Jabalpur-Mumbai (CST) Express 2 to 3 days 10. 14009/14010/14019/14020 Chhindwara-Delhi Sarai Rohilla Express 4 to 7 days 11. 16315/16316 Bangalore-Kochuveli Express 3 days to daily 12. 12641/12642 Nizamuddin Kanniyakumari Express 1 to 2 days 13. 22603/22604 Kharagpur-Villupuram Express from 1 to 2 days 14. 12453/12454 New Delhi-Ranchi Rajdhani Express from 1 to 2 days. 15. 12457/12458 Delhi Sarai Rohilla-Bikaner Superfast Express from 3 to 7 days. 16. 56231/56232 Mysore-Bangalore Passenger 6 to 7 days 17. 56237/56238 Mysore-Bangalore Passenger 6 to 7 days 18. 56223/56224 Bangalore-Arsikere Passenger 6 to 7 days 19. 56523/56524 Bangalore-Hindupur Passenger 6 to 7 days 20. 75705/75706 New Jalpaiguri-Aluabari-Siliguri DEMU from 6 to 7 days. 21. 75707/75708 Radhikapur-New Jalpaiguri DEMU from 6 to 7 days. 22. 75709/75710 Balurghat-New Jalpaiguri DEMU from 6 to 7 days. 23. 12485/12486 Shri Ganganagar-Hazur Sahib Nanded Express from 1 to 3 days.

