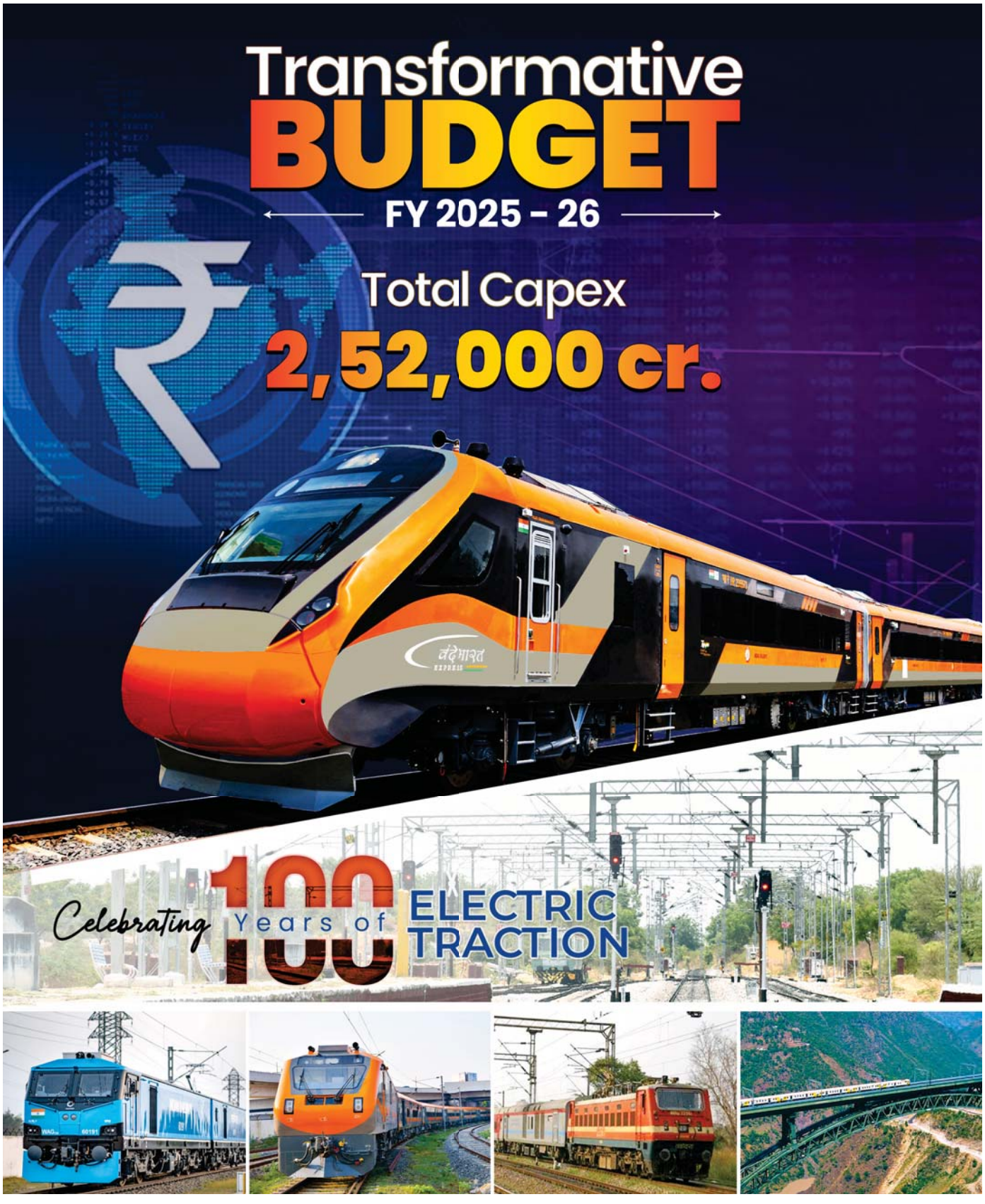
INDIAN RAILWAYS

FEBRUARY 2025 PRICE ₹ 20





The Railway Employees' Co-operative Credit Society Limited,

Ashok Vihar Complex, Old Zoo Road, (Near Central Railway Station) Chennai - 600 003.

Branches at : ASK, BVRM, BWT, BZA, DMM, GDG, GNT, GTL, GY, HX, HYB, JRU, KZJ, LD, MBNR, MRJ, MYS, NDKD, NDL, NLR, NZB, OGL, RJY, SBC, TPTY, TUNI, UBL, WADI & YNK.

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50 Grams Silver Coin
Stylised Laxmi Ganesh
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10 gm - 24 Ct Gold Coin



20 gm - 24 Ct Gold Coin



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- For the benefit of our Members, the Society is offering Four Welfare Schemes (as per Rules and Regulations)
  - Loan Coverage Scheme (upon death of a Member) (Free Loan Coverage Scheme for all Loans)
  - Distress Relief Fund
  - Personal Accident Coverage Scheme
  - Education Award
- Personal Accident Coverage of Rs. 10 Lakhs :
  You are covered under Personal Accident Coverage Scheme of the Society, for a Sum of Rs.10 Lakhs, subject to the rules and regulations governing the same. In the event of loss of organs, arising out of an accident, then compensation ranging from Rs.10 Thousand to Rs.10 Lakhs will be paid, depending upon the loss of organs and or earning capacity, as per the Rules of the Insurance Company, MV Act and IRDA Rules.
- Please note that, in case of any accident, intimation should be given to the society, **within 24 hours, from the time and date of such occurrence** and in any case, not later than three days, from the date of occurrence, failing which, no claim shall be entertained.
- All Welfare Schemes are subject to the Rules and Regulations applicable for each such Scheme/s, Bye Laws of the Society, as per MSCS Act 2002 and its rules and other relevant laws.
- Suicide and Accidents / Incidents, occurring on account of Consumption of Alcohol / Drugs / Intoxicants / Violation of Laws are NOT COVERED, under any of the Welfare Schemes.
- Conditions as per the Bye-Law, rules and regulations framed by the Board of Directors, as existing and as may be amended from time to time, shall apply. All disputes / issues are covered under the provisions of MSCS Act & Rules 2002, Bye-Laws of the Society and are under Chennai Jurisdiction only.

Under the 4 Welfare Schemes, as on 30.11.2024

Rs. 171.46 Crores

have been paid to

20,387 Members, Member's Families and Sureties

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Documentation Charges
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- EMI Received / EMI Not received details
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- Introduction of New Schemes details
- Loan amount transfered to Bank Account details with RBI UTR No.

All our Branches are Computerised, Loan Applications received upto 12.00 noon at the branches will be processed and the payment will be arranged on the following day itself, subject to eligibility. All loans, Schemes etc., are as per the rules, regulations, Byelaws and MSCS Act 2002.

For the benefit of our Members, the Society has made arrangements for using *"WhatsApp"*. Add the following Numbers, 9344877273, 7824820162, in your Contact List, so that, *"WhatsApp Groups"* of our Members, can be created and information from the Society, is directly passed on to you. Facility also exists for the Members, to directly contact the Headquarters of the Society, through *"Zoom App"*. Hence, it is suggested that, the *"Zoom App"* may be downloaded, in your Mobile Phone, so that the Society can send a Link, for direct Video Call, as and when required.

For enquiry Contact

08148387240, 08148387241, 08148387242, 07418148957

N. MANIVANNAN
Chief Executive

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Cover Photo
Transformative Budget FY 2025-26
Total Capex ₹2,52,000 crore

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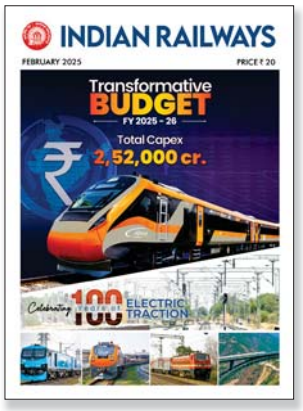
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Fervour and Gaiety



Editorial

Under the leadership of Prime Minister, Indian Railways is working in mission mode, committed to provide citizens with a fast, safe and world class travel experience. This transformational journey includes the construction of new rail lines, doubling of tracks, electrification, operation of world-class trains and swift implementation of advanced safety technologies like 'Kavach 4.0.'

In the General Budget for the fiscal year 2025-26, an allocation of ₹2,52,000 crore has been made for IR, marking a significant milestone for its expansion and modernization. The Minister of Railways expressed gratitude to the Prime Minister and Finance Minister, announcing that with additional budgetary resources of ₹10,000 crore, the capital expenditure (Capex) has been increased to ₹2,62,000 crore. This amount is crucial for asset acquisition, construction and replacement. Additionally, ₹2739.18 crore has been earmarked for compensating losses on the operation of strategic lines, which is higher than the revised estimate of ₹2,602.81 crore for the fiscal year 2024-25.

Indian Railways' financial flow is not just limited to figures but has a strong practical aspect as well. By 4th January, 2025, Indian Railways has utilized 76 percent of its budgetary expenditure for the fiscal year 2024-25. Out of ₹50,903 crore allocated for rolling stock, ₹40,367 crore had already been spent by 5th January, which accounts for 79 percent of the total allocation. In safety-related works, out of the Budget allocation of ₹34,412 crore, ₹28,281 crore had been spent, amounting to 82 percent of the allocated funds.

This consistent capital expenditure has resulted in the operation of 136 Vande Bharat trains across the country. The construction of new rail lines is progressing rapidly. These investments have not only made gauge conversion and track doubling possible but also significantly improved traffic facilities.

3rd February, 1925, marks a historic day in the journey of Indian Railways when the first electric train ran between Victoria Terminus (now CSMT) and Kurla Harbour. Over the past 100 years, rail electrification has witnessed numerous challenges and achievements. However, the past decade stands out as a revolutionary period when electrification efforts gained significant momentum.

Today, nearly 97 percent of the broad-gauge network is electrified, with the remaining work progressing rapidly. At the time of India's independence, only 388 km of the rail network was electrified. By 2013-14, this figure had reached 21,801 km. Post-2014, well planned strategies and the adoption of modern technologies led to unprecedented advancements. By December 2024, out of 66,504 km of the broad gauge network, 64,547 km had been electrified.

This transformation in Indian Railways offers a new hope and world class travel experience for the citizens of India.

Do share your feedback on this issue with us!

President Felicitated Indian Railways Sporting Stars with Prestigious Arjuna Award

Smt. Droupadi Murmu, President conferred the Arjuna Award 2024 on 17th January, 2025 at Rashtrapati Bhawan on Aman Sehrawat, Swapnil Suresh Kusale, Annu Rani and Salima Tete, sporting stars of Indian Railways



Aman Sehrawat

Wrestling (M) - 57 kg Freestyle

Bronze Medal in Paris Olympics 2024 and Bronze Medal in Asian Games 2022



Swapnil Suresh Kusale

Shooting - 50m 3P

Individual event Bronze Medal in Paris Olympics 2024 and Gold Medal in Team event Asian Games 2022



Annu Rani

Athletics-Javelin Throw

Participated in Paris Olympics 2024 and Gold Medal in Asian Games 2022



Salima Tete

Hockey

Bronze Medal in Asian Games 2022 and Bronze Medal in CWG 2022



Jyothi Yarraji

(Athletics 100m hurdels)

Participated in Paris Olympics 2024 and Silver Medal in Asian Games 2022

(She is presently in South Africa for training and could not attend the Award ceremony).

President Conferred the Best Electoral Practices Award for Best Government Department to Indian Railways



Satish Kumar, Chairman & CEO received the Best Electoral Practices Award 2024-25 from Smt. Droupadi Murmu, President.

Smt. Droupadi Murmu, President, on 25th January, 2025 conferred the Best Electoral Practices Award 2024-25 in best Government department for Voter education and electoral participation on Indian Railways on the occasion of 15th National Voters' Day. The award was received by Satish Kumar, Chairman & CEO. Indian Railways has been honoured with this award for making the best use of its infrastructure and partnering with the Election Commission of India to enhance voter awareness across the country. This recognition highlights Indian Railways' crucial role in the Lok Sabha Elections 2024, where it significantly contributed to voter awareness and logistical support.

To promote voter awareness and encourage citizen participation in elections, the Indian Railways, in collaboration with the Election Commission of India, leveraged its Rail Display Network (RDN) across stations, official websites and mobile applications to disseminate voter helpline details. Pre-recorded announcements were also made at Railway stations. Additionally, a special train, the SVEEP Express, was operated in the Kashmir Valley in coordination with local authorities to engage and inspire youth to actively participate in the electoral process. Social media campaigns with hashtags like 'Chunav Ka Parv' and 'Desh Ka Garv' promoted participation.

Railways also facilitated secure and seamless transportation of over 3,74,000 para-military personnel through 383 trains across the Nation for conducting fair elections. Indian Railways effectively promoted civic engagement, emphasising the importance of voting in shaping the Nation's democracy.

National Voters' Day (NVD) is celebrated annually on 25th January to mark the foundation day of the Election Commission of India, a day before the birth of the Indian Republic. Since 2011, this day has been observed to encourage voter enrolment, especially among new voters and to promote informed participation in the electoral process. The event witnesses the presence of key dignitaries including Former Chief Election Commissioners, Election Commissioners, political representatives, senior government officials and young voters, among others.

As part of the celebrations, the National Electoral Awards 2024-25 are presented, recognizing innovation, excellence and proficiency in election processes. These awards honour contributions made by electoral machinery, government departments, agencies, PSUs, CSOs and media in enhancing the electoral system throughout 2024. State-level awards are also presented at respective state headquarters.

Transforming Rail Infrastructure

Prime Minister Laid the Foundation Stone of Rayagada Railway Division

And

Inaugurated the New Jammu Railway Division and Charlapalli New Terminal







Narendra Modi, Prime Minister inaugurated the new Jammu Railway Division and laid the foundation stone for Rayagada Railway Division Building and inaugurated the Charlapalli New Terminal Station in Telangana. Ashwini Vaishnaw, Minister of Railways participated in the function from Rail Bhawan through video conference.

Narendra Modi, Prime Minister inaugurated and laid the foundation stone of various railway projects on 6th January 2025, via video conferencing. The Prime Minister inaugurated the new Jammu Railway Division. He also laid the foundation stone of Rayagada Railway Division Building of East Coast Railway and inaugurated the Charlapalli New Terminal Station in Telangana. Creation of the Jammu Railway Division, with 742.1 km comprising Pathankot-Jammu-Udhampur-Srinagar-Baramulla, Bhogpur Sirwal-Pathankot, Batala-Pathankot and Pathankot to Joginder Nagar sections, will significantly benefit Jammu and Kashmir and surrounding regions, fulfilling the long pending aspiration of the people and improving connectivity to other parts of India.





It will create employment opportunities, infrastructure development, promote tourism and lead to overall socio-economic development of the region.

Charlapalli New Terminal Station in the Medchal-Malkajgiri District of Telangana has been developed as a new coaching terminal along with provision of second entry with a cost of around ₹413 crore. This environment friendly terminal, having good passenger amenities, will ease congestion on the existing coaching terminals in the city like Secunderabad, Hyderabad and Kacheguda.

PM also laid the foundation stone for Rayagada Railway Division Building of East Coast Railway. It will improve connectivity in Odisha, Andhra Pradesh and nearby areas and lead to overall socio-economic development of the region.

In his speech, Prime Minister, said that 'Bharat has been maintaining a remarkable pace of progress in connectivity since the start of 2025. Till now, projects worth several crores of rupees have been inaugurated and foundation stones for future developments have been laid. From Jammu and Kashmir in the north to Odisha in the east and Telangana in the south, it is a significant day for 'new-age connectivity' across a large portion of the nation. The commencement of modern developmental projects in these three states symbolises the unified progress of the entire country. The mantra of 'Sabka Saath, Sabka Vikas' is instilling confidence and bringing to life the vision of a Viksit Bharat (developed India). On this occasion, I congratulate the people of these three states and all Indians on the launch of these projects.

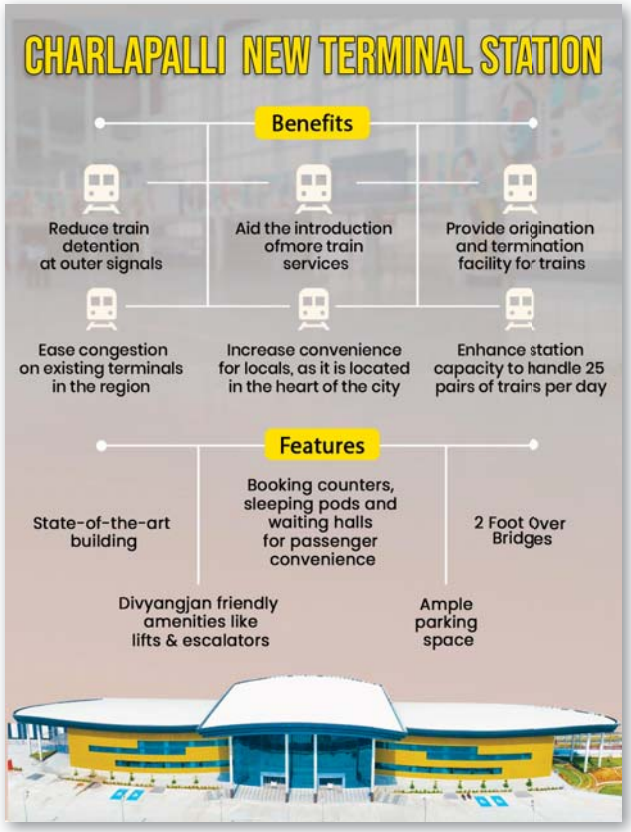
Our country is steadfast in its efforts to fulfil the vision of a Viksit Bharat. The development of



Jishnu Dev Varma, Governor of Telangana, G. Kishan Reddy, Minister of Coal and Mines and V Somanna, MoSR were present during inauguration of Charlapalli new terminal.

Indian Railways is central to achieving this goal. Over the past decade, Indian Railways has undergone a historic transformation. The progress in railway infrastructure has been extraordinary, altering the nation's image and significantly boosting the morale of its citizens.

We are advancing the development of Indian Railways on four key parameters. First, the modernisation of railway infrastructure, second, the provision of modern facilities for passengers, third, the expansion of railway connectivity to every corner of the country; and fourth, the creation of employment opportunities and support for



industries through Railways. This programme is a testament to this vision. The establishment of new divisions and railway terminals will significantly contribute to transforming Indian Railways into a modern 21st century network. These developments will foster an ecosystem of economic prosperity, enhance railway operations, generate more investment opportunities and create new jobs.

In 2014, we embarked on a journey to modernise Indian Railways. Facilities like the Vande Bharat trains, Amrit Bharat stations and Namo Bharat Rail have set new benchmarks for Indian Railways. Aspirational India today seeks to accomplish more in less time. People now wish to undertake even long-distance journeys swiftly, leading to a growing demand for high-speed trains across the country. Currently, Vande Bharat trains operate on more than 50 routes, with 136 services offering passengers a pleasant travel experience. Just a few days ago, I saw a video showcasing the new sleeper version of the Vande Bharat train running at a speed of 180 km per hour during its trial run. Such milestones fill every Indian with pride. These achievements are just the beginning, and it won't be long before Bharat witnesses the operation of its first bullet train.



Manoj Sinha, Lt. Governor of Jammu & Kashmir, Omar Abdullah, Chief Minister of J&K and Dr. Jitendra Singh, MoS of PMO along with other dignitaries attended the function.

Our goal is to make travelling by Indian Railways a memorable experience, from the departure station to the final destination. To this end, over 1,300 Amrit stations across the country are undergoing renovations. Rail connectivity has also seen remarkable growth in the past decade. In 2014, only 35% of the rail lines in the country were electrified. Now, Bharat is on the brink of achieving nearly 100% electrification of rail lines. Additionally, we have significantly extended the reach of Railways. Over the last 10 years, more than 30,000 km of new railway tracks have been laid and hundreds of road overbridges and underbridges have been constructed. Unmanned crossings on broad gauge lines have been completely eliminated, reducing accidents and enhancing passenger safety. Furthermore, the development of modern rail networks, such as dedicated freight corridors, is progressing rapidly. These special corridors will reduce the burden on regular tracks, creating more opportunities for high-speed train operations.

The ongoing transformation of Indian Railways is also driving employment opportunities. The promotion of made-in-India initiatives, the production of modern coaches for metro and railways, the redevelopment of stations, the installation of solar panels, and the implementation of initiatives like 'One Station, One Product' are creating lakhs of new jobs. Over the last decade, lakhs of young people have secured permanent

NEW JAMMU RAILWAY DIVISION

Sections Covered

- ☑ Pathankot-Jammu-Udhampur (now Martyr Captain Tushar Mahajan) -Srinagar-Baramula (423 Rkm)
- ☑ Bhogpur Sirwal-Pathankot (87.21 RKM)
- ☑ Batala (Excluding)-Pathankot (68.17 Rkm)
- ☑ Pathankot-Joginder Nagar (NG section) (163.72 Rkm)

Total Route KM
742.10 RKM

Benefits

Connect Jammu & Kashmir to the rest of India, the USBRL project stands as a national milestone

Cover Chenab Bridge (world's highest railway arch bridge) and Anji Khad Bridge (Country's 1st cable-stayed Rail bridge)

Foster job opportunities for locals

Drive socio-economic advancement of the region

Aid boost in tourism in Jammu & Kashmir

Benefitting States/UTs with Cities

Jammu & Kashmir (Jammu City, Srinagar, Katra, Udhampur, Kathua, Rajouri & Poonch, Anantnag, Shopian, Pulwama and Kupwara), Himachal Pradesh (Chamba, Dharamshala, Kangra, Mandi), Punjab (Pathankot), Union Territory of Ladakh

government jobs in the Railways. It's important to remember that the raw materials for manufacturing new train coaches come from other factories and the increasing demand in these industries also translates to more job opportunities. To further strengthen railway-specific skills, Bharat has established its first Gati Shakti Vishwavidyalaya, a significant step in this direction.

As the railway network expands, new headquarters and divisions are being established accordingly. The Jammu division will benefit not only Jammu and Kashmir but also several cities in Himachal Pradesh and Punjab. Additionally, it will provide greater convenience to the people of Leh-Ladakh.

Jammu and Kashmir is achieving remarkable milestones in rail infrastructure. The Udhampur-Srinagar-Baramulla rail line is being widely discussed across the country. This project will significantly enhance Jammu and Kashmir's connectivity with the rest of India. As part of this initiative, the world's tallest railway arch bridge, the Chenab Bridge, has been completed. Moreover, the Anji Khad Bridge, Bharat's first cable-stayed rail bridge, is also a part of this project. Both of these are unparalleled feats of engineering, poised to bring economic progress and prosperity to the region.

Currently, several projects focused on new railway tracks are underway in Odisha, with investments





Mohan Charan Majhi, Chief Minister of Odisha and Ravneet Singh, MoSR were present during the foundation stone laying ceremony for Rayagada Railway Division.

exceeding ₹70,000 crore. 7 Gati Shakti cargo terminals have already been inaugurated in the state, fostering trade and industrial growth.

The foundation stone for the Rayagada Railway Division has also been laid in Odisha, which will further enhance the state's railway infrastructure. This development will boost tourism, trade, and employment opportunities in Odisha. Specifically, South Odisha, home to a significant tribal population, will benefit immensely.

I am honoured to inaugurate Telangana's Cherlapalli New Terminal Station. Connecting this station to the Outer Ring Road will accelerate the region's development. The station is equipped with modern amenities, including advanced platforms, lifts and escalators. A noteworthy aspect is that the station operates on solar energy. This new railway terminal will significantly alleviate the burden on existing city terminals such as Secunderabad, Hyderabad and Kachiguda, making travel more convenient for passengers. This initiative not only enhances ease of living but also promotes ease of doing business.

In 2014, metro services were available in just five cities and now they operate in 21 cities. To match this remarkable scale and speed of development, Indian Railways is also undergoing continuous modernisation.

All these development initiatives are integral to the roadmap for a Viksit Bharat, a mission that has become the collective aspiration of every citizen. I am confident that together we will accelerate progress on this path even further. Once again, I extend my heartfelt congratulations to all the countrymen for these achievements.'

Amplifying

Rail Infrastructure in Andhra Pradesh

Prime Minister Laid Foundation Stone and Inaugurated Railway Projects Worth ₹11,895 cr.



Narendra Modi, Prime Minister on 8th January, 2025 laid the foundation stone for the South Coast Railway Zone headquarters. S. Abdul Nazeer, Governor of Andhra Pradesh, N. Chandrababu Naidu, Chief Minister of Andhra Pradesh, Kinjarapu Rammohan Naidu, Minister for Civil Aviation and Pawan Kalyan, Deputy Chief Minister were also present.

Laid the Foundation Stone for

South Coast Railway Headquarters

3rd and 4th Rail Line Between Vadlapudi - Gate Jn. Cabin Including

Tie line Between Gangavaram Port and Visakhapatnam Steel Plant

3rd and 4th Rail Line Between Duvvada and Simhachalam North

3rd and 4th Rail Line Between Visakhapatnam and Gopalapatnam

Doubling of Gooty - Pendekallu Rail Line

Doubling of Guntur - Bibinagar Rail Line

Doubling and Electrification of Mahbubnagar - Dhone Rail Line

Dedicated to the Nation

Doubling of Gooty - Dharmavaram Rail Line

Doubling and Electrification of Vijayawada - Gudivada - Bhimavaram - Narasapur,

Gudivada - Machilipatnam, Bhimavaram - Nidadavolu Rail Line

Doubling of Giddalur - Diguvametta Rail Line

"The foundation stone for the South Coast Railway Zone headquarters is also being laid in the new Visakhapatnam city. This is very important for the development of Andhra Pradesh. For a long time, there has been a demand for a separate railway zone and on 8th January, 2025, this dream is being realized. Once the headquarters of the South Coast Railway Zone is established, agricultural and trade-related activities will expand throughout the region. Additionally, the tourism sector and the local economy will also get new opportunities for growth. The inauguration and foundation stone laying of thousands of crores of connectivity-related projects have also taken place. In the railway sector, Andhra Pradesh is among the states where 100% electrification has been completed. More than 70 railway stations in Andhra Pradesh are being developed under the Amrit Bharat Station Scheme. For the ease of travel of the people of Andhra Pradesh, 7 Vande Bharat trains and Amrit Bharat trains are also being operated."

- Narendra Modi
Prime Minister

Laid Foundation Stone

South Coast Railway Headquarters

Main Features

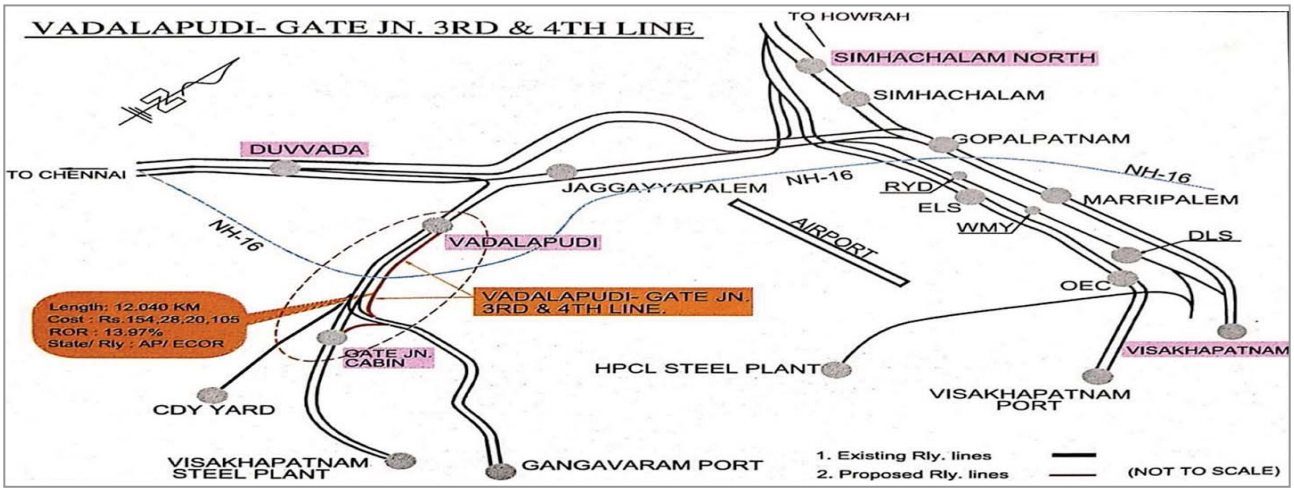
- **Sanctioned Cost:** ₹149 crore.
- **Headquarter at :** Visakhapatnam

Benefits

- Focussed administration of Rail Network in Andhra Pradesh and neighbouring states.
- Enhanced railway infrastructure for regional growth.
- Employment generation.
- Boon for the economic activities in the region.
- Rapid execution of important projects.
- Closer connect with passengers and industry.



3rd and 4th Railway Line between Vadlapudi-Gate Jn. Cabin including Tie line between Gangavaram Port and Visakhapatnam Steel Plant (12.04 km)



Main Features

- **Project Cost :** ₹154 crore
- **States/Districts Covered :** Andhra Pradesh (Visakhapatnam)
- **Length of line :** 12.04 km
- **Sanctioned on :** April, 2023

Benefits

- Rashtriya Ispat Nigam Limited (RINL) and Gangavaram port which are two landmark industries in Visakhapatnam are connected with Chennai Howrah Trunk route through Vadlapudi station. By constructing 3rd and 4th line along with the tie-line, congestion of trains in the Visakhapatnam complex will be reduced.
- Will eliminate detention of more than 13 train hours every day.
- Will cater to the growing logistic requirements of these industries in the region facilitating the movement of their products to various parts of the country. The tie line will also provide direct connectivity from RINL to Gangavaram port.

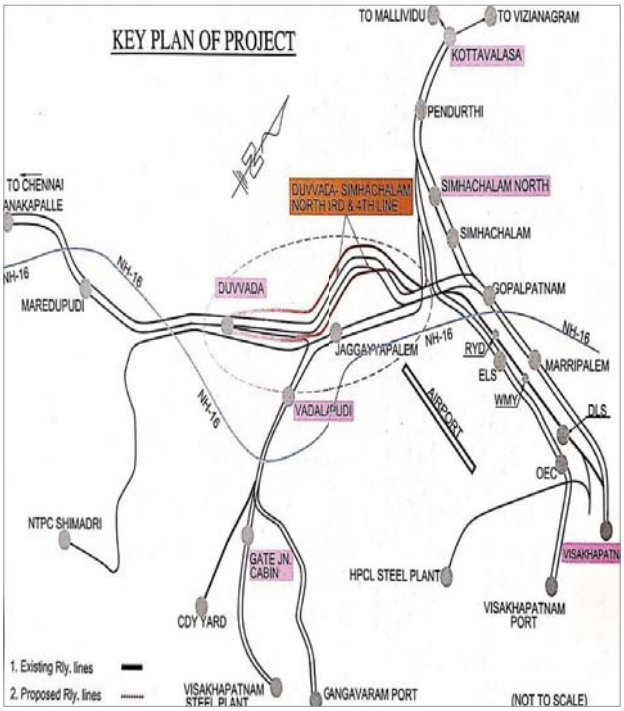
3rd and 4th railway line between Duvvada-Simhachalam North (20.54 km)

Main Features

- **Project Cost :** ₹302 crore
- **States/Districts Covered :** Andhra Pradesh (Visakhapatnam)
- **Route Length :** 20.54 km
- **Sanctioned on :** April, 2023

Benefits

- Capacity constraints to handle more trains at Duvvada result in heavy detention of coaching and freight trains once they enter the Waltair complex. The present lines are over utilized hence, by constructing third and fourth line from Simhachalam to Duvvada line capacity can be enhanced.
- Will cater to freight operations, avoiding mixed traffic and thereby increasing the utilization of automatic signaling.
- Also includes a Rail–under–Rail (RUR) crossing to avoid surface crossings in the Visakhapatnam region, increasing the capacity for handling trains to and from Visakhapatnam for South India.



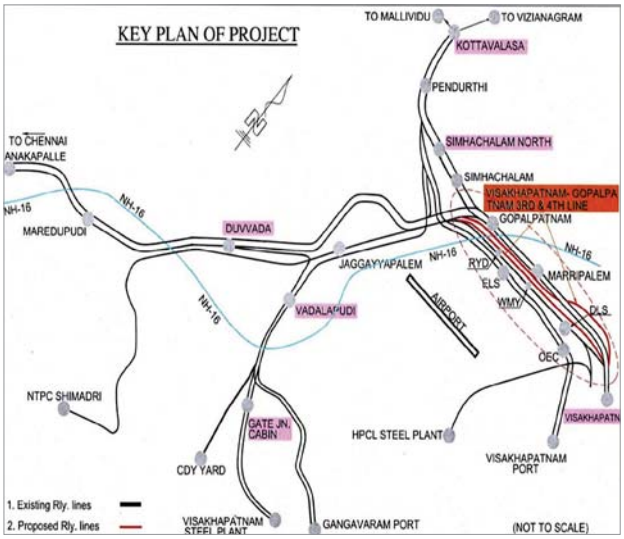
3rd and 4th railway line between Visakhapatnam-Gopalapatnam (15.31 km)

Main Features

- **Project Cost :** ₹159 crore
- **States/Districts Covered** : Andhra Pradesh (Visakhapatnam)
- **Route Length** : 15.31 km
- **Sanctioned on** : April, 2023

Benefits

- The line capacity utilization has already reached saturation, resulting in detention of trains in the section. By quadrupling, the section capacity will be enhanced significantly.
- Will provide path for seamless movement of trains and also facilitate introduction of new trains in this area.
- Will eliminate detention of more than 12 train hours of coaching trains every day, benefiting huge number of passengers.

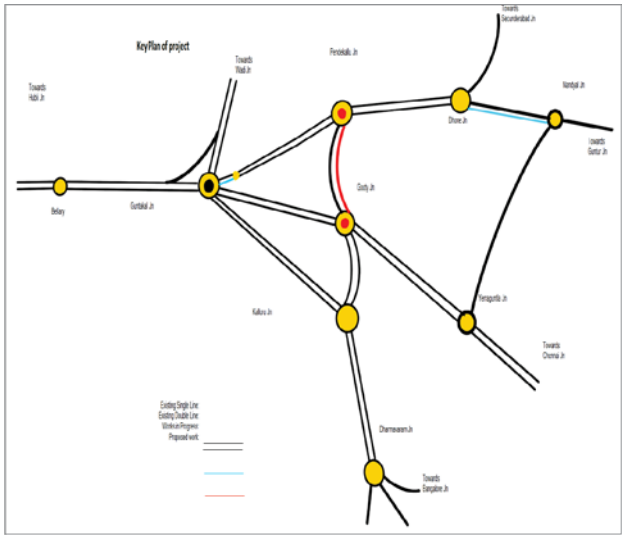


- Will also facilitate separate set of double lines for the Howrah and Vijayawada directions, thereby avoiding surface crossing of these streams of traffic.

Doubling of railway line between Gooty–Pendekallu (29.22 km)

Main Features

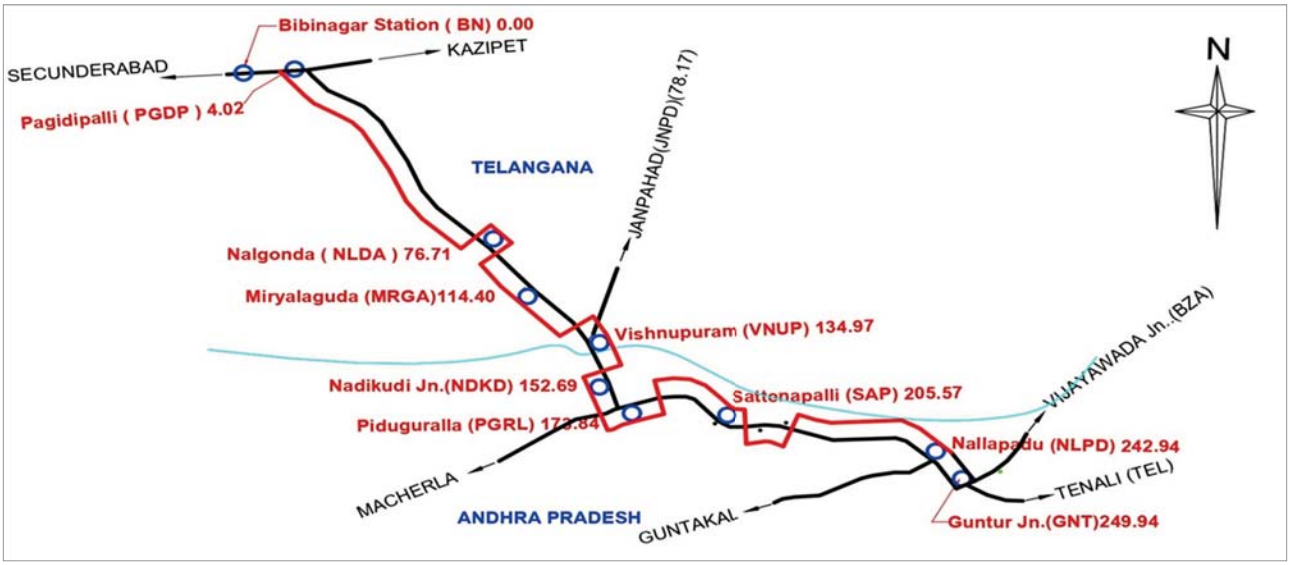
- **Project Cost :** ₹352 crore
- **States/Districts Covered :** Andhra Pradesh (Anantapur, Kurnool)
- **Length of Line :** 29.225 km
- **Sanctioned on :** March, 2023



Benefits

- Important freight carrying route transporting cement, fertilizers, food grains, etc.
- This single line is a missing link surrounded by double line sections all over and doubling provides seamless double line connectivity.
- Alternate route for trains coming/going to Hyderabad/Secunderabad and Visakhapatnam/Vijayawada/Guntur from Chennai and Bangalore duly avoiding highly congested Guntakal station.

Doubling of railway line between Guntur–Bibinagar (239 km)



Main Features

- **Project Cost** : ₹2853 crore
- **States/Districts Covered** : Andhra Pradesh (Guntur, Palnadu), Telangana (Nalgonda, Yadadri, Bhuvanagiri)
- **Length of Line** : 239 km
- **Sanctioned on** : August, 2023

Benefits

- This is the shortest route from Secunderabad to Guntur/Vijayawada and doubling of the section improves the mobility.
- This line is an alternate route between Secunderabad and Vijayawada avoiding highly congested and stressed route via Kazipet, Warangal and Khammam.

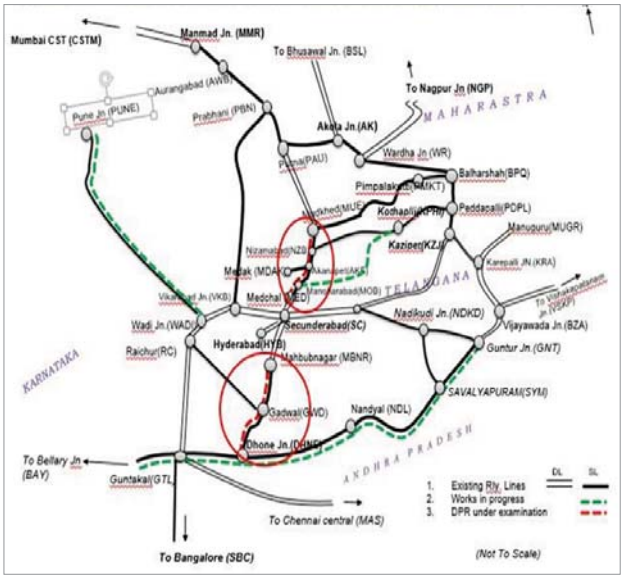
Doubling of railway line along with Electrification between Mahabubnagar–Dhone (197 km)

Main Features

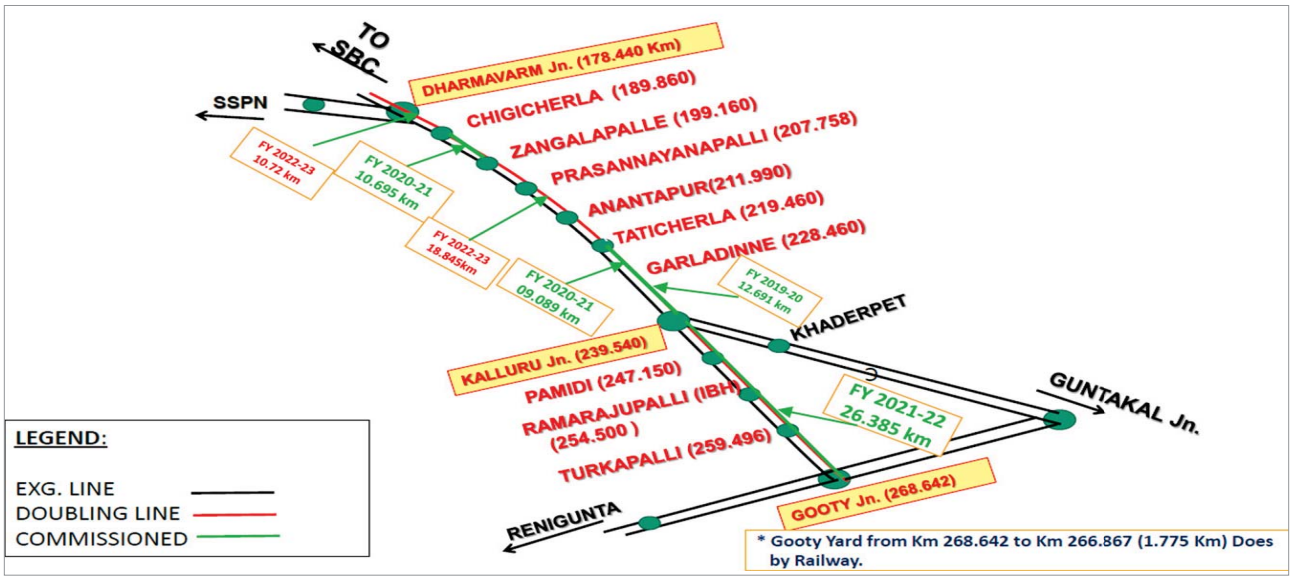
- **Project Cost** : ₹2208 crore
- **States/Districts Covered** : Andhra Pradesh (Kurnool, Nandyal), Telangana (Jogulamba Gadwal, Wanaparthy, Mahabubnagar)
- **Length of Line** : 196.80 km
- **Sanctioned on** : August, 2023

Benefits

- This is the shortest route from Secunderabad to Guntakal via Mahbubnagar – Dhone and doubling of the section improves the mobility.
- This line is shortest route from Secunderabad to Bangalore and Hyderabad to Chennai avoiding highly congested and stressed routes.



Doubling of railway line between Gooty–Dharmavaram (90 km)



Main Features

- **Project Cost** : ₹998 crore
- **States/Districts Covered** : Andhra Pradesh (Anantapur and Sri Satya Sai)
- **Length of Line** : 90.20 km
- **Completed by** : February 2023

Benefits

- Facilitating more efficient movement of freight trains and helping industrial growth by ensuring timely transportation of goods.
- With the commissioning of doubling of railway line in this section, the congestion is reduced thus increasing the line capacity of section for both passenger and freight trains.
- Boosting tourism and local travel.

Dedicated to the Nation

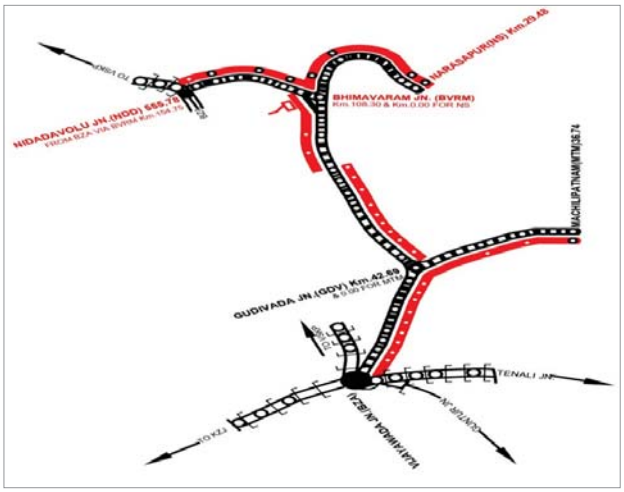
Doubling of railway line along with Electrification of: Vijayawada–Gudivada–Bhimavaram–Narsapur; Gudivada–Machilipatnam; Bhimavaram–Nidadavolu (Total 221 km)

Main Features

- **Project Cost** : ₹4612 crore
- **States/Districts Covered** : Andhra Pradesh (NTR, West Godavari, East Godavari, Eluru, Krishna)
- **Length of Line** : 221 km
- **Completed by** : October, 2022

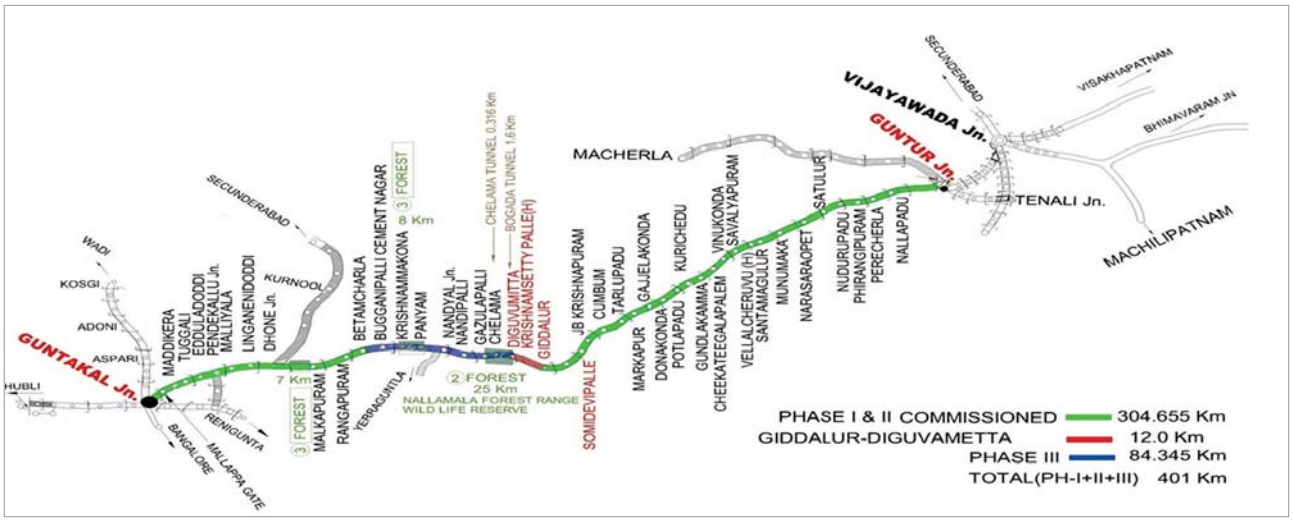
Benefits

- Doubling of this section reduced the congestion in the existing single line section and improved overall operating performance.
- Resulted in reduction of travel time and made the route more convenient for passengers, potentially boosting tourism and local travel.



- Helped in increasing trade and commerce in the region.

Doubling of Giddalur–Diguvametta Rail Line (12 km)



Main Features

- **Project Cost** : ₹108 crore
- **States/Districts Covered** : Andhra Pradesh (Prakasam)
- **Length of Line** : 12 km
- **Date of Commissioning** : 20th September, 2024

Benefits

- Will ease the congestion and enables to run more number of passenger and freight trains.
- Being part of Guntur-Guntakal doubling project, it will reduce the travelling time substantially between Guntur–Guntakal and also to Bengaluru.



Pravasi Bharatiya Express



Inaugurated by Prime Minister during Pravasi Bharatiya Divas

A Train That Connects Persons of Indian Origin with Their Roots

The Pravasi Bharatiya Express was flagged off by Narendra Modi, Prime Minister via video conferencing from Bhubaneswar on 9th January, 2025, which departed from Hazrat Nizamuddin in New Delhi. This initiative, launched to mark the 18th Pravasi Bharatiya Divas enhanced a sense of unity among Indians worldwide.



Narendra Modi, Prime Minister flagged off the inaugural journey of the Pravasi Bharatiya Express for the Indian diaspora. Also seen are Dr. Hari Babu Kambhampati, Governor of Odisha, Mohan Charan Manjhi, Chief Minister of Odisha, S. Jaishankar, Minister of External Affairs and Ashwini Vaishnaw, Minister of Railways

"We have also taken numerous steps to connect our heritage sites in India. For example, there is a special Ramayana Express train for visiting places associated with Lord Ram and Mata Sita. The Bharat Gaurav trains also connect important heritage locations across the country. With our semi-high-speed Vande Bharat trains, we have connected major heritage centers of the country. A little while ago, I had the opportunity to inaugurate a special Pravasi Bharatiya Express train. Around 150 people will travel on this train to visit 17 tourism and faith-related destinations. There are also many places in Odisha that you should definitely visit. The Maha Kumbh in Prayagraj is starting soon, and such an opportunity doesn't come often in life. You should also visit there."

- Narendra Modi
Prime Minister



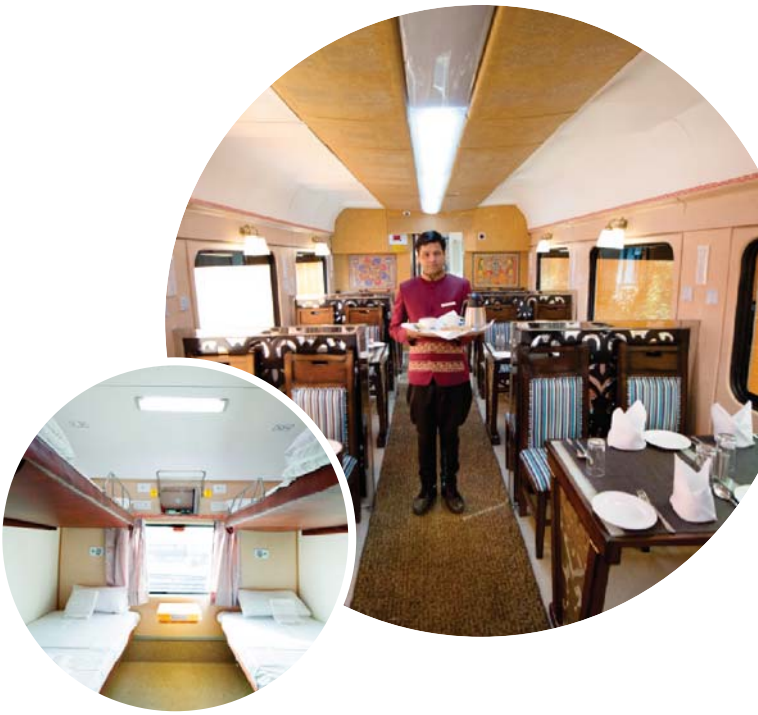
Pravasi Bharatiya Express Route

Ayodhya - Patna - Gaya - Varanasi - Mahabalipuram - Rameswaram - Madurai - Kochi - Goa - Ekta Nagar - Ajmer - Pushkar - Agra

Religious and Traditional Values

Through visits to various religious sites and historical landmarks, the Pravasi Bharatiya Express showcased the plurality and richness of Indian culture at every stop.

- Connection with Pilgrimage: Strengthening the bond between Indian-origin residents and Indian culture through the journey.
- Cultural Experience: Passengers experienced India's diversity and rich heritage.
- India's Glorious History: Introduced passengers to India's illustrious history at every stop.



A Unique Journey: Pravasi Bharatiya Express

The "Pravasi Bharatiya Express" is an initiative by the Ministry of External Affairs 'Pravasi Teerth Darshan Yojana'. Its objective is to connect Indian-origin residents from lower-income groups, aged 45-65 years, with their roots.

A Journey Connecting to Rich Heritage

This train exemplifies Indian Railways' innovative vision and modern approach. The coaches are designed with inspiration from Indian culture, traditions and art to provide passengers with an extraordinary experience. The journey offered the best facilities, security, high-quality infotainment systems and comfort to ensure a safe and pleasant journey. The journey was fully air-conditioned with comfortable seating arrangements. Convenient transit facilities ensured an easy and uninterrupted travel experience for passengers.

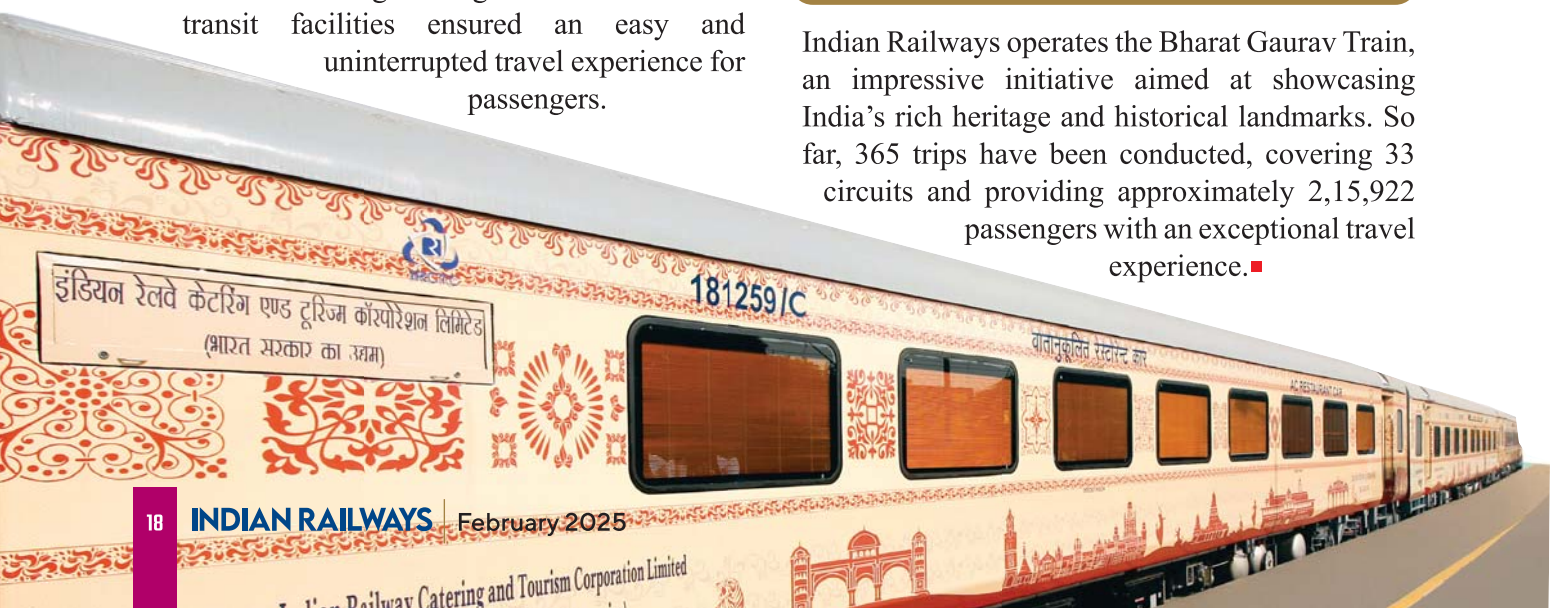
Historical and Cultural Significance

The date, 9th January, marks the day when Mahatma Gandhi returned to India from South Africa in 1915. This event holds a significant place in Indian history, symbolising the strength of the Indian diaspora. To commemorate this, the Pravasi Bharatiya Express highlights the India's unity in diversity and its ancient cultural richness.

Bharat Gaurav Trains

Inspiration Behind Pravasi Bharatiya Express

Indian Railways operates the Bharat Gaurav Train, an impressive initiative aimed at showcasing India's rich heritage and historical landmarks. So far, 365 trips have been conducted, covering 33 circuits and providing approximately 2,15,922 passengers with an exceptional travel experience.



Minister of Home Affairs
Inaugurated Two Major Railway Projects in Gujarat



Amit Shah, Minister of Home Affairs inaugurated two railway projects at Kalor and Sabarmati.

Amit Shah, Minister of Home Affairs inaugurated two major railway projects in Gujarat i.e. the newly constructed Limited Height Subway at Kalol on 15th January, 2025 and the Road Under Bridge at Sabarmati on 23rd January, 2025.

The Limited Height Subway at Sej village, Kalol, on the Khodiyar-Kalol rail section at level crossing no. 233, has been constructed at a cost of ₹7.25 crore and features a 25-meter-long barrel. This subway will ensure seamless traffic between Kalol and Sertha-Sej village. At Sabarmati, on the Sabarmati-Khodiyar rail section at level crossing no. 243 near D-Cabin, a 40-meter-long Road Under Bridge was constructed at a cost of ₹11.31 crore. This bridge connects D-Cabin to Kaligam, alleviating the problem of vehicle stoppages at railway crossings, improving road connectivity and enhancing train punctuality.

The inauguration ceremony in Kalol was attended by Harsh Sanghavi, Minister of State and Laxmanji Thakor, MLA while the event in Sabarmati saw the presence of Pratibhaben Jain, Mayor, Dr. Harshadbhai Patel, MLA, Sudhir Kumar Sharma, DRM, Ahmedabad and other distinguished dignitaries.■

Boosting Rail Infra in Assam
Three New Trains Flagged Off and ROB Dedicated





Lakshman Prasad Acharya, Governor of Assam, Dr. Himanta Biswa Sarma, Chief Minister of Assam alongwith Ashwini Vaishnaw, Minister of Railways flagged off three new trains from Guwahati Railway Station.

Ashwini Vaishnaw, Minister of Railways on 3rd January, 2025, flagged off three new trains and dedicated to the nation a new Road Over Bridge at Tetelia station yard constructed by Northeast Frontier Railway from Guwahati.

The newly introduced trains include Guwahati–New Bongaigaon–Guwahati daily passenger, Tinsukia–Naharlagun-Tinsukia tri-weekly express and Guwahati–North Lakhimpur-Guwahati bi-weekly Jan Shatabdi Express. During the flagging off ceremony MR said that these services are expected to bolster regional connectivity and improve travel options for passengers across Assam and neighbouring areas. Additionally, a new Road Over Bridge at Tetelia station yard constructed by NFR was also dedicated. The ROB was constructed at a total cost of ₹72 crore.■

Union Budget FY 2025-26

Railways Allocated
₹2,52,000 cr.
as Capex for FY 2025-26

"Amazing. Thanks Prime Minister and Finance Minister for continued big allocation in a row to Railways with a focus on safety"

-Minister of Railways



Ashwini Vaishnaw, Minister of Railways addressed a Press Meet after the Union Budget.

Thanks to the big allocation in Union Budget, Indian Railways is all set to expand faster, safer and comfortable rail travel for all across the country. The country can expect 200 new Vande Bharat trains, 100 Amrit Bharat trains, 50 Namo Bharat rapid rail and 17,500 general non AC coaches in next two to three years time. Terming Union budget 'amazing', Ashwini Vaishnaw, Minister of Railways thanked Prime Minister and Finance Minister for allocating the big amount of ₹2,52,000 crore for the financial year (FY) 2025-26 as gross budgetary support to Ministry of Railways, second time in row. The new trains and modern coaches will go a long way in serving the low and middle class people, he added.

In next Three years time

200 New Vande Bharat Trains





100 Amrit Bharat Trains

50 Namo Bharat Rapid Rail





17,500 General Non AC Coaches

Minister of Railways, spoke to the media after presentation of Union Budget in Lok Sabha said that Union Budget is a roadmap for Viksit Bharat. This year's Budget mentions infrastructure development projects of railways to the order of ₹4,60,000 crore. Focussing on safety, ₹1,16,000 crore has been allocated in the Budget for expenditure in this year to augment the safety of Indian Railways through various projects.

Earlier, Government besides allocating Indian Railways, same allocation of ₹2,52,000 crore as was done in last fiscal year also provided for ₹10,000 crore from extra budgetary resources to meet its expenses and modernize it, thus taking the Capex to ₹2,62,000 crore. This means expenditure on assets, acquisition, construction and replacement will be met out of funds from not only Gross Budgetary Support (including Railway Safety Fund and Rashtriya Rail Sanraksha Kosh), but the General Revenues of Indian Railways. Provision of ₹200 crore out of Nirbhaya Fund is

Transformative CAPEX 2025-26

Rolling Stock

2009-14 ₹16,029 Cr. Avg. Year

2025-26 ₹57,693 Cr.

Gauge Conversion

₹3,088 Cr. 2009-14 Avg. Year

₹4,550 Cr. 2025-26

ROB/RUB

2009-14 ₹916 Cr. Avg. Year

2025-26 ₹7,000 Cr.

New Lines

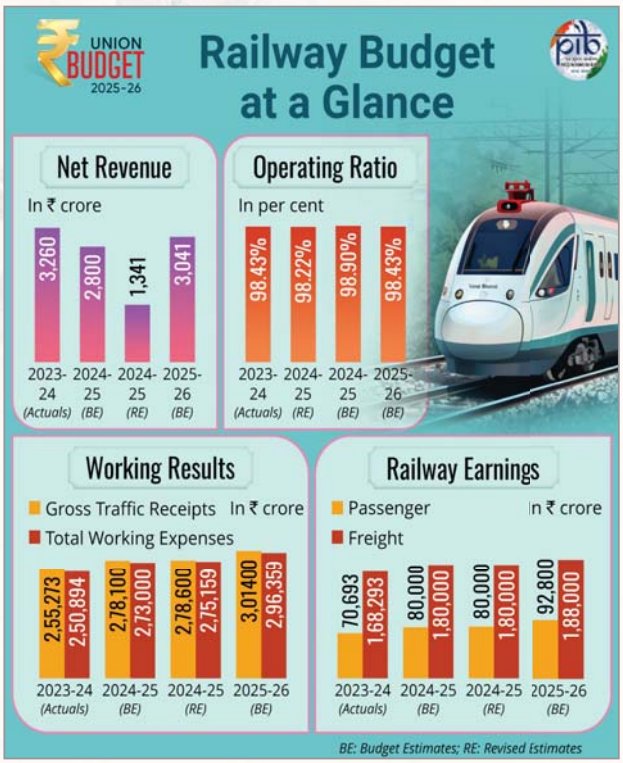
₹5,075 Cr. 2009-14 Avg. Year

₹32,235.25 Cr. 2025-26

Doubling

2009-14 ₹2,461 Cr. Avg. Year

2025-26 ₹32,000 Cr.



also there in the budget. Railways will mobilize additional ₹3000 crore from its internal resources.

Reimbursement of losses on operation of strategic lines has been kept at ₹2739.18 crore in Budget Estimate 2025-26 as against ₹2602.81 crore in last fiscal's Revised Estimates 2024-25. An amount of ₹706 crore is provided in this fiscal year towards debt servicing of market borrowings for National Projects. With this, the net revenue expenditure of IR is placed at ₹3,02,100 crore in this year's Budget Estimate as against ₹2,79,000 crore in revised estimate of last fiscal. This fiscal's gross budgetary support is almost 9 times of what it was only ₹28,174 crore in 2013-14.

Talking to media, Minister of Railways said that Indian Railways is all set to become the second highest freight carrying Railway touching 1.6 billion tonnes of cargo by the end of this fiscal. On the high speed trains, he said India aims to have 7000 km of high speed rail network supporting the speed of 250 km/hour by 2047. Talking about sustainability, Minister of Railways mentioned that Indian Railways will achieve 100 percent electrification by the end of FY 2025-26. Besides, as the Budget announced Small Modular reactors as a source of non fossil energy, Indian Railways will take lead in our electrification efforts.

UNION BUDGET
FY 2025 - 26



REMARKABLE BUDGET ALLOCATION FOR INDIAN RAILWAYS

ANDHRA PRADESH



886 CRORES
AVERAGE OUTLAY 2009-14
(Andhra Pradesh and Telangana)
* Before Reorganisation of Andhra Pradesh

11x*

9,417 CRORES
TOTAL OUTLAY 2025-26

Allocation 2025-26 is **963%** more than the avg. of 2009-14
*Approx.

ASSAM AND NORTH EAST

2,122 CRORES
AVERAGE OUTLAY 2009-14

5x*

10,440 CRORES
TOTAL OUTLAY 2025-26

Allocation 2025-26 is **392%** more than the avg. of 2009-14
*Approx.

BIHAR



1,132 CRORES
AVERAGE OUTLAY 2009-14

9x*

10,066 CRORES
TOTAL OUTLAY 2025-26

Allocation 2025-26 is **789%** more than the avg. of 2009-14
*Approx.

CHHATTISGARH



311 CRORES
AVERAGE OUTLAY 2009-14

22x*

6,925 CRORES
TOTAL OUTLAY 2025-26

Allocation 2025-26 is **2,127%** more than the avg. of 2009-14
*Approx.

GUJARAT

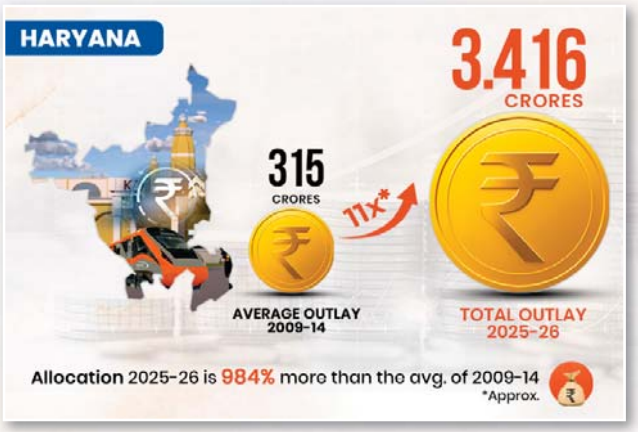


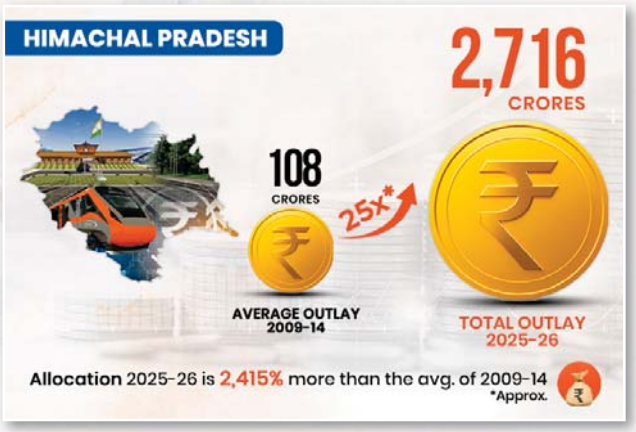
589 CRORES
AVERAGE OUTLAY 2009-14

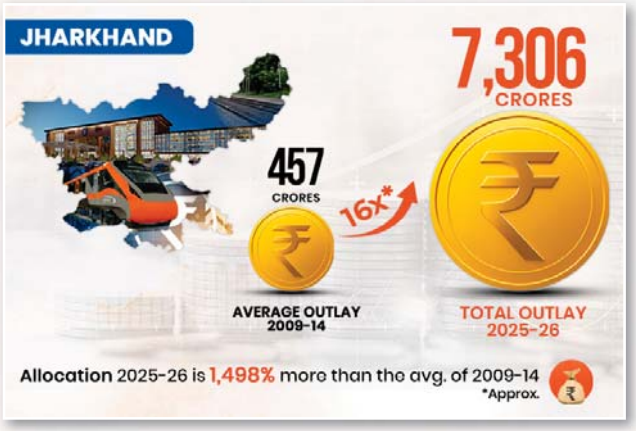
29x*

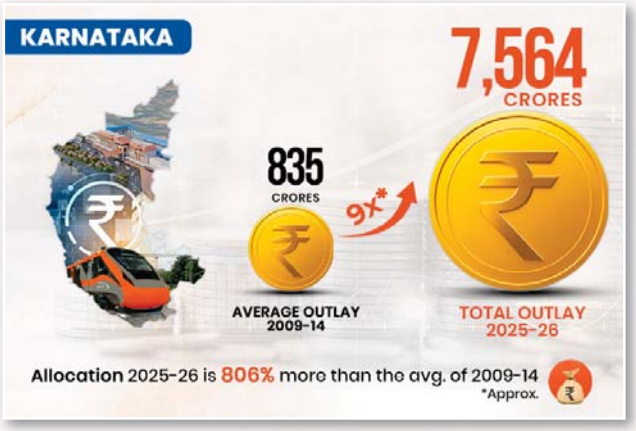
17,155 CRORES
TOTAL OUTLAY 2025-26

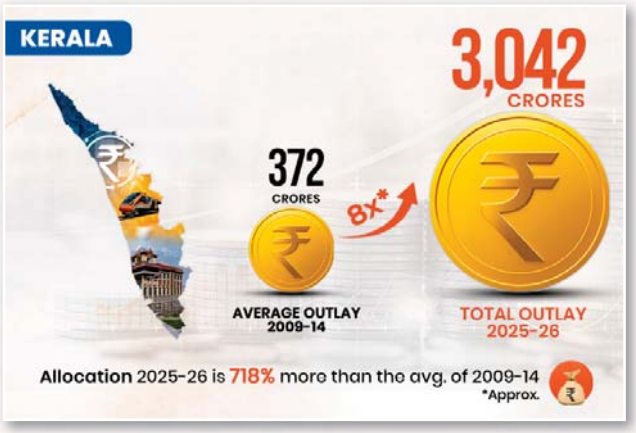
Allocation 2025-26 is **2,813%** more than the avg. of 2009-14
*Approx.

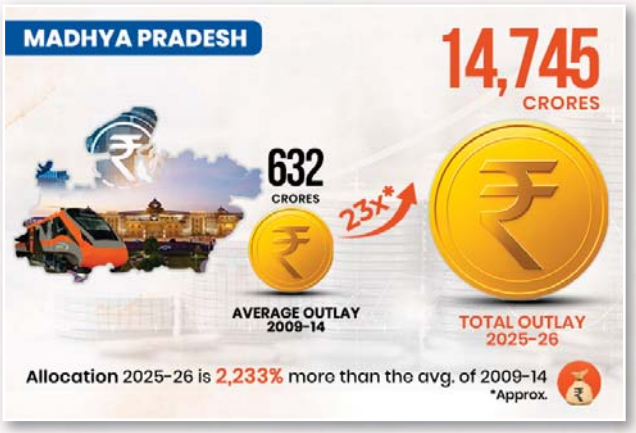

HARYANA
3,416 CRORES
315 CRORES
11x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 984% more than the avg. of 2009-14
*Approx.

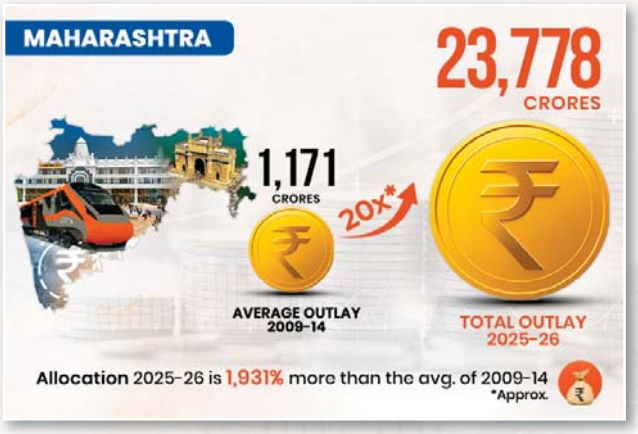

HIMACHAL PRADESH
2,716 CRORES
108 CRORES
25x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 2,415% more than the avg. of 2009-14
*Approx.

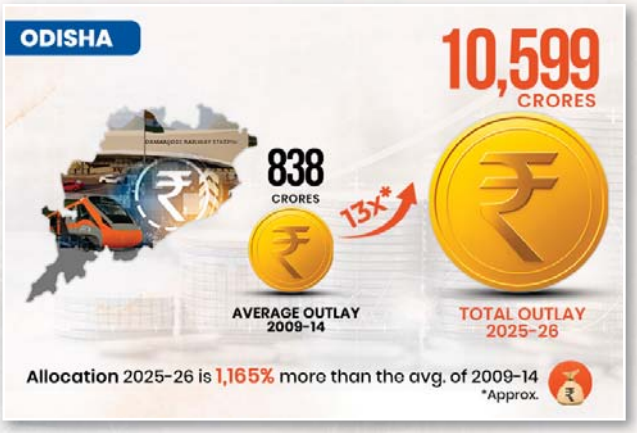

JHARKHAND
7,306 CRORES
457 CRORES
16x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 1,498% more than the avg. of 2009-14
*Approx.

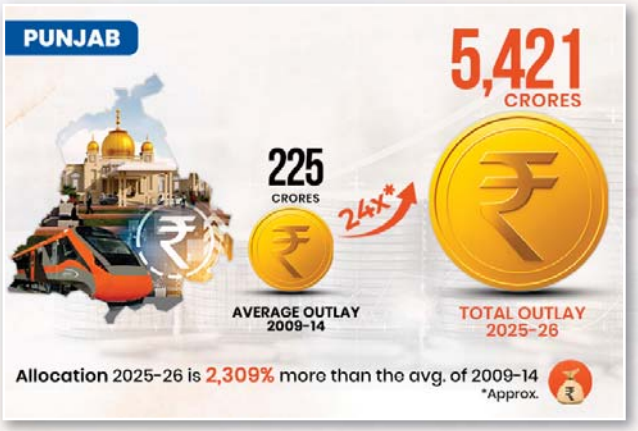

KARNATAKA
7,564 CRORES
835 CRORES
9x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 806% more than the avg. of 2009-14
*Approx.

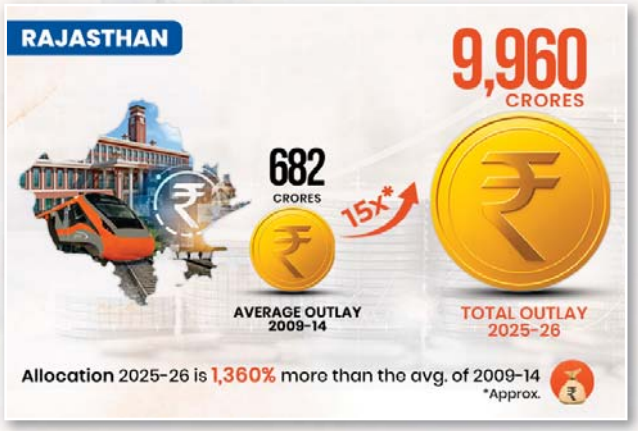

KERALA
3,042 CRORES
372 CRORES
8x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 718% more than the avg. of 2009-14
*Approx.

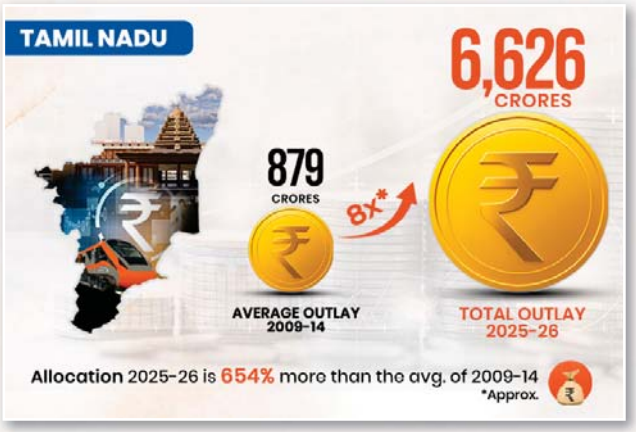

MADHYA PRADESH
14,745 CRORES
632 CRORES
23x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 2,233% more than the avg. of 2009-14
*Approx.

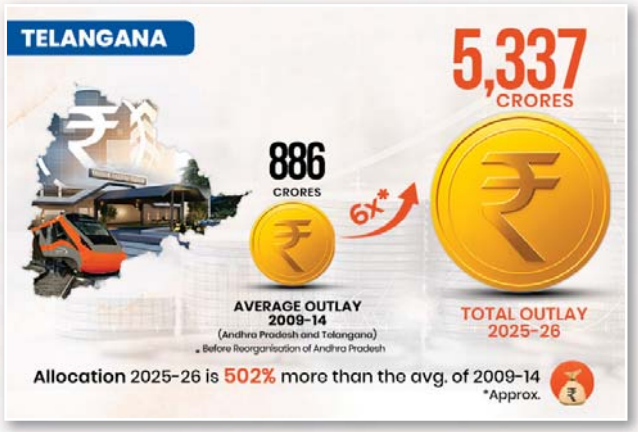

MAHARASHTRA
23,778 CRORES
1,171 CRORES
20x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 1,931% more than the avg. of 2009-14
*Approx.

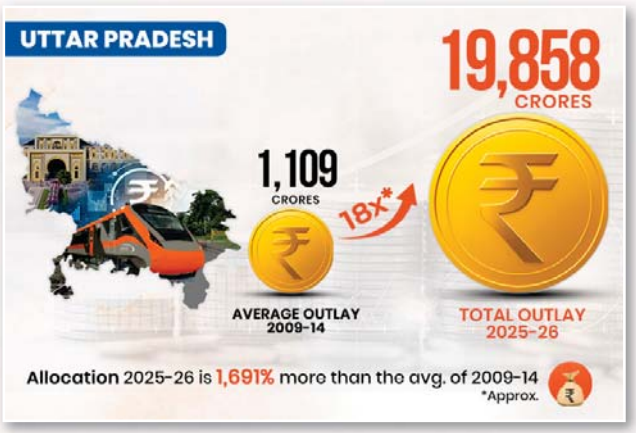

ODISHA
10,599 CRORES
838 CRORES
13x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 1,165% more than the avg. of 2009-14
*Approx.


PUNJAB
5,421 CRORES
225 CRORES
24x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 2,309% more than the avg. of 2009-14
*Approx.

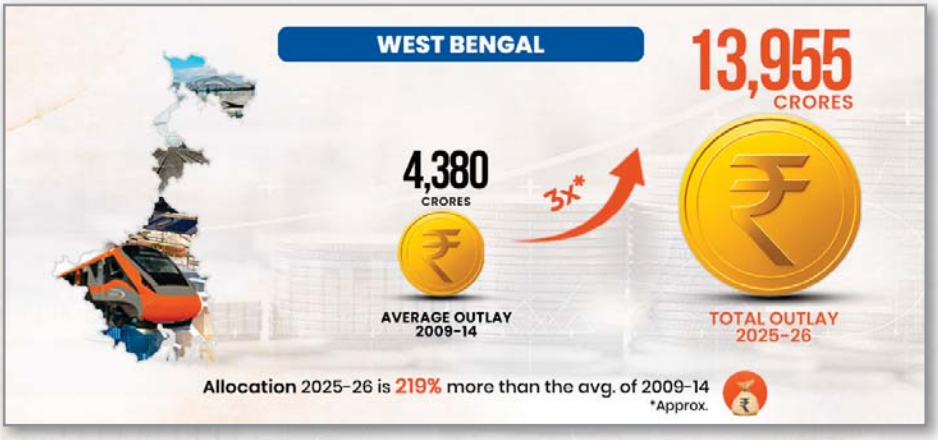

RAJASTHAN
9,960 CRORES
682 CRORES
15x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 1,360% more than the avg. of 2009-14
*Approx.


TAMIL NADU
6,626 CRORES
879 CRORES
8x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 654% more than the avg. of 2009-14
*Approx.


TELANGANA
5,337 CRORES
886 CRORES
6x*
AVERAGE OUTLAY 2009-14
(Andhra Pradesh and Telangana)
* Before Reorganisation of Andhra Pradesh
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 502% more than the avg. of 2009-14
*Approx.


UTTAR PRADESH
19,858 CRORES
1,109 CRORES
18x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 1,691% more than the avg. of 2009-14
*Approx.


UTTARAKHAND
4,641 CRORES
187 CRORES
25x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 2,382% more than the avg. of 2009-14
*Approx.


WEST BENGAL
13,955 CRORES
4,380 CRORES
3x*
AVERAGE OUTLAY 2009-14
TOTAL OUTLAY 2025-26
Allocation 2025-26 is 219% more than the avg. of 2009-14
*Approx.

Railways Estimates for RE 2024-25 and BE 2025-26

Highlights RE 2024-25

Traffic throughput:

- Freight loading projected at 1635 MT vis-à-vis 1588.06 MT achieved in 2023-24.
- Freight Net Tonne Kilometres (NTKMs) increased to 938 billion in RE 2024-25 from BE 202425 level of 930 billion.
- Originating passenger target in RE is kept at 7269.78 million against 6805.45 million achieved in 2023-24. Originating passengers in RE 2024-25 is 6.8% higher over 2023-24.
- Passenger Kilometres in RE 2024-25 are projected at 1204 billion against 1065 billion in 2023-24.

	2023-24	BE 2024-25	RE 2024-25
Loading (in MT)	1588.06	1650	1635
NTKM (in billion)	974	930	938
Originating Passenger (in million)	6805.45	7466.3	7269.78
PKM (in billion)	1065	1239	1204

Revenue receipts:

- Passenger revenue target kept at ₹80,000 crore with a growth of 13.2%.
- Goods revenue target is maintained at ₹1,80,000 crore which is 7% higher over 2023-24.
- Other Coaching target is retained ₹7,500 crore whereas Sundry revenue target increased to ₹11,000 crore from ₹10,500 crore kept in BE 2024-25.
- Gross Traffic Receipts increased by ₹500 crore from BE 2024-25 to ₹2,78,600 crore and higher over 2023-24 by ₹23,327.36 crore.
- Miscellaneous receipts are retained at ₹400 crore.

Total receipts of IR in RE 2024-25 is ₹2,79,000 crore (growth of 8.9% over 2023-24).

Segment-wise earnings is given below:

(₹ in crore)

	Actual 2023-24	BE2024-25	RE2024-25
Passenger	70,693.33	80,000.00	80,000.00
Other Coaching	6,727.25	7,500.00	7,500.00
Goods	168,293.29	180,000.00	180,000.00
Sundry other revenue	9,652.44	10,500.00	11,000.00
Gross Traffic Receipts	255,272.64	278,100.00	278,600.00
Miscellaneous Receipts	820.78	400.00	400.00
Total Receipts	256,093.42	278,500.00	279,000.00

Revenue expenditure:

- Ordinary Working Expenses (OWE) provision in RE is increased by ₹3000 crore over BE to ₹2,08,000 crore. This reflects an increase of 8.8% over 2023-24 on account of higher expenditure under safety related maintenance heads.
- Appropriation to DRF from revenue kept at ₹800 crore.
- Appropriation to Pension Fund is ₹66,358.69 crore to meet pension expenditure.
- In RE 2024-25, a provision of ₹1358.69 crore. is also made towards payment of interest of loan extended by MoF in 2020-21 for COVID related resources gap.
- Miscellaneous expenditure is estimated at ₹2,500 crore.
- **Total revenue expenditure of IR is estimated at ₹2,77,658.69 crore against the BE provision of ₹2,75,700 crore.**

Net Revenue & Operating Ratio:

- Net revenue in RE 2024-25 is ₹1341.31 crore.
- Operating Ratio in RE 2024-25 is 98.90%.
- Operating Ratio without payment of interest related to COVID loan would have been 98.41% and Net Revenue would have been ₹2700 crore in RE 2024-25.

Highlights BE 2025-26

Traffic throughput:

- Freight loading in BE 2025-26 is targeted at 1700 MT i.e. incremental loading of 65 MT or 4% higher over RE 2024-25.
- Projected NTKMs in BE 2025-26 is 967 billion against 938 billion in RE 2024-25.
- Originating passengers kept at 7574 million compared to 7270 million in RE 2024-25.
- PKM is projected to grow to 1311 billion from 1204 billion in RE 2024-25.

	2023-24	BE 2024-25	RE 2024-25	BE 2025-26
Loading (in MT)	1588.06	1650	1635	1700
NTKM (in billion)	974	930	938	967
Originating Passenger (in million)	6805.45	7466.3	7269.78	7573.56
PKM (in billion)	1065	1239	1204	1311

Revenue receipts:

- Passenger revenue is projected at ₹92,800 crore higher by ₹12,800 crore over RE 24-25.
- Goods revenue is projected to increase by 4.4% to ₹1,88,000 crore in 2025-26.
- Other Coaching and Sundry other revenues kept at ₹8500 crore and ₹12000 crore respectively.
- Gross Traffic Receipts are kept at ₹3,01,400 crore.
- Miscellaneous receipts kept at ₹700 crore.
- **Total receipts of IR are thus kept at ₹3,02,100 crore at a growth of 8.3% over RE 2024-25.**

Segment-wise earnings is given below:

(₹ in crore)

	Actual 2023-24	RE 2024-25	BE 2025-26
Passenger	70,693.33	80,000.00	92,800.00
Other Coaching	6,727.25	7,500.00	8500.00
Goods	168,293.29	180,000.00	188,000.00
Sundry other revenue	9,652.44	11,000.00	12,000.00
Gross Traffic Receipts	**255,272.64**	**278,600.00**	**301,400.00**
Miscellaneous Receipts	820.78	400.00	700.00
Total Receipts	**256,093.42**	**279,000.00**	**302,100.00**

Revenue expenditure:

- Ordinary Working Expenses (OWE) has been kept at ₹2,26,256 crore in BE 2025-26 which includes provision for Unified Pension Scheme (UPS).
- Appropriation to DRF from revenue increased to ₹1500 crore in BE 2025-26 from ₹800 crore in RE 2024-25.
- Appropriation to Pension Fund provisioned at ₹68602.69 crore in ensuing fiscal.
- Miscellaneous expenditure kept at ₹2,700 crore.
- **Thus the total revenue expenditure of IR has been estimated at ₹2,99,059 crore.**

Net Revenue & Operating Ratio:

- Net revenue in BE 2025-26 is ₹3041.31 crore.
- Operating Ratio in BE 2025-26 is 98.43%.
- Operating Ratio without payment of interest related to COVID loan would have been 97.98% and Net Revenue would have been ₹4400 crore in BE 2025-26.

Capital Expenditure

Capex provision in RE 2024-25 and BE 2025-26 is as under:

(₹ in crore)

Source	RE 2024-25	BE 2025-26
GBS	2,52,200	2,52,200
Internal Resources	3,000	3,000
EBR (PPP)	10,000	10,000
Total	2,65,200	2,65,200

The segment-wise distribution of GBS is as under:

(₹ in crore)

Source	RE 2024-25	BE 2025-26
Capacity Augmentation	1,13,544	1,09,939
Safety Related Works	38,972	39,456
Customer Amenities	12,884	12,004
Rolling Stock and Inventories	56,859	56,943
Other Plan Heads	29,941	33,858

- Key focus areas for capital expenditure include Safety, Capacity augmentation, Customer amenities and Rolling stock upgradation.
- **Safety:** Safety is a priority for IR. Expenditure on safety is incurred from various sources i.e. GBS, internal resources and revenue expenditure. Total expenditure on Safety related activities in RE 2024-25 is ₹1,14,062 crore and in BE 2025-26 ₹1,16,514 crore.
- IR is making significant progress in network expansion by adding nearly 4,000 km annually. Indian Railways has laid 31,180 km of new track during last 10 years.
- **Electrification:** Indian Railways is set to achieve 100% electrification in 2025, coinciding with the centenary of electrification on the Indian Railways (IR).
- **Station redevelopment:** More than 1300 stations are being redeveloped during the next 4 years. These stations will integrate both sides of the city, will have adequate Parking facilities, multi-modal Integration, high level platforms with improved surfaces and platform cover. These stations will have adequate facilities for Divyangjans along with lifts and escalators.
- **Kavach:** Indian Railways has adopted indigenously developed Kavach as National ATP system in 2020 and after indigenous development specification for Kavach Version 4.0 was approved in July 2024. Work for Installation of Kavach on 10,000 locomotives has already started. Track side equipment for Kavach Version 4.0 on 3000 km route of New Delhi-Mumbai and New Delhi–Kolkata will be completed by December 2025 and work on remaining section is underway.

Rolling Stock:

- **Increasing capacity of non-AC coaches:** To increase the capacity for travel of low-income group people, Railways has planned to manufacture 17,500 non-AC General and Sleeper Coaches. non-AC Amrit Bharat trains with advanced features for affordable journey have been introduced by Indian Railways. 100 such trains are under manufacturing.
- **LHB coaches:** Conventional ICF coaches are being replaced by safer LHB coaches in a phased manner. It is planned to replace all balance ICF coaches with LHB coaches in the next 5 years to enhance safety to passengers.
- **Vande Sleeper trains:** First rake of Vande sleeper version is under testing. Further, 50 sleeper version rakes in 24 car configuration are planned to be manufactured in 2025-26 and 2026-27. Manufacturing of 200 rakes has been planned through engaging technology partner in IR production Units.
- **Namo Bharat Rapid Rail :** is developed to cater the need of daily inter-city short distance movement as well as for suburban commuters, harnessing the features of Vande Bharat.
- **Base Kitchens for improved catering:** For improving the quality of food, about 900 Base kitchens are being set up. So far more than 600 Base Kitchens have been commissioned.

Kumbh Mela:

- Railways are running 3100 short and long-distance special trains in addition to 10,100 regular services to ensure seamless travel for millions of pilgrims.
- For the preparations for Mahakumbh 2025, Indian Railways has deployed over ₹4000 crore in infrastructure upgrades.

Physical capacity augmentation targets for RE 2024-25 and BE 2025-26

Source	RE 2024-25	BE 2025-26
Construction of New Lines (Route km)	700	700
Gauge conversion (Route km)	200	200
Doubling of Lines (Route km)	2900	2600
Rolling Stock		
a. (i) Diesel Locomotives	100	100
a. (ii) Electric Locomotives	1600	1600
b. Coaches	7910	9423
c. Wagons (vehicle units)	30,000	38,000
Track renewals (Track km)	5000	5500

Railways Budget at a Glance in RE 2024-25 and BE 2025-26

BUDGET AT A GLANCE

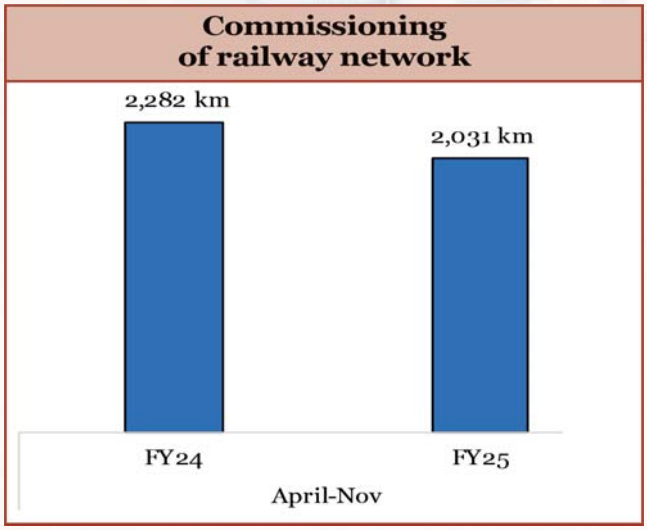
(₹ in crore)

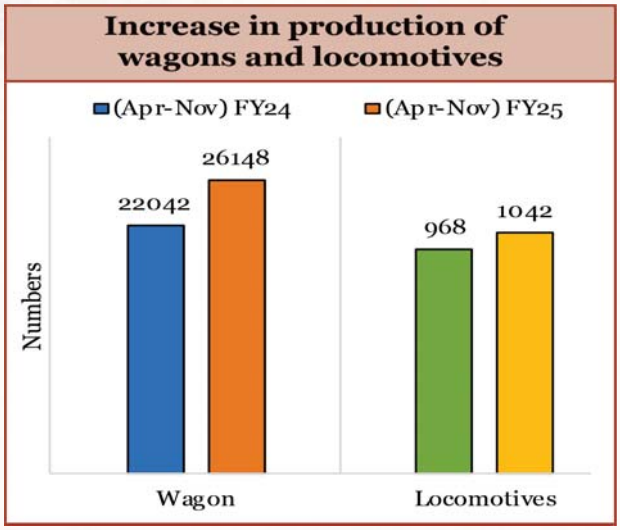
S. No.	Actual 2022-23	Actual 2023-24		BE 2024-25	RE 2024-25	BE 2025-26
	63,416.85	70,693.33	(a) Passenger	80,000.00	80,000.00	92,800.00
	5958.32	6727.25	(b) Other Coaches	7500.00	7500.00	8500.00
	1,62,262.90	1,68,293.29	(c) Goods	1,80,000.00	1,80,000.00	1,88,000.00
	8498.60	9652.44	(d) Sundry other revenue	10,500.00	11,000.00	12,000.00
	2,40,136.67	**2,55,366.31**	**Total Traffic revenue**	**2,78,000.00**	**2,78,500.00**	**3,01,300.00**
	-154.11	-93.67	Clearance from Traffic Outstandings	100.00	100.00	100.00
1	**2,39,982.56**	**2,55,272.64**	**Gross Traffic Receipts**	**2,78,100.00**	**2,78,600.00**	**3,01,400.00**
2	194.40	820.78	Miscellaneous Receipts	400.00	400.00	700.00
3	**2,40,176.96**	**2,56,093.42**	**Total Receipts [1 + 2]**	**2,78,500.00**	**2,79,000.00**	**3,02,100.00**
4	1,80,255.78	191,093.62	Ordinary Working Expenses	2,05,000.00	2,08,000.00	2,26,256.00
5	54,700.00	59,000.00	Appropriation to Pension Fund	67,000.00	66,358.69	68,602.69
6	700.00	800.00	Appropriation to D.R.F.	1000.00	800.00	1500.00
7	**2,35,655.78**	**2,50,893.62**	**Total Working Expenses [4+5+6]**	**2,73,000.00**	**2,75,158.69**	**2,96,358.69**
8	2003.80	1940.12	Miscellaneous Expenditure	2700.00	2500.00	2700.00
9	2,37,659.58	2,52,833.74	Total Expenditure [7 + 8]	2,75,700.00	2,77,658.69	2,99,058.69
10	**2517.38**	**3259.68**	**Net Revenue [3 - 9]**	**2800.00**	**1341.31**	**3041.31**
11	**Appropriation of Net Revenue**					
	1000.00	1500.00	Appropriation to Development Fund	1,000.00	421.31	1041.31
	1517.38	1759.68	Appropriation to RRSK	1,800.00	920.00	2000.00
12	**98.10%**	**98.43%**	**Operating Ratio**	**98.22%**	**98.90%**	**98.43%**

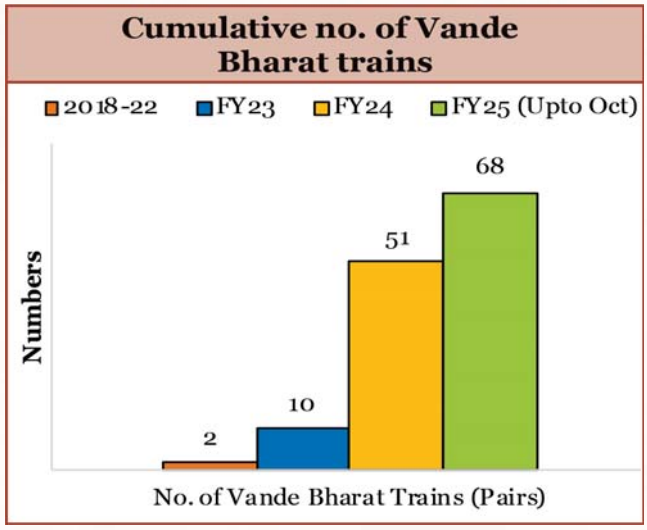
ECONOMIC SURVEY 2024-25

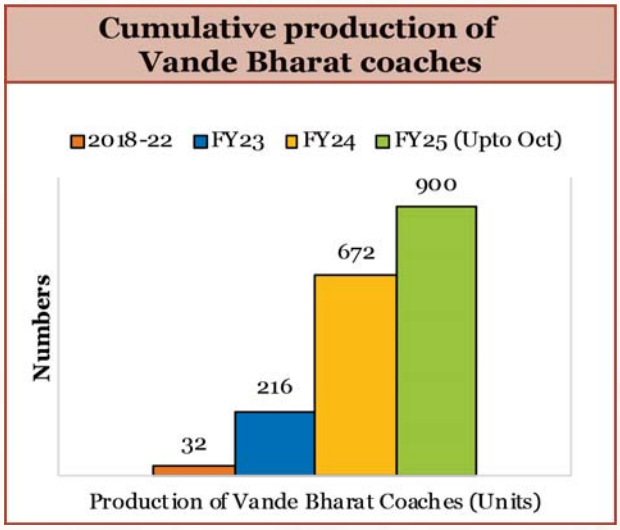
Indian Railways

During FY 2025 so far, the progress in the expansion of the Railway network stayed at levels comparable to the previous year, while the addition of rolling stock increased considerably. Between April and October 2024, 17 new pairs of Vande Bharat trains were introduced to the network and 228 coaches were produced. The details of progress in major railway projects are given below.









Source: Ministry of Railways

Recent Developments in Railways

Recent initiatives in the rail system

- **Gati shakti multi-modal Cargo Terminal (GCT):** 91 GCTs commissioned and 234 locations approved by 31st October, 2024.
- **Net zero carbon emission:** Indian Railways targets 30 GW of renewable energy by 2029-30, with 375 MW of solar and 103 MW of wind commissioned as of October, 2024.
- **Major economic corridors:** 434 projects valued at ₹11.17 lakh crorehave been identified under three railway corridors, mapped on the PM GatiShakti portal.
- **Public Private Partnership (PPP):** 17 projects have been completed (₹16,434 crore) and 8 ongoing (₹16,614 crore) under the PPP model.

Major Projects

- **Mumbai-Ahmedabad High-Speed Rail Project:** Sanctioned in December 2015, this 508 km project, supported by Japan, has a revised cost of ₹1.08 lakh crore. As of October 2024, it has achieved 47.17 per cent physical progress with an expenditure of ₹67,486 crore.
- **Dedicated Freight Corridors (DFCs):** As of November 2024, 2741 km (96.4 per cent) of the planned 2843 km DFC network has been commissioned. DFCs have transformed logistics in India by facilitating increased freight volumes without passenger train interference.

The focus on railway station infrastructure and modernisation of locomotives and coaching stock have improved passenger amenities in the railway sector.

Steps for Enhancing Passenger Amenities in Railways

Indian Railways is undertaking several initiatives to enhance passenger experience and station amenities. Key projects mainly focus on station redevelopment, affordable healthcare, improving catering services and supporting local artisans.

- **Amrit Bharat Station Scheme:** Station amenities, 1337 stations have been identified for redevelopment; work has started in 1197 of them.
- **Pradhan Mantri Bhartiya Janaushadhi Kendras (PMBJKs):** In the pursuit to enhance the wellness and welfare of passengers passing through railway stations, 50 PMBJKs were started in railway station premises. In addition, on 13th November, 2024, 18 new PMBJKs were inaugurated, providing affordable medications and healthcare services at railway stations.
- **Food and catering services:** A new policy for managing mobile catering was introduced on 14th November, 2023. As of 23rd November, 2024, this has resulted in the establishment of 557 Base Kitchens servicing 468 pairs of trains.
- **One Station One Product Scheme:** This scheme is operational at 1900 stations, featuring 2163 outlets that benefit 79,380 local artisans by providing sales opportunities for their products.
- **Passenger amenities:** Train Indication Boards have been provided at 1351 stations, Coach Guidance Systems at 866 stations and Wi-Fi availability at 6112 stations, enhancing passenger experience.

Gives the key initiatives to improve signalling systems in railways.

Key initiatives to Improve Signalling Systems in Railways

Indian Railways is modernising its signalling and safety systems to enhance operational efficiency and safety across its vast network. Here are the key updates

- **Elimination of mechanical signalling:** Indian Railways is replacing mechanical signalling with Electrical/Electronic Interlocking system. In FY 2025, 25 out of 62 pending stations have been upgraded to electrical/electronic interlocking systems, with 9 zonal railways now free from mechanical signalling.
- **Kavach:** This indigenously developed Automated Train Protection system has seen 1547 crore invested (till November 2024). The specification version 4.0 was approved on 16th July, 2024.
- **Electronic interlocking:** EI systems have been install at 227 stations in FY 2025, increasing the coverage to a total of 3576 stations. The first Direct Drive Interlocking system was commissioned in November 2024 at Tajpur station.
- **Automatic Block Signalling (ABS):** ABS is being installed to enhance capacity on high-density routes. 720 Rkm have been completed this fiscal year, increasing the coverage to a total of 4,906 km.
- **Signal design automation tool for electronic interlocking:** This tool automates route control chart generation for station yards. Version 5.0 was released on 19th September, 2024.

Progress in Logistics and Physical Connectivity-Based Services

Indian Railways: Keeping the Development on track

Indian Railways (IR) is the fourth largest network in the world. Passenger traffic originating in IR achieved a growth of 8 per cent over the previous

year. Revenue earning freight in FY 24, achieved a growth of 5.2 per cent.

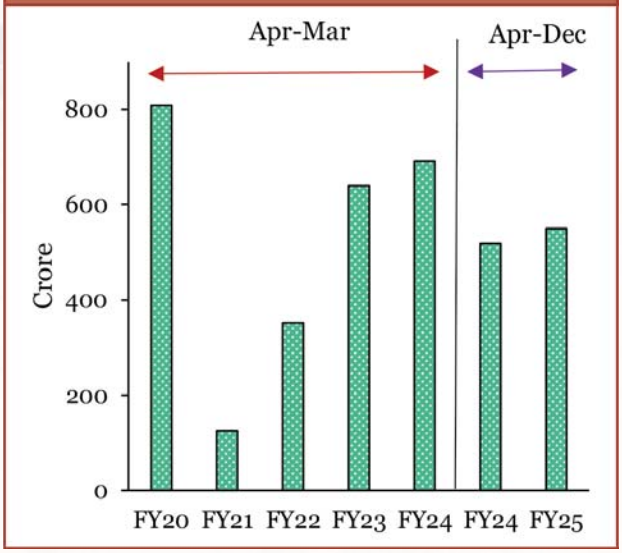
In view of the rising passenger traffic, the government is taking various steps to upgrade passenger amenities. Out of a total of 7325 railway stations across the nation, train indication boards have been provided at 1351 stations, coach guidance systems at 866 stations, digital clocks at 5605 stations and public address systems at 6071 stations as of November 2024. Wi-Fi facility has been provided at 6112 stations to date. A new policy for the management of mobile catering services was introduced in 2023. As of date, 557 Base Kitchens have been commissioned catering to 468 pairs of trains.

As a result of the push toward digitalization in IR, E-ticketing has touched 86 per cent in the reserved sector as of October 2024. Ticketing through digital means in the unreserved sector has increased from 28 per cent at the beginning of the current financial year to around 33 per cent in October 2024. IR has also transformed the refund process enabling refunds in eligible cases within 24 hours in around 98 per cent of cases. Dynamic QR code-based payment has been enabled across all the counters. The passenger reservation system is being redeveloped using cloud-native technologies.

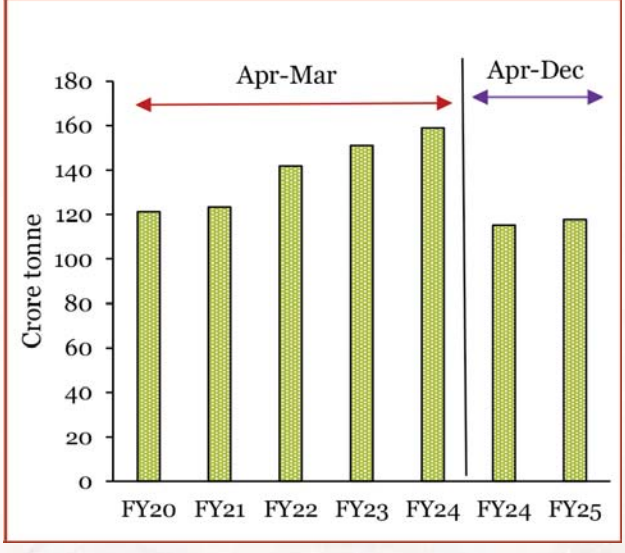
The new application will have features like high scalability, high performance, high availability, high level of security, ease of operations and high agility.

To encourage tourism, Bharat Gaurav trains have been introduced as theme-based tourist circuit trains that showcase India's rich cultural heritage and magnificent historical places. Under this scheme, the service provider is to provide comprehensive tour services comprising meals, accommodation, transport, sightseeing, tour guide, etc. As of date, a total of 325 trips of Bharat gaurav trains carrying 1,91,033 tourists have been operated covering various tourist destinations.

Progress in Railways
Passenger traffic



Progress in Railways
Freight traffic



READERS

are requested to send their

SUGGESTIONS/FEEDBACK

editorindianrailways@gmail.com

Railways Focus on Growth

76% of Budget Spent on Capacity Augmentation in This FY



Serving faster, safer and world class travel experience at nominal cost to billions of Indians is not an easy task. But Indian Railways is doing it in a mission mode by transforming itself to be a future ready organization catering to geographically, culturally, socially as well as economically diverse India. Keeping pace with the budgetary allocation, Railways has spent 76 percent of its budgetary outlay with in first nine months and 4 days of the current fiscal year. According to a latest expenditure report of Indian Railways till 5th January, 2025, heavy investment is made in capacity augmentation, a reality aiming to make rail travel a world class experience in India.

The fruits for consistent Capital Expenditure (Capex) for the last one decade are visible in the form of 136 Vande Bharat trains, about 97 percent electrification of broad gauge, laying of new lines, gauge conversion, doubling of track, traffic facilities work, investment in PSUs and metropolitan transport. This Capital Expenditure has led to faster, safer and world class travel experience at nominal cost to billions of Indians. With Vande Bharat sleeper trains at speed testing and safety certification stage, Rail commuters in India are all set to experience world class travel very soon for 'long distance' travel. This will revolutionize the overall travel experience. This transformation of Indian Railways would not have been possible without the visionary foresight of Viksit Bharat and its prompt execution by spending in the modernization projects in a mission mode by Indian Railways.

Despite challenges like India being the most populous nation with its vast geographical, cultural and linguistic diversity, Indian Railways is implementing a vision of transformative governance to build a new, modern and connected India. It has been spearheading efforts to build an all-inclusive India by investing in infrastructure, technology and sustainable practices. This way, Indian Railways is ensuring that the seeds of progress sown today bear best fruits for our future generations. Given the complexity of India, this is not an easy task for an organization to cater to the present load as well as to invest heavily in building its future. But with 1198 crore of Capital Expenditure spending in the first four days of this calendar year, the overall capital expenditure of Indian Railways stands at 76 percent with nearly three months to go.

The total Capex for railways in Budget Estimate 2024-25 is ₹2,65,200 crore with Gross Budgetary Support of ₹2,52,200 crore. Out of it, ₹1,92,446 crore have already been spent. For rolling stock, the budgetary provision was for ₹50,903 crore. Out of it, ₹40,367 crore were spent by 5th January, which is 79% of the budget, allotted for rolling stock. In safety related works, out of budgetary allocation of ₹34,412 crore, the amount spent is ₹28,281 crore, which is 82 percent of the allocated amount. The government has prioritized transforming Indian Railways into a world class entity, which ferries on an average '2.3 crore Indians' daily from one part of the country to the other part at an affordable cost. Charting out well on this path of development, India Railways is committing taxpayer's money in capital expenditure to create state of the art infrastructure for generations to come, thus contributing in the direction of 'Future ready' Indian Railways as we all progress towards Viksit Bharat.■

Over 23,000 Track Kilometers Upgraded for 130 kmph Speed

Indian Railways (IR) has achieved a significant milestone by upgrading over 23,000 track kilometers (TKM) of the Indian Railways network to support train speeds of up to 130 kmph. This remarkable progress underscores the Government's commitment to modernizing railway infrastructure, improving connectivity and reducing travel times for millions of passengers nationwide. With nearly one-fifth of India's railway network now equipped for higher speeds, these advancements have been made possible through robust safety measures such as modern signalling systems and strategic fencing, marking a new era of efficiency and reliability in train travel.

The modernization of track infrastructure involves comprehensive upgrades, including the strengthening of tracks to ensure stability and durability for high-speed operations, the implementation of advanced signalling systems for precise communication and safe train operations and the installation of safety measures such as fencing at vulnerable locations to enhance security and mitigate risks. These efforts align with Indian Railways' goal of fostering a safer and more efficient railway network, catering to the needs of both passenger and freight demands.

The upgrades prominently feature sections of the Golden Quadrilateral and Golden Diagonal networks, vital corridors linking the nation's major cities. These routes, which handle a significant portion of India's passenger and freight traffic, are now better equipped to accommodate higher speeds, ensuring faster transit and improved logistics.

Additionally, around 54,337 TKM of tracks have been upgraded to support speeds up to 110 kmph. This systematic enhancement ensures seamless connectivity across various regions and bolsters the overall operational efficiency of Indian Railways.

Indian Railways' flagship semi-high-speed train, the Vande Bharat Express, exemplifies the success of these infrastructure improvements. Capable of achieving speeds up to 160 kmph, the Vande Bharat Express symbolizes a new era in Indian train travel, offering passengers a faster, more comfortable, and premium travel experience. To accommodate such speeds safely, Indian Railways has prioritized safety fencing along high-speed track sections. These measures not only ensure the smooth operation of trains but also minimize the risk of accidents. Compared to the previous year, specialised train services during periods of peak demand increased significantly by 54%, reaching to 57,169 services.

ASPECT	DETAILS
Increased Revenue	A 4% rise in earnings between April and December of the current fiscal year, 2024-25 with ₹1.26 lakh crore revenue from freight operations. The passenger segment earnings increased by 6%, reaching ₹55,988 crores.
Higher Capital Expenditure	2% higher capital expenditure in 2024-25 where the capital investments increased to ₹1.92 lakh crore during the current fiscal year, 2024-25 showcasing the government's commitment to infrastructure development.
Enhanced Freight Efficiency	For the January to November 2024 period, the revenue earning freight loading on Indian Railways has been 1473.05 metric tonnes, recording a growth of 3.86% over the corresponding period of last year.



Minister of Railways Inspected the Modified Version of Amrit Bharat 2.0

50 Train-Sets to Roll Out in Next two years



U. Subba Rao, General Manager, ICF briefed the features of Amrit Bharat 2.0 coaches to Ashwini Vaishnaw, Minister of Railways.

Ashwini Vaishnaw, Minister of Railways visited integral coach factory on 10th January, 2025 and also inspected modified version of Amrit Bharat coaches with improved features of passenger comfort and safety. He appreciated the efforts taken by ICF. He also inspected Vistadome Air Conditioned dining car which will be used in the tourist special train. U. Subba Rao, General Manager, ICF briefed the features of Amrit Bharat coaches and Vistadome Dining car.

Talking to media, Minister of Railways said that 50 Amrit Bharat 2.0 trains will be manufactured in the coming two years. Very affordable services will be provided to people travelling long distance. People with very low income, will be provided very affordable and high quality services. 12 major improvements are there in the entire train.

Amrit Bharat 2.0 train set has 22 coach rake formation with locomotives on both ends. It has provision of dining car and sleeper facilities. Amrit Bharat rakes are fit to run at the speed of 130 kmph. It has control couplers on end walls for push-pull operation with locos at both ends for high acceleration and travel semi-automatic couplers for jerk free travel and easy connection.

Amrit Bharat 2.0 has provision of modern amenities for passengers like foldable snack table, mobile holder, foldable bottle holder, improved seats and berth, radium illuminated flooring strip, tejas type gangway, 160 KN air spring bogie, two Indian and two western style toilets in each coach with electro pneumatic pressurised flushing system, automatic hygiene odour control system in FRP modular toilet, automatic-soap dispenser, streamlined-LED light fitting, aerosol-based fire suppression system in toilets and electrical cubicles, one Divyangjan toilet in sleeper coach, mobile charging socket for each passenger, toilet indication light, public address and passenger information system (PAPIS), improved screwless interior panelling with aluminium composite panels.

Amrit Bharat 2.0 Additional Features

- Semi-automatic couplers instead of semi-permanent for easy attachment and detachment.
- Crashworthy features.
- Electro pneumatic assisted brake system for quick brake application.
- Fully sealed gangway for quick coupling and decoupling.
- Vacuum evacuation system similar to Vande Bharat.
- Toilets with SMC (Sheet Moulding Compound) material for maintenance friendly and better aesthetics.
- One Divyangjan toilet in sleeper coach.
- Toilet indication light.
- Automatic hygiene odour control system in FRP modular toilet.
- Onboard condition monitoring system (OBCMS) for real time monitoring of wheel and bearing.
- IoT based water level indicators - internet based water level indicators to help watering station and on-board staff.



- External emergency lights to provide basic lighting during emergency situations like derailments and accidents.
- Charging sockets - USB A & C type ports.
- Fans with SS grills.
- Streamlined-LED light fitting.
- Public address and passenger information system.
- Tejas type gangway.
- Aerosol-based fire suppression system in toilets and electrical cubicles.

Salient Features of the Vistadome Dining Car

- Seating capacity - 28.
- Dining area (with traditional cushioned chairs and tables)-18 seats.
- Lounge area (cushioned sofa and four tables).
- Barge area with viewing through window (five stools).
- Aesthetically designed FRP interior panelling with decorative graphic film.
- Pictures (depicting the art and culture of Gujarat).
- Decorative coloured LED lights.
- Service counter Desk with 49" LED Display Menu.
- Corner ceramic table top wash basin with mirror.
- Passengers can view menu and order food through scanning the bar code.
- Pantry room with refrigerator, bottle cooler, hot case and microwave oven.
- Extended pantry for coffee maker with crockery.
- Wider body side windows and electrically controlled opalescence roof.
- Glass windows for panoramic view.
- Automatic intercommunication sliding doors on either side.
- Modular Western type toilets with pressurized flushing system with bio tanks.
- GPS based public address and passenger information system.
- Content on demand will also be displayed in personal gadgets of passengers using Wi-Fi.
- LED destination board.
- CCTV surveillance system.
- Fire detection with alarm system.
- Emergency windows and emergency lights.

Vande Bharat Trial Successfully Concluded

Historic Journey from Mata Vaishno Devi to Budgam



Taking a significant step towards making travel in Jammu and Kashmir more modern and convenient, the first trial run of the Vande Bharat Express was successfully conducted on 25th January, 2025, from Shri Mata Vaishno Devi Katra station to Budgam. Covering a distance of 247 kilometers at a speed of 85 km/hour, the state-of-the-art train completed the journey in just three and a half hours. The train departed from Katra and reached Budgam at 11.00 hours.

During this historic journey, the train passed through several remarkable engineering marvels, including India's first cable stayed railway bridge, Anji Khad and the world's tallest railway bridge, the Chenab Bridge, which stands at a height of 359 meters. Other important stations and tunnels along the route, such as Sangaldan, Sumbad, Banihal and Srinagar, were part of the journey. After a brief halt in Srinagar, the train reached its destination in Budgam.

A large number of people gathered at various stations to witness this historic trial run, warmly welcoming the train as it passed by.

The successful trial on the 111 km Banihal-Katra section has established a significant milestone in improving rail connectivity between Jammu and Kashmir. This section is an engineering marvel, featuring 97 km of tunnels and 7 km covered by four major bridges.

It is noteworthy that the Commissioner of Railway Safety (CRS), Northern Circle, has already issued a track fitness certificate for the Katra-Reasi section, paving the way for the Vande Bharat trial. With this development, the long-awaited dream of better rail connectivity between Jammu and the Kashmir Valley is set to become a reality. Additionally, Jammu station is undergoing redevelopment with eight platforms and modern amenities.



Specially Designed Jammu-Srinagar Vande Bharat

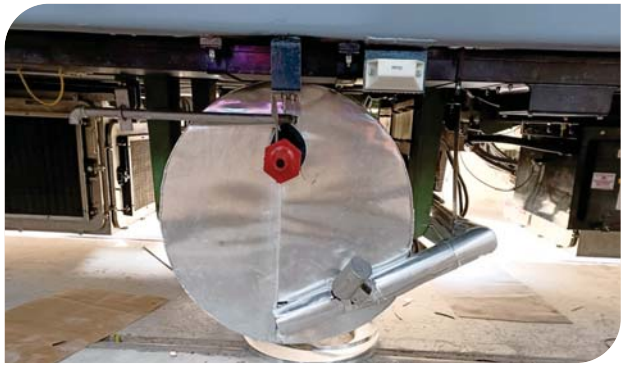
Anti-Freezing Features Ensure Comfort for Commuters & Clear Views for Drivers in Adverse Weather

Jammu-Srinagar Vande Bharat train is especially designed with anti freezing features. The snow removal train, moving ahead of passenger and freight trains will make sure that trains on this strategic route runs all through the year, day and night. This will ensure all weather connectivity between both the regions. To give passengers a comfortable and safe travel experience, Railways has used anti-vibration seismic devices in the project as this region falls in zone-V earthquake vulnerability. These dampers will absorb the tremors in the Himalayan terrain and thus maintain faster and safer travel to the commuters.

Special Features for Jammu & Kashmir Operations

1. Advanced Heating Systems

- **Silicon Heating Pads:** Prevent freezing of water tanks and bio-toilet tanks, with overheat protection sensors ensuring safety and reliability.
- **Heated Plumbing Pipelines:** Self regulating heating cables prevent water freezing, ensuring smooth operations even in sub-zero temperatures.



Auto Draining Arrangement of Pipes

- **Heaters in Indian Toilets:** Provide warm air for vacuum systems and lavatories, enhancing passenger comfort.
- **Auto-Draining Mechanism:** Plumbing lines are equipped with draining systems to prevent freezing during stabling.

2. Enhanced Driver Comfort and Safety

- **Embedded Heating Elements in Windshield:** The driver's front lookout glass includes heating elements for defrosting, ensuring clear visibility in harsh winter conditions.
- **Anti-Spall Layers:** Added to protect the driver from impacts during extreme weather or unforeseen events.

3. Additional Technological Upgrades

- **Air Dryer System Heating:** Ensures the air brake system functions optimally in freezing conditions.
- **Branch HVAC Ducts:** Warm air ducts extend to lavatories for passenger comfort.



Heating Arrgt for Air Drier System

- **5 kVA Transformers:** Installed in underframes for dedicated heating systems in critical components.

4. Key Passenger Amenities

- Fully air-conditioned coaches with semi high speed capabilities (up to 160 kmph).
- Wide gangways, automatic plug doors, mobile charging sockets, infotainment systems and CCTVs for enhanced safety and convenience.

Impact on the Kashmir Valley

- **Seamless All-Weather Connectivity:** Overcoming the challenges of snow, freezing temperatures, and extreme conditions, this train ensures uninterrupted rail services.
- **Enhanced Passenger Comfort:** Modern amenities coupled with climate specific adaptations provide world-class travel experiences.
- **Boost to Regional Integration:** By connecting the Valley more effectively to the national railway network, the train symbolizes India's dedication to bridging geographical and economic gaps.■

Vande Bharat Sleeper Set to Roll Out Soon

Achieved 180 km/hour in Successful Trials

After successfully giving faster, safer and world class travel experience to people travelling short and medium distance chair car trains, Indian Railways is making this a reality for long distance trains also.

Peak Speed of 180 km/hour

The Vande Bharat sleeper train has achieved a peak speed of 180 km/hour in its multiple trials and this world class travel for long distance commuters will be soon made available to the rail commuters across the nation.



Sharing a video of a successful trial in Kota Division, Ashwini Vaishnaw, Minister of Railways on social media mentioned the speed in his post.

The video showed a nearly full to brim glass of water adjacent to a mobile on a plain surface inside a Vande Bharat sleeper train. The water level remained static in the video as the moving train achieved near constant peak speed of 180 km/hour exhibiting the element of comfort in the high-speed rail travel. The post came after 3 days of successful trials, which concluded on 2nd January, in which a Vande Bharat sleeper train in its loaded condition touched the peak speed.

During a 30 km long run between Kota and Laban in Bundi district of Rajasthan, the train reached a peak speed of 180 km/hour. On 1st January, 2025, in a 40 km long trial run between Rohal Khurd to Kota, the train touched the peak of 180 km/hour. On the same day, peaks of 170 km/hour and 160 km/hour were achieved on Kota-Nagda and Rohal Khurd-Chau Mahla sections. These trials was carried out under the supervision of RDSO, Lucknow.

After the trials, the train will be evaluated by the Railway Safety Commissioner at the maximum speed. Only after passing the final stage, Vande Bharat trains will be officially certified and handed over to Indian Railways for induction and regular service.

Vande Bharat: Transforming Long-Distance Rail Travel with Speed and Luxury

These Vande Bharat sleeper trains are designed with features like automatic doors, ultra comfortable berths, onboard WiFi and an aircraft-like design.

The real challenge for Railways was to add berths and test the trains for full passenger and luggage load conditions in order to convert them into Vande Bharat sleeper coaches while achieving the peak speed of 180 km/hour. With these successful trials, rail commuters can hope for world class travel experience in long distance travel like Kashmir to Kanyakumari, Delhi to Mumbai, Howrah to Chennai and many other routes also. The current average speed of Mumbai Delhi long-distance travel is 90 km/hour with maximum permissible speed of 140 km/hour for Tejas Rajdhani Express, which is fastest among all Rajdhani train services in India.

Vande Bharat trains are now available in many Shatabdi train routes. Vande Bharat Express is India's fastest train and capable of reaching speeds up to 180 km/hour. As of now, it connects major cities at short and medium distance apart like Delhi and Varanasi and offers a luxurious travel experience. Vande Bharat trains provide a seamless blend of speed and comfort. It's not just a mode of transportation but an experience of modern Indian engineering.■

Mahakumbh 2025

MR Inaugurated a 'War Room' at Rail Bhawan to Monitor Nine Prayagraj Region Stations via 1200 CCTV Cameras

364 Trains Operated from Prayagraj on Mauni Amavasya by Railways: MR

Ashwini Vaishnaw, Minister of Railways inaugurated the 'War Room' set up by the Railway Board on 12th January, 2025 to oversee nine railway stations in the Prayagraj region through CCTV cameras, in preparation for Mahakumbh 2025. He also released a booklet prepared to provide information to passengers in 22 Indian languages and English. Additionally, he announced the commencement of announcements in 12 Indian languages at Prayagraj station.



Ashwini Vaishnaw, Minister of Railways alongwith Satish Kumar, Chairman & CEO, Braj Mohan Agrawal, Member, Traction and Rolling Stock, other Board Members and Manoj Yadava, DG/RPF released a booklet for Mahakumbh 2025.

Speaking to journalists on the occasion, MR said that the Mahakumbh is a grand celebration of our culture. We have made extensive arrangements at all 9 stations in the Prayagraj region for passengers travelling to Prayagraj for Snan in the Sangam.

Indian Railways has installed 1200 CCTV cameras across 9 stations in the Prayagraj Mela region as part of a comprehensive surveillance system. This includes 764 new cameras, with 116 equipped for facial recognition. A five-tier system has been established to monitor and analyse the camera feeds, with activities on all platforms and circulating areas being tracked from control rooms at the stations. These control rooms will oversee real-time monitoring, while a central war room at Prayagraj witnessed a record-breaking day as Indian Railways operated 364 outward trains to facilitate the return of devotees after taking a holy dip at the Sangam on the occasion of Mauni Amavasya. This achievement marks the highest number of trains run in a single day during the Prayagraj Mahakumbh. Additionally, 77 inward trains were operated, including 142 regular and 222 Mahakumbh Mela special trains.

Ashwini Vaishnaw, Minister of Railways during a press briefing in New Delhi, highlighted that real-time monitoring was conducted from a war room at Rail Bhavan. Senior officials, including the Chairman & CEO of the Railway Board and GMs of all three Railway Zones, coordinated with the Mela administration and State Government to ensure smooth travel for devotees. North Central Railway operated the highest number of 280 trains on the day, including 157 special trains. North Eastern and Northern Railways operated 73 and 88 trains, respectively.

Indian Railways has planned to run around 13,450 trains throughout the Mela period, including over 3,400 special trains. So far, more than 1900 special trains have been operated. To ease congestion, some routes have been modified and Subedarganj station is being used as an alternate terminal for certain services.



War Room set up by the Railway Board to oversee nine Railway stations in Prayagraj Region.

the Railway Board level, staffed with senior officials, will ensure round the clock supervision.

A dedicated team of officers are conducting round the clock monitoring at the divisional level, with similar arrangements in place at the zonal level. The war room established at the Railway Board is currently staffed with officials from the Operations, Commercial, Signal and Telecommunications, Mechanical, Electrical and Railway Protection Force departments. They are actively monitoring all trains operating for the Mahakumbh and stations in the Prayagraj region. Based on the information being received from the stations, decisions are being made regarding the smooth functioning and expansion of passenger facilities as needed.

Vaishnaw added that, for the convenience of passengers attending the Mahakumbh, Indian Railways has completed the construction of the Ganga Bridge along with the doubling of the Varanasi-Madhosingh-Prayagraj line and the Phaphamau-Janghai line. Directional colour-coded holding areas have been created for passengers and tickets in different colours will be issued for different directions. He also announced the launch of a barcoded UTS system for the Digital Mahakumbh.



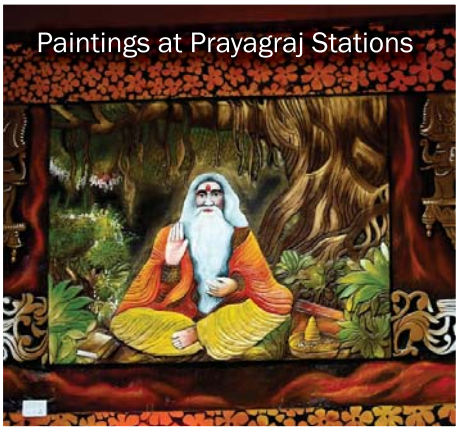
For the convenience and service of passengers, nine railway stations in the Prayagraj region have been specially prepared. These include Prayagraj Junction, Naini Junction, Prayagraj Chheoki, Subedarganj, Prayagraj Sangam, Prayag Junction, Phaphamau Junction, Prayagraj Rambagh Station and Jhunsi Station. All level crossing gates in the Prayagraj region have been closed and 21 new ROBs (Road Over Bridges) and RUBs (Road Under Bridges) have been constructed, making rail operations smoother.

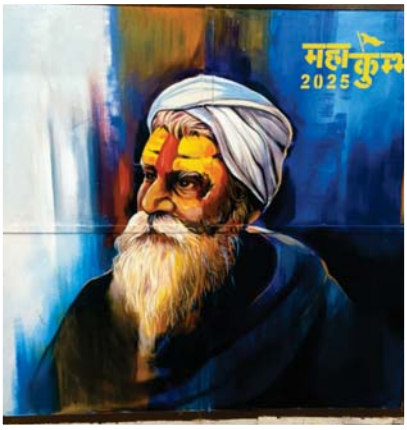


V. Somanna, Minister of State for Railways visited Prayagraj on 23rd January, 2025 and inspected the Mela Camps located at the Sangam area on the occasion of Mahakumbh 2025.

Separate entry gates have been designated for unreserved class passengers at Prayagraj Junction, while reserved class passengers will enter through Gate No. 5. Similar arrangements for colour coded holding areas and separate entry gates for passengers travelling in different directions have been implemented at other stations. Additionally, the unreserved ticketing system now features direction based colour coded tickets.

With the construction of seven new platforms, the total number of platforms at all nine stations in the







Prayagraj area has increased to 48. 2nd entry points have been developed at seven new stations in the Prayagraj area. Subedar Ganj Station has been developed as a satellite station for Prayagraj Junction.

It is noteworthy that the grand and divine Mahakumbh 2025, being held at the confluence of the Ganga, Yamuna and Saraswati rivers in Prayagraj from 13th January to 26th February, is captivating everyone with its magnificence. Held every 12 years, this year's Prayag Mahakumbh is expected to witness the participation of over 40 crore people bathing at the confluence. Along with people from the Indian subcontinent, devotees from more than 100 countries, including the USA, the United Kingdom, France, Germany, Japan, Malaysia, Indonesia, Canada and Mexico, will also participate. Indian Railways will play a crucial role in ensuring the successful organization of Mahakumbh 2025.

During the 2019 Kumbh Mela, 45 percent of the total passengers arrived at Prayagraj Junction. To operate more stations, the re-modelling of Prayagraj, Phaphamau, Rambagh and Jhusi yards has been carried out. The roads connecting all the stations in Prayagraj have been widened. Keeping the 2025 Kumbh Mela in mind, 17 new temporary passenger shelters have been built, increasing the total number of railway shelters in the Prayagraj region to 28. The holding capacity of these shelters has increased from 21,000 to 1,10,000.

Indian Railways has made arrangements to issue over 10 lakh tickets daily to ensure passengers do not face any difficulties in obtaining tickets. In line with the goal of a digital Kumbh, ticketing has been made available through the barcode-based UTS system. First aid booths have been established at all platforms and a medical observation room has been set up at every station, where doctors and medical staff will be available round the clock.

To ensure smooth operations, more than 13,000 employees have been deployed by the Railways. Additionally, about 10,000 personnel from the Government Railway Police will be available to assist passengers at railway stations and premises. Over 1000 volunteers will also be available to help passengers at the stations. More than 1000 cleanliness personnel will work day and night to maintain the cleanliness of stations.

To highlight the grandeur of the Kumbh, more than 20,000 sqm. of wall space at stations has been painted with Kumbh themed artwork. For passenger convenience, new foot overbridges, toilets, ramps, etc., have been constructed at all stations. Colour coded foot markers have been placed on the platforms to guide passengers to the exit.■

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MR Inspected Under Construction Undersea Tunnel for Mumbai Bullet Train



Ashwini Vaishnaw, Minister of Railways seen with the workers during the inspection.

A 21 km long India's first underground/ undersea tunnel is under construction between Mumbai bullet train underground station at Bandra-Kurla Complex and Shilphata in Maharashtra which was inspected by Ashwini Vaishnaw, Minister of Railways on 18th January, 2025. Out of 21 km of tunnelling works, 16 km is through Tunnel Boring Machines and remaining five km is through NATM. This also includes seven km of undersea tunnel at Thane creek.

Additionally Driven Intermediate Tunnel Portal (ADIT): A 394 mtr. long ADIT tunnel is already completed in May 2024 (record time to 6 months). This has facilitated two additional NATM faces for the excavation work in addition to Shilphata. Due to this additional access, 1111 mtr. (622 meter towards BKC/N1TM out of 1562 mtr. and 489 mtr. towards Ahmedabad/N2TA out of 1628 mtr.) of tunnelling work has been achieved.

The ADIT of dimension, 11 mtr. X 6.4 mtr. will give direct vehicular access to the main tunnel during construction and operations and may also be used for the purpose of evacuation process in emergency situation.

Shaft 1 at Mumbai HSR station construction site: Shaft depth of 36 mtr. excavation work is currently underway

Shaft 2 in Vikhroli: Shaft depth of 56 mtr. is completed.

This shaft will be used to lower two tunnel boring machines in two different directions, one towards BKC and another one towards Ahmedabad.

Shaft 3 in Savli (near Ghansoli): Shaft depth of 39 mtr. has been completed.

Tunnel portal at Shilphata: This is the NATM end of the tunnel. Portal work is already completed and 602 mtr. of tunnel work out of 1628 mtr. (N3TM) has been achieved so far.

Precautions being taken during tunnel excavation works

- Sufficient ventilation is being ensured inside the tunnel, ensuring safe and ventilated workforce inside the tunnel sites.
- All excavated material is being disposed as per the state governments direction.

- Structure/Buildings around the tunnel sites are continuously monitored.
- Various types of Geotechnical Instruments like inclinometers, vibration monitors, ground settlement markers, tilt meter etc. have been installed at and around construction sites for monitoring tilt, settlement, vibration, cracks and deformation. These instruments play a crucial role in making sure that neither there is any risk to ongoing underground works like excavation and tunnelling nor to the structures surrounding the site.

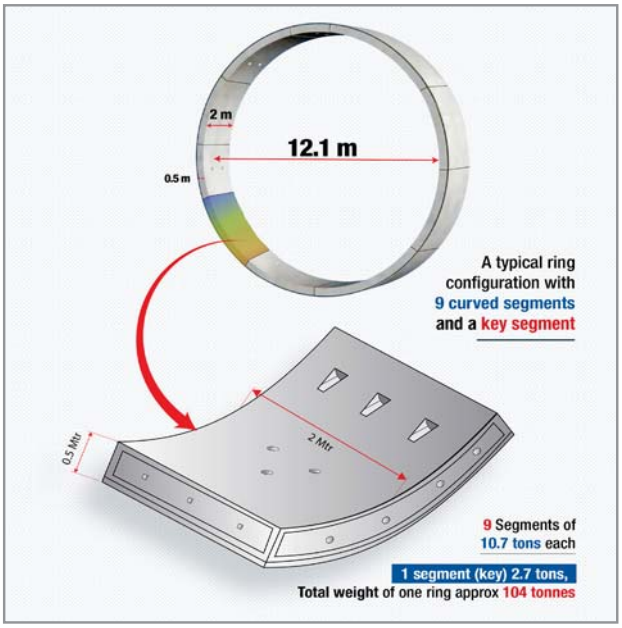
Casting yard for tunnel lining:

A dedicated casting yard for casting tunnel lining for the 16 km TBM portion is already operational in Mahape. 77,000 segments will be cast to form 7700 rings. Special ring segments are being cast for the tunnel lining, each ring comprising ni curved segments and one key segment, with each segment being two meters wide and 0.5 meters (500 mm) thick.

High-strength M70 grade concrete is being used to ensure superior structural integrity and long-term durability. The casting and stacking yard, covering an area of 11.17 Ha in Mahape, Thane district, Maharashtra. The yard will feature nine sets of moulds, each containing ten pieces.

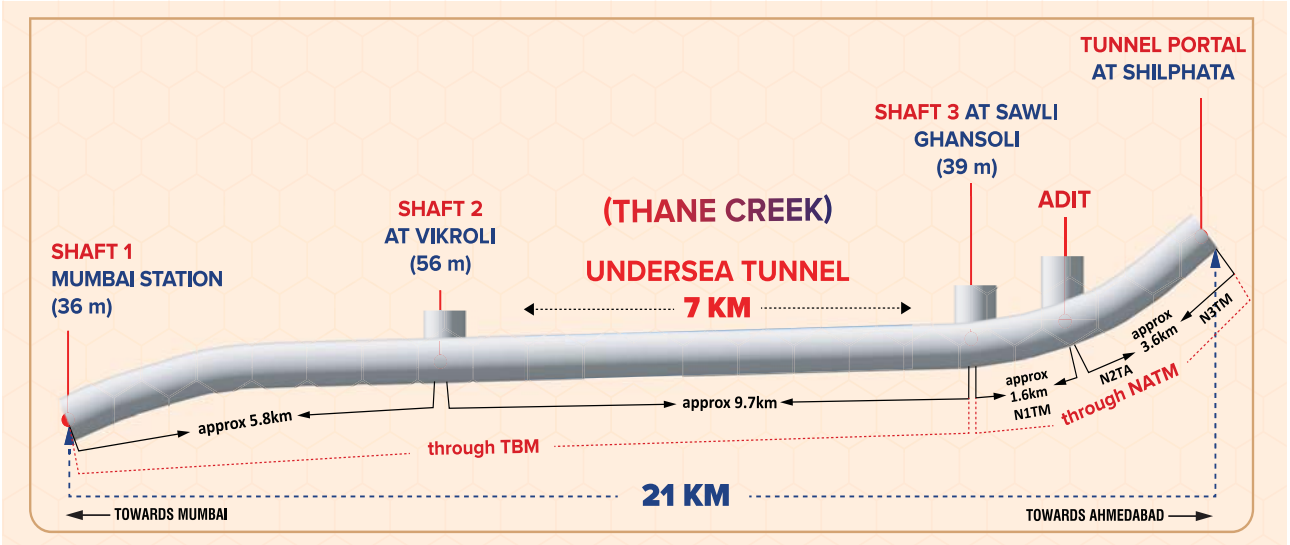
Other details:

- Arrangement for steam curing after casting of segments. Final curing with curing compound.
- Quantity of steel reinforcement in each ring: 4.368 MT.



- Quantity of concrete in each ring: 39.6 cum.
- Use of GFRP (Glass Fibre Reinforcement Polymer) bars to control cracking at edge.
- Batching Plant in Yard: Three, each having capacity of 69 cum/hrs.
- State of Art QA-QC lab at Yard having facilities to check durability parameter.

The yard is equipped with various cranes, gantries and machines to automate and mechanize the casting operations, ensuring high-quality assurance during the casting and stacking of the segments. Additionally, the facility will include casting sheds, a stacking area, a batching plant, and a steam curing area.



MoSR Flagged Off Train Service, Reviewed Progress and Inaugurated Projects in Karnataka



Pralhad Joshi, Minister for Consumer Affairs, Food and Public Distribution along with V Somanna, Minister of State for Railways and Santosh Lad, Minister for Labour, Government of Karnataka, conducted a review meeting of railway projects in the Hubballi-Dharwad region on 8th December, 2024. Vishweshwar Hegde Kageri, MP and Mahesh Tenginkai, MLA, Arvind Bellad, MLA, M.R. Patil, MLA, Arvind Srivastava, General Manager, SWR and senior officers from SWR were also present during the meeting.



V Somanna, MoSR on 4th January, 2025 flagged off Train No. 16240 Yesvantpur-Chikkamagaluru Express with provision of additional stoppage at Aralaguppe station. Somanna also dedicated Road Over Bridge at Penukonda on 5th January, 2025. S. Savitha, Minister for BC welfare, Economically Weaker Sections welfare and Handloom & Textiles, Govt of Andhra Pradesh, B.K. Parthasarathi, MP, Palle Sindhura Reddy, MLA and S. Mangamma, MLC were present.



Minister of State for Railways inaugurated the newly constructed Road Over Bridge at Koppal on 14th January, 2025. Doddanagouda H. Patil, MLA, K. Rajshekar Hitnal, MP, K Raghavendra Hitnal, MLA, G. Janardhan Reddy, MLA, Hemalatha Nayak, MLC were also present.



V. Somanna, Minister of State for Railways conducted a comprehensive review of the new railway line connecting Koppal to Kajjidoni via Gadag and the doubling of the Gadag-Hotgi railway line, along with other associated projects on 14th January, 2025.■



MoSR Flagged off NZM–SBC Rajdhani Express with Provision of Additional Stoppage at Yadgir Station

V Somanna, Minister of State for Railways flagged off Train No. 22692 Hazrat Nizamuddin–KSR Bengaluru Rajdhani Express with provision of stoppage at Yadgir Railway station, on 28th January, 2025 through remote video link. G. Kumar Naik, MP, Raichur also joined the program through video link. Simultaneously, a function was held at Yadgir Railway station, wherein Sharanagowda Kandakur, MLA, Gurmitkal, Channaredy Patil Tunnur, MLA, Yadgir and other dignitaries attended the occasion.

Minister of State for Railways stated that with the stoppage of Rajdhani Express at Yadgir station, a long pending aspiration of the people has come true. He stated that the people of surrounding areas of Yadgir mainly depend on rail transport to travel to various places across the country and majority of the people travel to Bengaluru for different purposes. The Rajdhani express train offers a convenient journey option for the people



of this region to travel to Delhi as well as Bengaluru, he said.

The Minister of State for Railways stated that three important Railway stations in the region i.e., Yadgir, Raichur and Bidar stations are being redeveloped under the Amrit Bharat station scheme. Further, he stated that the Vande Bharat train running between Kalaburagi–SMVT Bengaluru has been provided stoppage at Yadgir station.■

MPs Discussed Key Railway Issues with South Eastern Railway General Manager

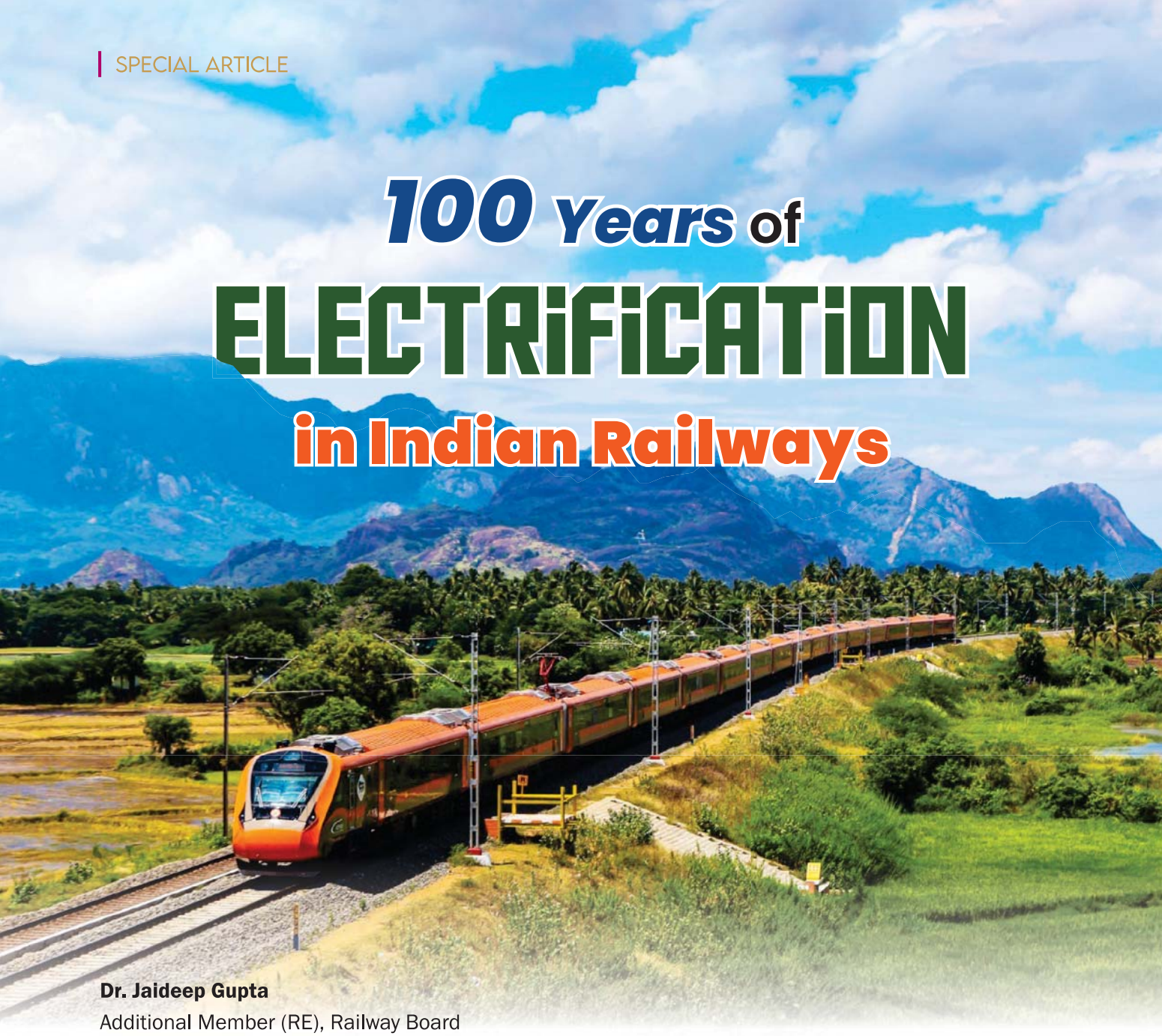


MPs from the Divisional Committees of SER met Anil Kumar Mishra, GM, SER, on 9th January, 2025 in Kolkata and on 13th January, 2025 in Tatanagar to discuss railway issues and infrastructure development.

The meetings, which covered Kharagpur, Adra, Chakradharpur, and Ranchi Divisions, were chaired by Shatrughan Prasad Sinha and Bidyut Baran Mahato, respectively. A total of 20 MPs participated in the sessions, including Kalipada Saren, Avimanyu Sethi, Abhijeet Gangopadhyay, Chandra Prakash Choudhary, Jyotirmay Singh Mahato, Arup Chakraborty, Dulu Mahato, Pradip Kumar Varma, Aditya Prasad, Deepak Prakash, Sukhdeo Bhagat, Kali Charan Singh, Kali Charan Munda, Manish Jaiswal, Tankadhar Tripathy, Joba Majhi and June Maliah.

During the discussions, Mishra presented an overview of SER's performance in freight and passenger services for the current financial year. The MPs offered suggestions on improving train services, including requests for new trains, additional stoppages, enhanced punctuality and upgradation of passenger amenities at stations. They also discussed expediting projects such as new railway lines, road overbridges, underpasses and extensions of train services. The MPs appreciated the efforts of SER ■

100 Years of ELECTRIFICATION in Indian Railways



Dr. Jaideep Gupta
Additional Member (RE), Railway Board

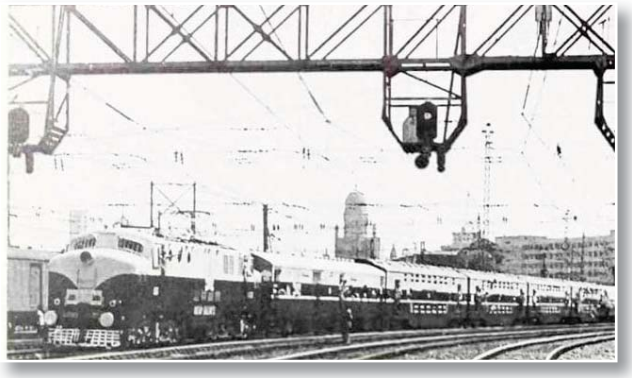
Rail enthusiasts often remember September 1825 as the month when the first-ever train operated in the world, while 16th April, 1853, is etched in Indian Railways' history as the day the first train ran in India. However, 3rd February, 1925, marked another milestone – the first electric-powered train journey in India, from Chhatrapati Shivaji Maharaj Terminus (CSMT) to Kurla in Mumbai. As 2025 marks the 100th anniversary of electric traction in India, the country is also on the brink of achieving 100% electrification of its broad gauge network. This achievement, just as monumental as the first rail operation in India, signifies a century of progress in railway electrification.



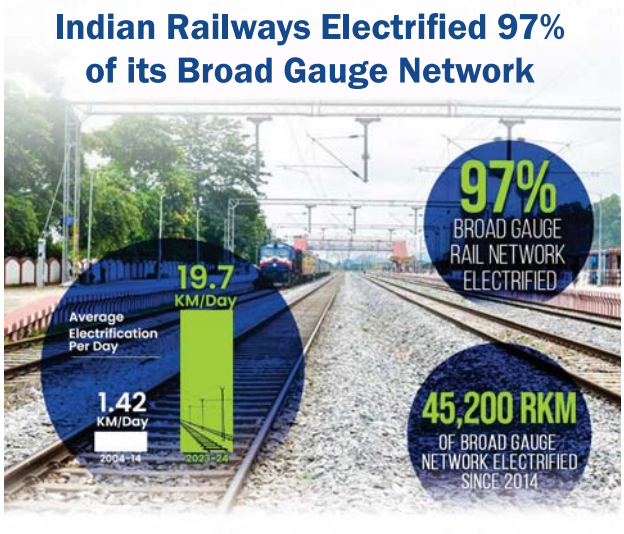
Indian Railways' first electric train ran from the then Bombay VT (now Chhatrapati Shivaji Maharaj Terminus, Mumbai) to Coorfa (now Kurla) on harbour line on 3rd February, 1925. (Image: Special Arrangement)

The Road to Electrification: A Century-Long Journey

The introduction of Railways in India took just 28 years after the world's first train, but the adoption of electric traction was a slower process. While the world witnessed its first electric passenger train in Germany in 1879, it took India 46 more years to introduce this technology. Werner von Siemens is credited with presenting the world's first electric train in 1879, but India saw its first electric train only in 1925.



Electric traction quickly demonstrated clear advantages over steam engines, particularly in terms of power, acceleration and efficiency. Electric locomotives required less maintenance, produced no pollution and were capable of hauling longer, heavier trains over steep inclines. The initial high costs of electrification were a barrier, but the benefits—particularly for suburban commuter traffic—soon became evident. The technology was particularly suited for routes with heavy traffic and steep gradients, making it ideal for the urban areas of Bombay, now Mumbai.



The Electrification of Mumbai: The First Step

In the early 20th century, Mumbai's rapidly growing population needed a solution for its increasing commuter traffic. Steam locomotives struggled to manage the steep inclines of routes towards Pune and Nashik, further emphasizing the need for electrification. In 1904, W. H. White, the Chief Engineer of the Bombay Presidency government, proposed electrifying the two primary rail networks serving the city: the Great Indian Peninsula Railway (GIP) and the Bombay Baroda and Central India Railway (BB&CI), now known as the Central and Western Railways. World War-I delayed the project, but by 1920, electrification plans for the Bombay-Pune/Igatpuri/Vasai lines were approved.

The first electric train in India ran on 3rd February, 1925, using 1500 Volts (V) Direct Current (DC) between CSMT (then Victoria Terminus) and Kurla, a distance of 16 kilometers. This marked the beginning of clean electric transport in India and India became the 24th country worldwide to operate electric railways and the third in Asia.

The Electrification of Southern India

Alongside Mumbai, the South Indian Railway (SIR) began electrifying its suburban network, with the



Madras Beach (now Chennai) to Tambaram line using the same 1500 V DC system. Electrification was completed by 1931 and this section remains one of the few Meter Gauge lines ever electrified in India.

By the time India gained independence in 1947, only about 388 kilometers of rail lines were electrified, primarily around Mumbai and Madras.



Electrification Takes Root in Eastern India

While Mumbai led the way, electrification in Eastern India faced delays, partly due to the disruptions of the World Wars and the Great Depression. It wasn't until the 1950s that electrification in Calcutta (now Kolkata) began to take shape. After a 1954 report from a railway team studying European electrification models, the 3000 V DC system was adopted for the region. The first section of electrified track in Eastern India was inaugurated between Howrah and Sheoraphuli in December 1957.

Progress of Railway Electrification 2014 onwards (up to 31.12.2024):

S. N.	Year	Done by CORE	Total Done Over IR	Total IR (Cumulative)
1	Up to March 2014	21,388	21,801	21,801
2	2014-15	1097	1176	22,977
3	2015-16	1174	1502	24,479
4	2016-17	1004	1646	26,125
5	2017-18	3155	4087	30,212
6	2018-19	3614	5276	35,488
7	2019-20	2606	4378	39,866
8	2020-21	2861	6015	45,881
9	2021-22	4283	6366	52,247
10	2022-23	4770	6565	58,812
11	2023-24	1971	4644	63,456
12	2024-25	106	1091	64,547
Total		26,641 (Last 11 years)	42,746 (Last 11 years)	64,547

During the same period, France's SNCF developed a new 25,000 V AC system, which was initially met with resistance. However, by 1959, India trialed the system on the Rajkharsawan-Dangoaposi section, with remarkable success. By November 1957, Indian Railways decided to adopt the 25 kV AC system as the standard for electrification, making India only the second country after the Soviet Union to do so. With increase in traffic density, now Indian Railways is further advancing to use 2x25 kV AC traction for its routes.

A New Era: Electrification Across India

By 1966, electric traction accounted for more than half of the freight traffic in Eastern and South Eastern Railway zones. Electrification also expanded rapidly in suburban networks, notably in Howrah, Sealdah, and Kharagpur divisions. The advantages of electric trains—reduced diesel



High Rise OHE electrification to facilitate double stack container goods traffic

dependency, improved efficiency, and a cleaner environment—fueled continued growth. The electrification of Indian Railways accelerated in the following decades. From just 388 kilometers in 1951, the network expanded rapidly to present day nearly 100%.

A Global Leader in Electrification

India's railway electrification success is unparalleled, with the country now home to the world's most electrified rail network. The only remaining non-electrified lines are some heritage and mountain routes. As India celebrates the centenary of electric traction in 2025, Indian



Railways is poised to reach new heights in efficiency, sustainability and connectivity, offering a cleaner and more reliable future for millions of passengers across the country.

State Wise Electrified Network (Rkm) (As On 01.01.2025)

S. N.	STATE	Total BG RKM	Electrified BG RKM upto 31.12.2024	Balance RKM	% Electrified
1	Andhra Pradesh	3841	3841	0	100.00%
2	Bihar	3855	3855	0	100.00%
3	Chandigarh	6	16	0	100.00%
4	Chhattisgarh	1297	1297	0	100.00%
5	Delhi	83	183	0	100.00%
6	Haryana	1780	1780	0	100.00%
7	Himachal Pradesh	7	67	0	100.00%
8	J&K	396	396	0	100.00%
9	Jharkhand	2577	2577	0	100.00%
10	Kerala	1046	1046	0	100.00%
11	Madhya Pradesh	4962	4962	0	100.00%
12	Maharashtra	5815	5815	0	100.00%
13	Meghalaya	9	9	0	100.00%
14	Nagaland	11	11	0	100.00%
15	Odisha	2918	2918	0	100.00%
16	Puducherry	1	21	0	100.00%
17	Punjab	2288	2288	0	100.00%
18	Telangana	1923	1923	0	100.00%
19	Uttar Pradesh	8546	8546	0	100.00%
20	Uttarakhand	7	347	0	100.00%
21	West Bengal	4032	3977	55	98.64%
22	Rajasthan	5961	5805	156	97.38%
23	Gujarat	4087	3972	115	97.19%
24	Karnataka	3615	3488	127	96.49%
25	Tamil Nadu	3898	3659	239	93.87%
26	Goa	6	164	22	88.17%
27	Tripura	7	153	114	57.30%
28	Assam	2533	1431	1102	56.49%
29	Arunachal Pradesh	12	0	12	0.00%
30	Manipur	3	0	13	0.00%
31	Mizoram	2	0	2	0.00%
32	Sikkim	0	0	0	0.00%
Total		**66,504**	**64,547**	**1957**	**97.06%**

By December 2024, 12 Zones i.e. SECR, NR, NER, WCR, NCR, ECOR, CR, ER, KRCL, Metro, SER and ECR have been fully electrified.

Government Employees Can Now Use LTC for Premium Train Journeys

Government employees across all strata can now avail a world class travel experience in state-of-the-art Vande Bharat, Tejas and Humsafar expresses, while availing their Leave Travel Concession (LTC). The Department of Personnel & Training, Government of India after going through various requests from different departments allowed rail travel in these world class trains both for hometown as well as anywhere in India LTC purpose.

Luxurious Travel for all Government Employees

With this decision, all the Central Government employees can now access the services of 241 additional trains while utilizing their LTC. They can now travel in 136 Vande Bharat, 97 Humsafar and 8 Tejas Express trains. Government Employees were already availing luxurious AC travel in 144 existing high-end trains in the category of Rajdhani, Shatabdi and Duronto series. With this decision, there will be a total 385 trains across all the regions of the country where they are operating in which tickets can be booked for LTC travel by the government employees.

In the short and medium distance Rail travel in Vande Bharat, Tejas and Shatabdi express trains, employees can avail chair car travel up to the level 11. Employees at level 12 and above are entitled to executive chair car travel in these trains. For long distance travel, where coaches have berths i.e. Rajdhani type luxurious trains, employees at level 12 and above can avail AC 2st class travel. From level 6 to 11, employees can avail AC 2nd class travel while all others i.e. level 5 and below can avail AC 3rd Class travel during their LTC.

LTC: Concessional Travel for Government Employees to Explore India

LTC is a concessional travel facility provided to government employees, allowing them to visit their hometown or any place in India during a block of four years. Employees can avail hometown LTC twice in a block of two years each, or they can use it once to visit their hometown and once to visit any place in India during the four-year block.■



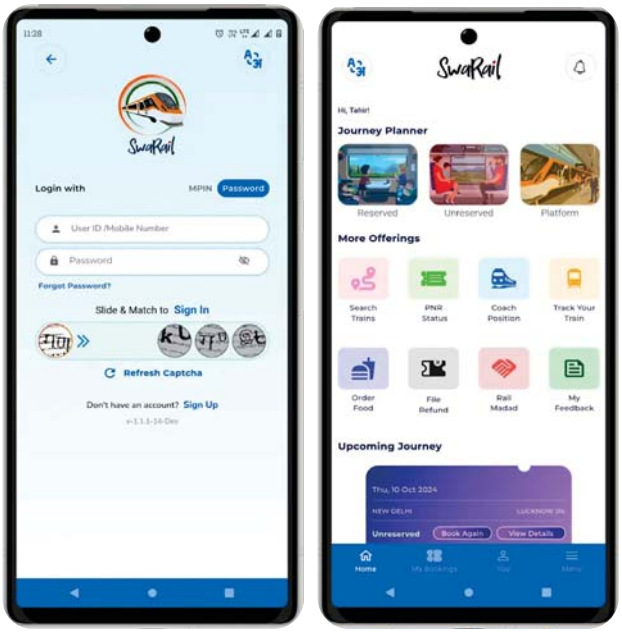
Kind Attention

AUTHORS/WRITERS contributing articles for the magazine are requested to restrict their articles to a reasonable size. Ideally an article should not exceed 1000 WORDS.

In view of the space constraints of the magazine, sometimes it becomes difficult to include longer articles. All are requested to appreciate our problem and co-operate.

IR Launched 'SwaRail' SuperApp for Beta Testing
A One-Stop Solution for Seamless Railway Services

The Ministry of Railways has introduced the SuperApp 'SwaRail' on 31st January, 2025, a one-stop solution offering comprehensive railway services to the public. Currently in beta testing, the app is available for download on the Google Play Store and Apple App Store. A key focus of the App is enhancing user experience with a seamless and clean user interface (UI). It integrates various railway services, eliminating the need for multiple applications and reducing space consumption on user devices.



Developed by the Centre for Railway Information Systems (CRIS) the SuperApp integrates all public-facing applications of Indian Railways into a single platform. The App caters to a wide range of user needs, including:

- Reserved Ticket Bookings.
- Unreserved Ticket and Platform Ticket Bookings.
- Parcel and Freight Enquiries.
- Train and PNR Status Enquiries.
- Food Orders on Trains.
- Rail Madad for Complaint Management.

The SuperApp of Indian Railways is slated to be released to the public very soon. This app integrates various services offered by Indian Railways, which are currently available on separate mobile apps, into a single user interface, ensuring seamless navigation.

Unique Features of the SuperApp

Single Sign-On: Users will be able to access all services using a single set of credentials. Moreover, the same credentials will be used across existing Indian Railways apps like IRCTC RailConnect, UTS Mobile App, etc.

All-in-One App: Currently, different apps are available for reserved and unreserved booking. Additionally, a separate app is required to check train movement and schedules. All these services will now be accessible through a unified app.

Integrated Services: Services are being integrated to deliver comprehensive information from multiple sources in a cohesive and unified manner. For example, PNR enquiry will also display associated train information.

Easy Onboarding/Sign-Up: Users can onboard the SuperApp using their existing RailConnect or UTS App credentials. The sign-up process has been simplified to enhance the user experience and make the app easily accessible.

Ease of Login: Multiple login options have been provided to improve user experience. Once logged in, the app can be subsequently accessed using either an m-PIN or biometric authentication.

Focus on User Feedback

The Ministry of Railway invites users to experience the SuperApp during this Beta phase and provide valuable feedback for its improvement. This initiative is a significant step toward leveraging technology to enhance convenience for railway users. The SuperApp provides smarter, simpler and more efficient access to Indian Railways services. The SuperApp Beta testing phase is being closely monitored by the CRIS team to

ensure timely resolution of user feedback and suggestions. After a thorough evaluation, the Ministry will plan the App's mass launch.

How to Get Started

- Download the App from the Play Store or App Store as shared by CRIS.
- Existing users of RailConnect or UTS Mobile App can log in directly with their credentials.
- New users can register with minimal data entry requirements.

About the SuperApp

The SuperApp is a one-stop solution offering multiple public-facing services of Indian Railways, including Reserved and Unreserved Ticket Booking, Platform and Parcel Booking, Train and PNR Enquiries, and Help through Rail Madad.

The App allows users to onboard using their existing RailConnect or UTS on Mobile credentials. Once registered, the same credentials apply across these platforms. The single-sign-on feature reduces the need to remember multiple passwords.

On first login, an R-Wallet is created for every user to facilitate ticket bookings. Existing R-Wallets from the UTS on Mobile App are automatically linked. The App also provides a secure and convenient login option using a numeric m-PIN. For enquiries, users can log in as Guests via mobile number/OTP.■

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CLW was Visited by Member, Finance



Roopa Srinivasan, Member Finance, visited Chittaranjan Locomotive Works on 12th January, 2025. Srinivasan flagged off the 500th locomotive of FY 2024-25 produced by CLW. She then visited Deshbandhu Loco Park, where she appreciated the rich heritage of CLW.

Srinivasan inspected the Kasturba Gandhi Hospital in the railway township. She then visited the Administrative Office and toured the Heritage Museum Gallery. Later, she chaired a meeting in the Administrative Meeting Hall in the presence of Vijay Kumar, General Manager. During the session, she was briefed on CLW's technical advancements and major projects through a detailed presentation. Member, Finance also attended a meeting with railway union and association members.

Member, Traction & Rolling Stock Visited RDSO

A review meeting was held in RDSO on 27th December, 2024 under the chairmanship of Brij Mohan Agrawal, Member, Traction & Rolling Stock in the presence of senior officers of Railway Board, RDSO and PLW, Patiala. The meeting focussed on modern and innovative efforts to enhance the reliability of electric locomotives and traction installation equipment.

Agrawal highlighted the commendable role of RDSO and emphasized the importance of preparing appropriate design specifications and conducting quality audits in light of the latest scenarios. This would ensure the Indian Railways



provides reliable and swift services during challenging times.

DG, RHS Inaugurated Modular Operation Theatre and ICU Complex



State-of-the-art Modular Operation Theatre and Intensive Care Unit Complex at the newly constructed Southern Railway Headquarters Hospital in Perambur was inaugurated by Dr. Man Singh, Director General, Railway Health Services on 3rd January, 2025 in the presence of R.N. Singh, GM, Southern Railway and other dignitaries.

Dr. Man Singh highlighted the advanced capabilities of the facility and shared plans for setting up a Post Graduate Institute at the hospital. He also emphasized the potential of introducing robotic surgery to match corporate healthcare standards. Singh mentioned that the new facility would benefit Railway patients for cancer therapy and the general public can also be treated with affordable cost.

President's Police Medal for Distinguished and Meritorious Services Awarded to the RPF/RPSF Personnel

On the occasion of Republic Day 2025, the President of India awarded President's Medal for Distinguished Service (PSM) and Medal for Meritorious Service (MSM) to the following Officers and staff of RPF/RPSF:

President's Medal for Distinguished Service



Amiya Nandan Sinha
IG cum Principal Chief Security Commissioner, North Central Railway

Medal for Meritorious Service



Sachin Ashok Bhalode
Deputy Inspector General, Northern Railway



P.V. Santharam
Deputy Inspector General, South Eastern Railway



A. Ibrahim Sheriff
Deputy Inspector General, Southern Railway



Sunil Chand
Inspector, 9BN/RPSF



Srinivasa Rao Donthagani
Inspector, South Central Railway



Chander Kant Tiwari
Inspector, 6BN/RPSF



Kalu Sethi
Inspector, East Coast Railway



Dinesh Choudhary
Sub-Inspector, ECR



Gurbinder Singh
Sub-Inspector, 7BN/RPSF



Rohitash Arya
Sub-Inspector, 6BN/RPSF



Mahmood Hasan
Assistant Sub-Inspector, NR



Alok Ranjan Mitra
Assistant Sub-Inspector, ER



Puttur Ravichandran
ASI/Driver, SCR



Uttam Kumar Brahma
Head Constable, NFR



Asha
Lady Head Constable, NER

National Energy Conservation Awards – 2024
South Central, Western Railways and ICF Recognised

Shri Jagdeep Dhankhar, Vice President presided as Chief Guest at the National Energy Conservation Awards – 2024 function held at Vigyan Bhawan, New Delhi on 14th December, 2024. The Vice President presented the National Painting Competition prizes and National Energy Conservation Awards alongwith Shripad Naik Minister of State for New and Renewable Energy.

South Central Railway won 6 National Energy Conservation Awards for the year 2024.



The National Energy Conservation Awards received by the Zone are:

- First Prize for Guntakal Divisional Railway Hospital in Hospitals Sector.
- First Prize for Renigunta Railway station in Railway Stations Sector.
- Second Prize for Jammikunta Railway Station in Railway Stations Sector.
- Certificate of Merit for Central Hospital, Lallaguda in Hospitals Sector.
- Certificate of Merit for Hyderabad Railway station in Railway Stations Sector.
- Certificate of Merit for Nizamabad Railway Station in Railway Stations Sector.

Brij Mohan Meena, Principal Chief Electrical Engineer, SCR along with Vishnu Kanth, Chief Electrical General Engineer, SCR and M. Vijay Kumar, DRM, Guntakal Division received the first prize for Guntakal Divisional Railway Hospital and Renigunta Railway station. Other senior officials received the awards for their respective energy efficient units.

Western Railway's Rajkot Division received the Certificate of Recognition in the Transport Sector for the project 'Automation of Undergear Lights'. The award was received by Rajani Yadav, Sr. DEE/ Rajkot Division on behalf of WR.



The Integral Coach Factory was conferred First Prize in the category of Innovative Awards for Professionals under the Transport sector for the manufacturing of Vande Bharat train sets. This award was received by C.R. Harish, Principal Chief Electrical Engineer, Integral Coach Factory.



Indian Railways Celebrated Repu

Indian Railways celebrated 76th Republic Day with fervour and gaiety. All prominent Railway stations and Railway offices were decorated and illuminated with tricolour lighting.


Southern Railway Headquarters
Chennai, Tamil Nadu



Jammu Tawi,
Jammu & Kashmir



Mumbai Central
Railway Station



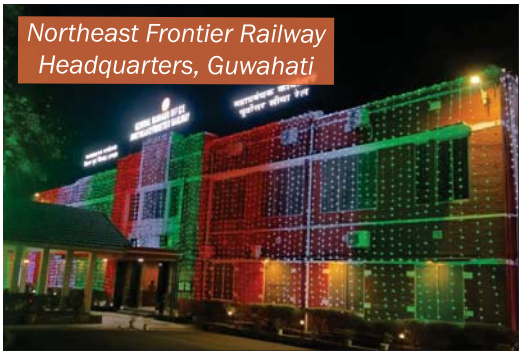
Varanasi, Uttar Pradesh

blic Day with Fervour and Gaiety



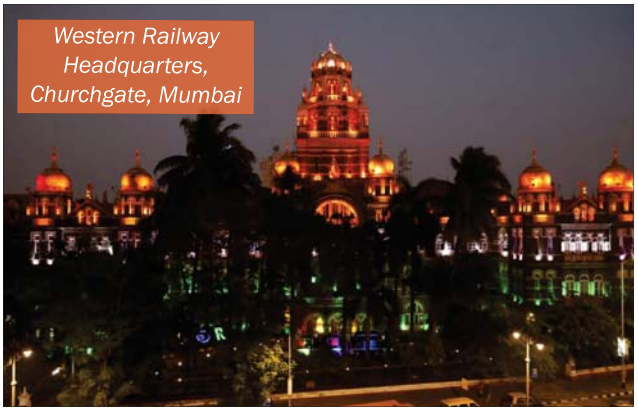
SCR Headquarters Secunderabad


Siddharoodha Swamiji Hubballi Junction, Karnataka


Northeast Frontier Railway Headquarters, Guwahati

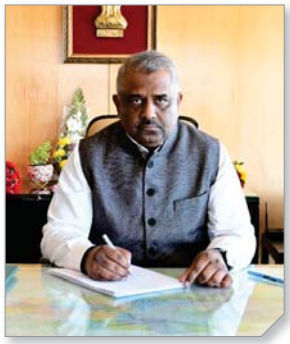


New Delhi


Western Railway Headquarters, Churchgate, Mumbai


Ayodhya Dham Junction, Uttar Pradesh

Tarun Prakash Assumed Charge as GM of SECR



Tarun Prakash assumed the charge of General Manager of South East Central Railway on 1st January, 2025. Prior to this appointment, he was serving as PED (Signal & Telecommunication)/ Development in the Railway Board. Prakash is a 1988 batch officer of the IRSSE. He holds a B.Tech degree in Electronics and Communication from IIT Roorkee and M.Tech degree in Computer Science from IIT Delhi. He has received specialized training in Management from Bocconi Mellon and ISB Hyderabad. He has also studied and trained at prestigious institutions in countries like Malaysia and Singapore. Prakash previously served as Principal Chief Signal & Telecommunication Engineer in South East Central Railway.■

Metro Railway Hosts Successful Conclusion of 2024 Inter-Railway Music Competition



The Inter Railway Cultural Competition (Music) 2024 came alive at the Belgachia Auditorium, Metro Railway, Kolkata, on 17th and 18th December, 2024. P. Uday Kumar Reddy, General Manager, Metro Railway, inaugurated the competition by lighting the ceremonial lamp, accompanied by senior officials.

Participants from 17 Railway Zones and Production Units competed in various categories, including Indian Classical Music (Vocal and Instrumental) and Light Music (Vocal and Instrumental). A total of 66 performers showcased their exceptional skills, leaving the audience spellbound with their artistry and passion.

The concluding ceremony, graced once again by Reddy, celebrated the winners and participants. He congratulated them for their efforts and expressed hope that the event would continue to provide a platform for railwaymen to unveil their hidden talents.

The winners of the Indian Classical (Vocal) category were: Naik Sourabh Rajkumar (ICF), Subhajit Patra (ER) and Rajeshwari Patil (SWR), who secured the first, second, and third positions respectively. In the Light Music (Vocal) category, Dharini Veeraraghavan (WR) emerged as the winner, followed by Shruti Gupta (ER) and Sanjeev Kumar Sinha (WCR).



In the Indian Classical (Instrumental) segment, Satyendra Singh Solanki (CR) took first place, with Devendra Kumar Shrivas (SECR) and Ramendra Singh Solanki (WCR) following in second and third positions. Swarajit Gopal Guha (ER) claimed the top spot in Light Music (Instrumental), with Aradhya Pravin (NR) and Sanjeev Kumar Sinha (WCR) finishing second and third.■

Sports News



Indian Railways' Swapnil Kusale clinched Gold Medal in the 50m Prone Event at the 67th National Shooting Championship held in Bhopal, Madhya Pradesh.



Mithun Manjunath of Indian Railways bagged Silver Medal in Men's Singles event at the Senior National Badminton Championship held in Bengaluru, Karnataka.



Jasveer Kaur of Indian Railways secured Bronze Medal in compound (ranking and individual events) at the 31st NTPC Senior Indian Round, 44th NTPC Senior Recurve and 20th NTPC Senior Compound National (M&W) Archery Championship held at Jharkhand.



Indian Railways' Men's Recurve Team secured Gold Medal at the 44th NTPC Senior Recurve Championship held at Jamshedpur, Jharkhand.

Indian Railways' Men's Boxing Team emerged runners-up in the 8th Elite Men's Boxing Championship held at Bareilly, Uttar Pradesh from 6th to 13th January, 2025.





The Indian Railways' body-building team for their outstanding achievement in winning the team championship at the 16th Senior Body Building and Physique Sports Championship 2025, held in Belagavi, Karnataka from 14th to 16th January, 2025.

Railways Women's team won the Champion Trophy and the Men's team secured the runners up trophy at the Sr. National Table Tennis Championship held in Surat, Gujarat from 19th to 26th January, 2025.







Indian Railways' Women and Men's Gymnastics Team won the Artistic Gymnastics Team Championship at Sr. National Gymnastics Championship held at Surat, Gujarat from 1st to 4th January, 2024. Pranati Nayak bagged a Gold and a Silver Medal, while Pranati Das and Protistha Samanta bagged Gold and Silver Medals respectively in the individual women events. Siddharth Verma and Aditya Singh Rana won Silver and Bronze Medals in the Men's all round event.

Gorakhpur Jn. Railway station Celebrated Its Foundation Day



Gorakhpur station came into existence 140 years ago on 15th January, 1885 when a railway line from Sonpur to Mankapur via Chhapra, Siwan and Gorakhpur commissioned by BNWR. At present, Gorakhpur Jn. station has the second longest platform in the world.

Gorakhpur Station in 1900

Tamil Nadu's Aranthangi Railway Station Celebrating 121 Illustrious Years

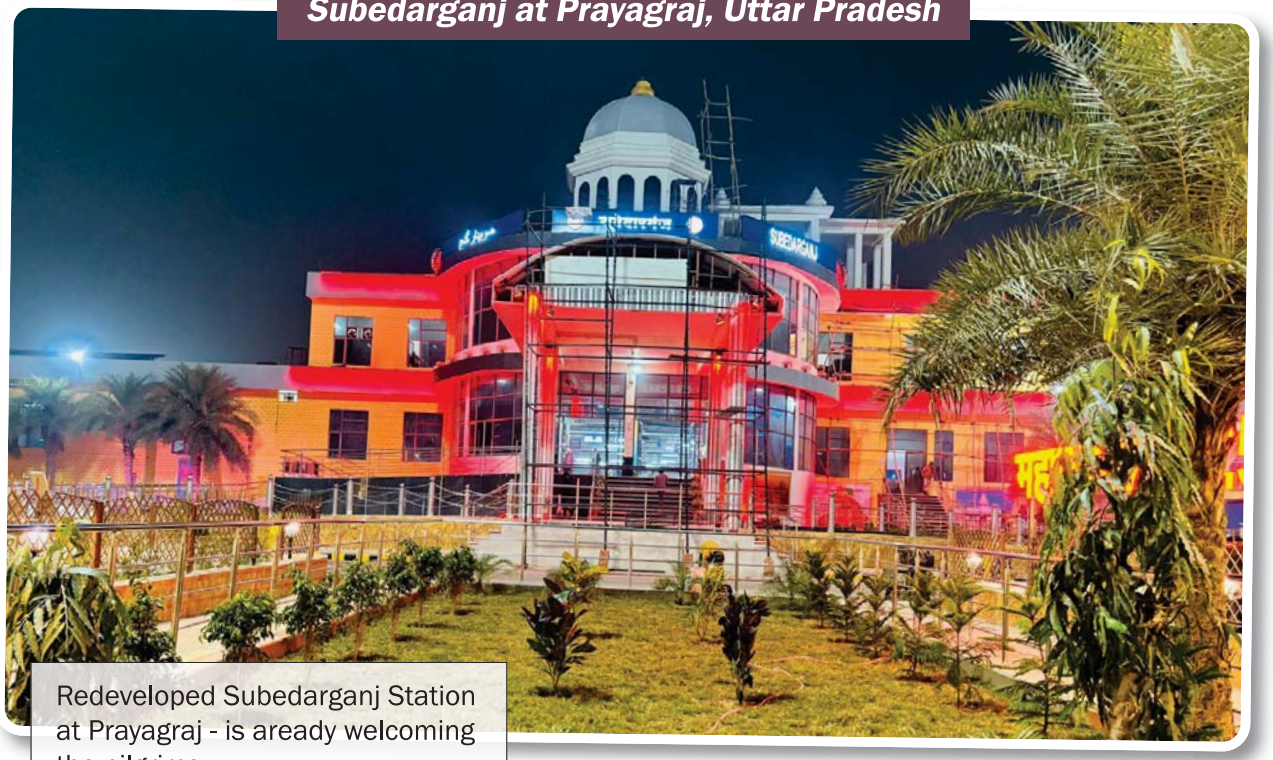


2nd January, 2025

Celebrating 121 illustrious years, steeped in history, Tamil Nadu's Aranthangi Railway Station located in Pudukkottai district, proudly marks over a century of serving, hosting and welcoming passengers.

Amrit Bharat Station Scheme

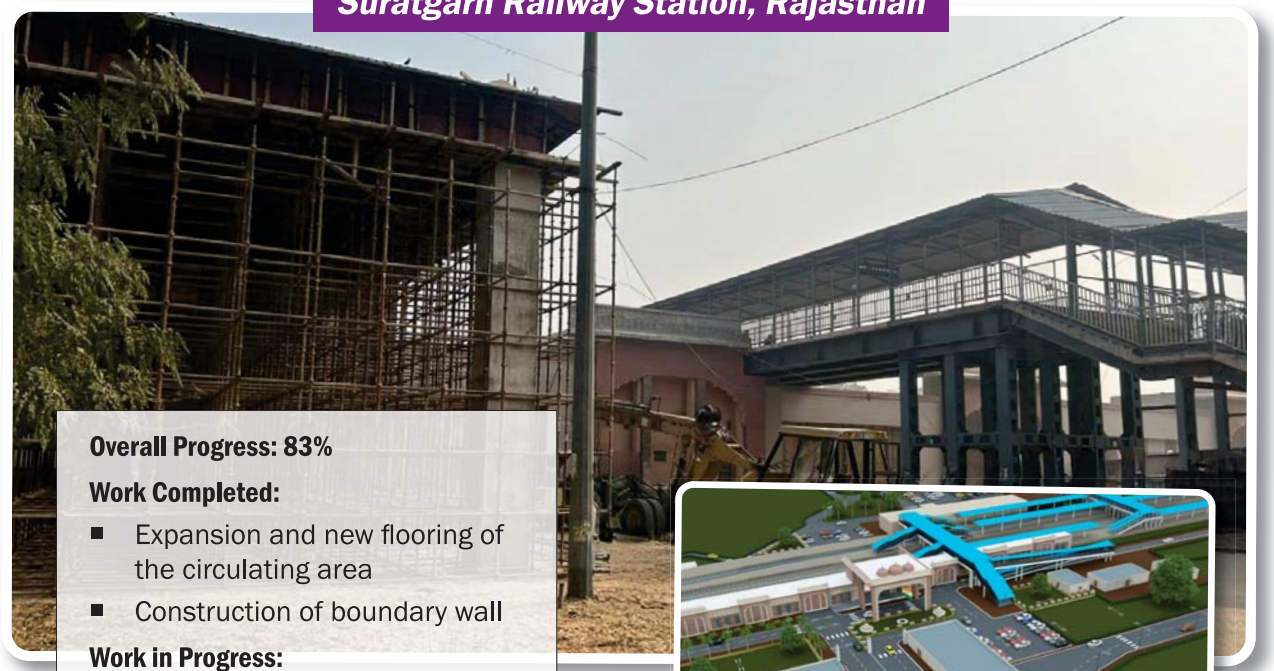
Subedarganj at Prayagraj, Uttar Pradesh



Redeveloped Subedarganj Station at Prayagraj - is aready welcoming the pilgrims.

8th January, 2025

Suratgarh Railway Station, Rajasthan



Overall Progress: 83%

Work Completed:

- Expansion and new flooring of the circulating area
- Construction of boundary wall

Work in Progress:

- Finishing of the station building
- Construction of new parking, lift and ramp

28th December, 2024

Munirabad Railway Station, Karnataka





24th December, 2024

Overall Progress: 78%

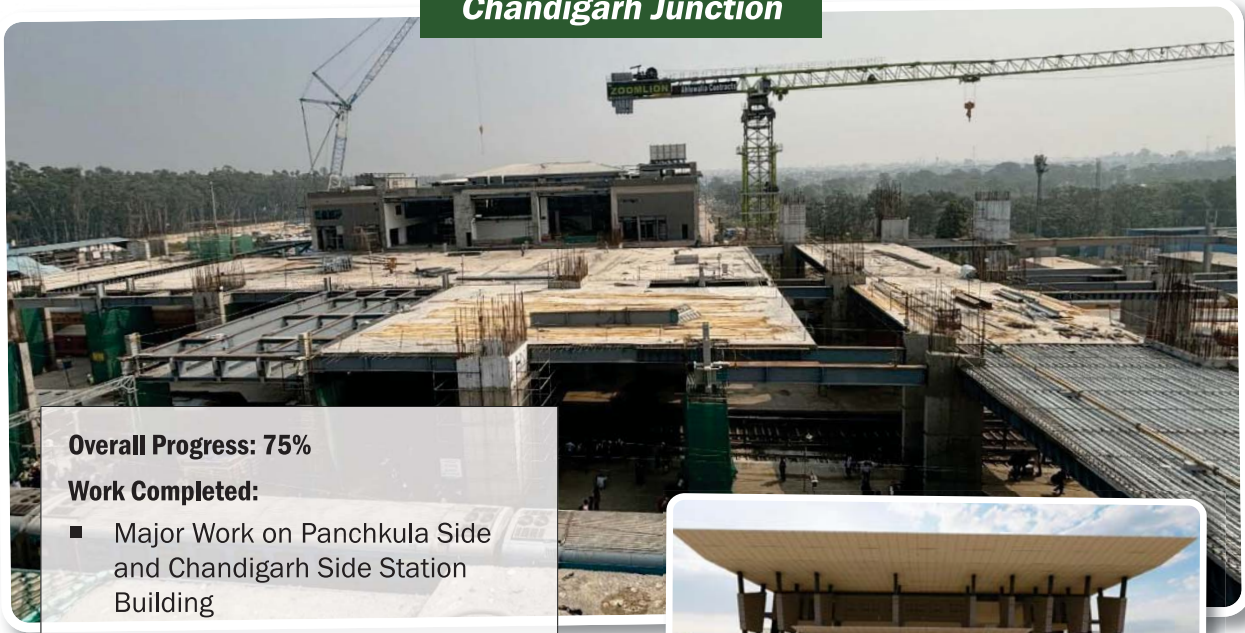
Work Completed:

- G+1 floors of new station building
- Platform shelter
- 12m Wide FOB column erection
- Lift and Escalator foundations

Work in Progress:

- Staircase and flooring work

Chandigarh Junction



Overall Progress: 75%

Work Completed:

- Major Work on Panchkula Side and Chandigarh Side Station Building
- Fabrication Work of Air Concourse and FOB

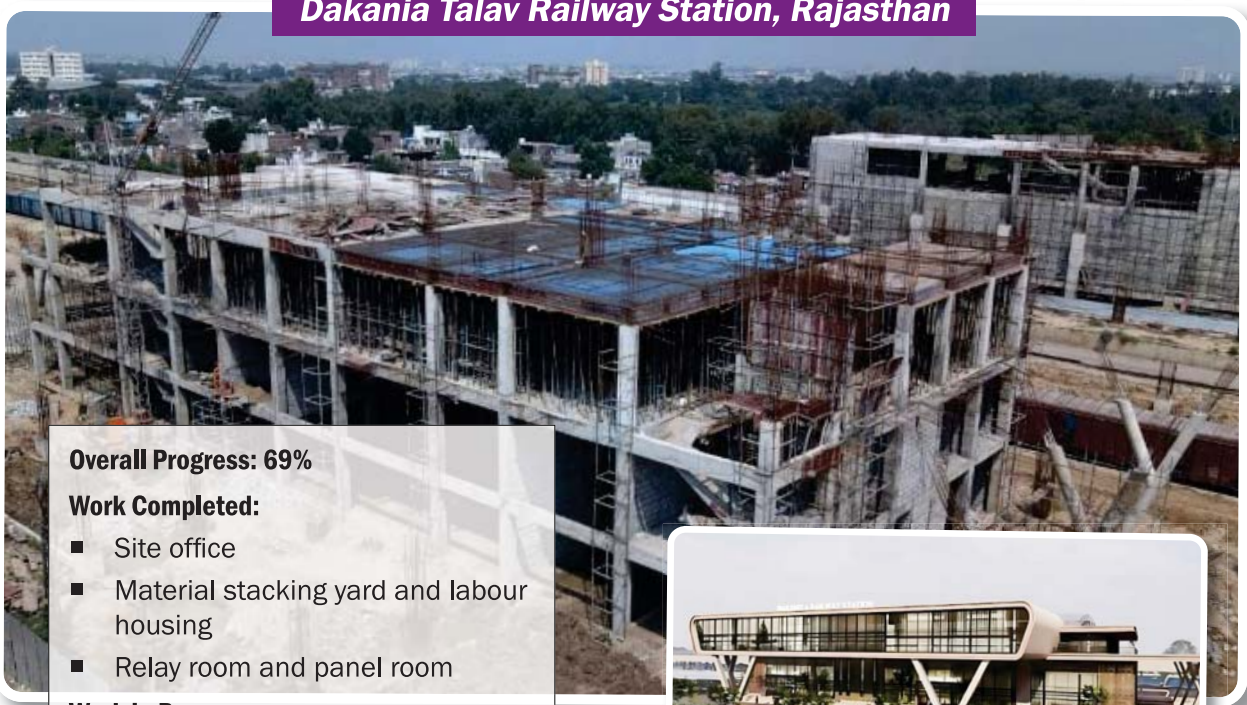
Work in Progress:

- Erection of Concourse and FOB



22nd December, 2024

Dakania Talav Railway Station, Rajasthan



Overall Progress: 69%

Work Completed:

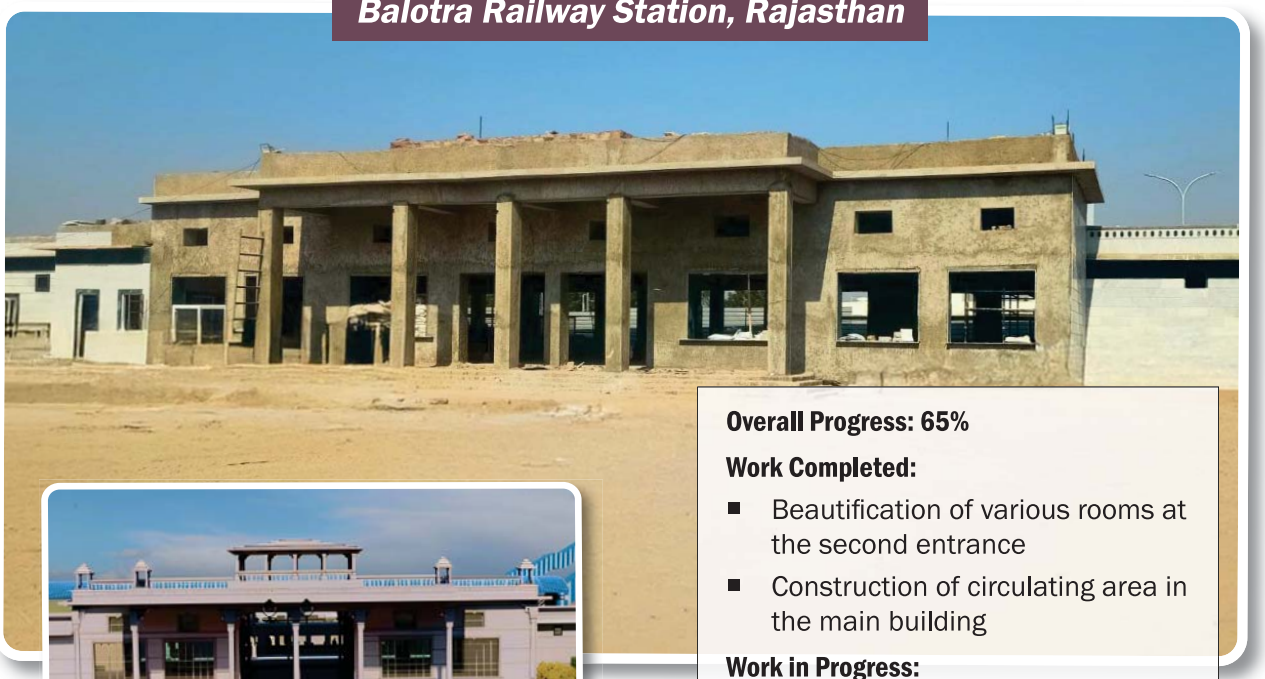
- Site office
- Material stacking yard and labour housing
- Relay room and panel room

Work in Progress:

- Front station building
- Electric substation
- RPF office and parcel office

30th December, 2024

Balotra Railway Station, Rajasthan



Overall Progress: 65%

Work Completed:

- Beautification of various rooms at the second entrance
- Construction of circulating area in the main building

Work in Progress:

- Finishing of the station building
- Construction of new parking, flooring and stairs

30th December, 2024

Kamareddi Railway Station, Telangana



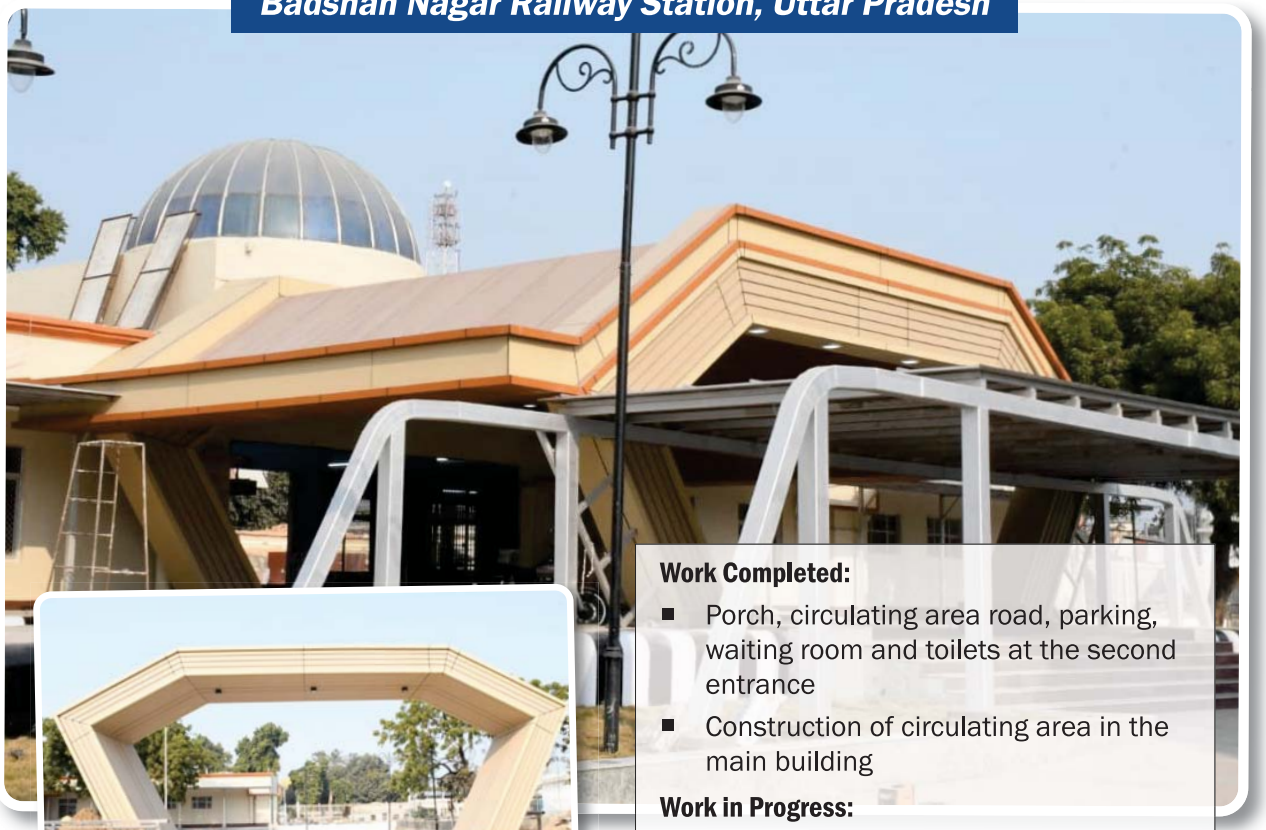
Overall Progress: 33%

Work in Progress:

- Improvement to station building and circulating area
- Second entry work and conversion of existing shed into Booking office
- Construction of 12m wide Foot Over Bridge

26th December, 2024

Badshah Nagar Railway Station, Uttar Pradesh



31st December, 2024

Work Completed:

- Porch, circulating area road, parking, waiting room and toilets at the second entrance
- Construction of circulating area in the main building

Work in Progress:

- Platform surfacing and shelter installation

Test Your Knowledge

1. **Recently, the Prime Minister has laid the foundation stone of which Zonal Railway headquarters?**

(a) West Coast Railway ☐ (b) South Coast Railway ☐

(c) East Coast Railway ☐ (d) North Coast Railway ☐

2. **Which train service was launched by the Prime Minister at the Pravasi Bharatiya Conference?**

(a) Pravasi Bharatiya Express ☐ (b) Overseas Indian Express ☐

(c) Gaurav Bhartiya Express ☐ (d) Bhartiya Express ☐

3. **How many sport persons of Indian Railways were awarded the Arjuna Award 2024?**

(a) 8 ☐ (b) 6 ☐

(c) 5 ☐ (d) 9 ☐

4. **Recently, the Minister of Railways inspected the modified version of which train set 2.0?**

(a) Vande Bharat ☐ (b) Amrit Bharat ☐

(c) Namo Bharat ☐ (d) Tejas ☐

5. **At what maximum speed was the Vande Bharat sleeper rake successfully tested?**

(a) 180 km/hour ☐ (b) 160 km/hour ☐

(c) 170 km/hour ☐ (d) 150 km/hour ☐

6. **Indian Railways is going to complete how many years of electrification?**

(a) 50 ☐ (b) 25 ☐

(c) 75 ☐ (d) 100 ☐

7. **What percentage of the Capex was spent till 4th January, 2025 in the FY 2024-25?**

(a) 80% ☐ (b) 65% ☐

(c) 76% ☐ (d) 68% ☐

8. **Which new Division of Northern Railway has been formed?**

(a) Jammu ☐ (b) Rayagada ☐

(c) Pathankot ☐ (d) Batala ☐

9. **How many kilometers of undersea tunnel are being built in the Mumbai-Ahmedabad Bullet Project?**

(a) 10 km ☐ (b) 8 km ☐

(c) 9 km ☐ (d) 7 km ☐

10. **What is the target set for the manufacture of Amrit Bharat trainsets in the next two years?**

(a) 40 ☐ (b) 50 ☐

(c) 60 ☐ (d) 70 ☐

Right Answers

1- (b) 2- (a) 3- (c) 4- (b) 5- (a) 6- (d) 7- (c) 8- (a) 9- (d) 10- (b)



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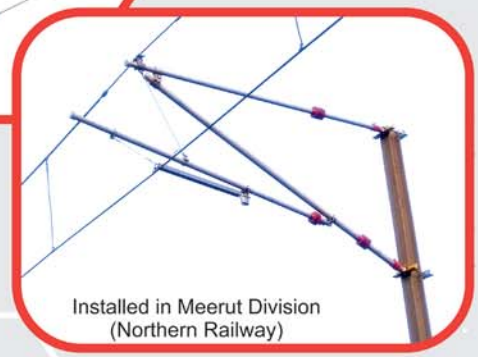
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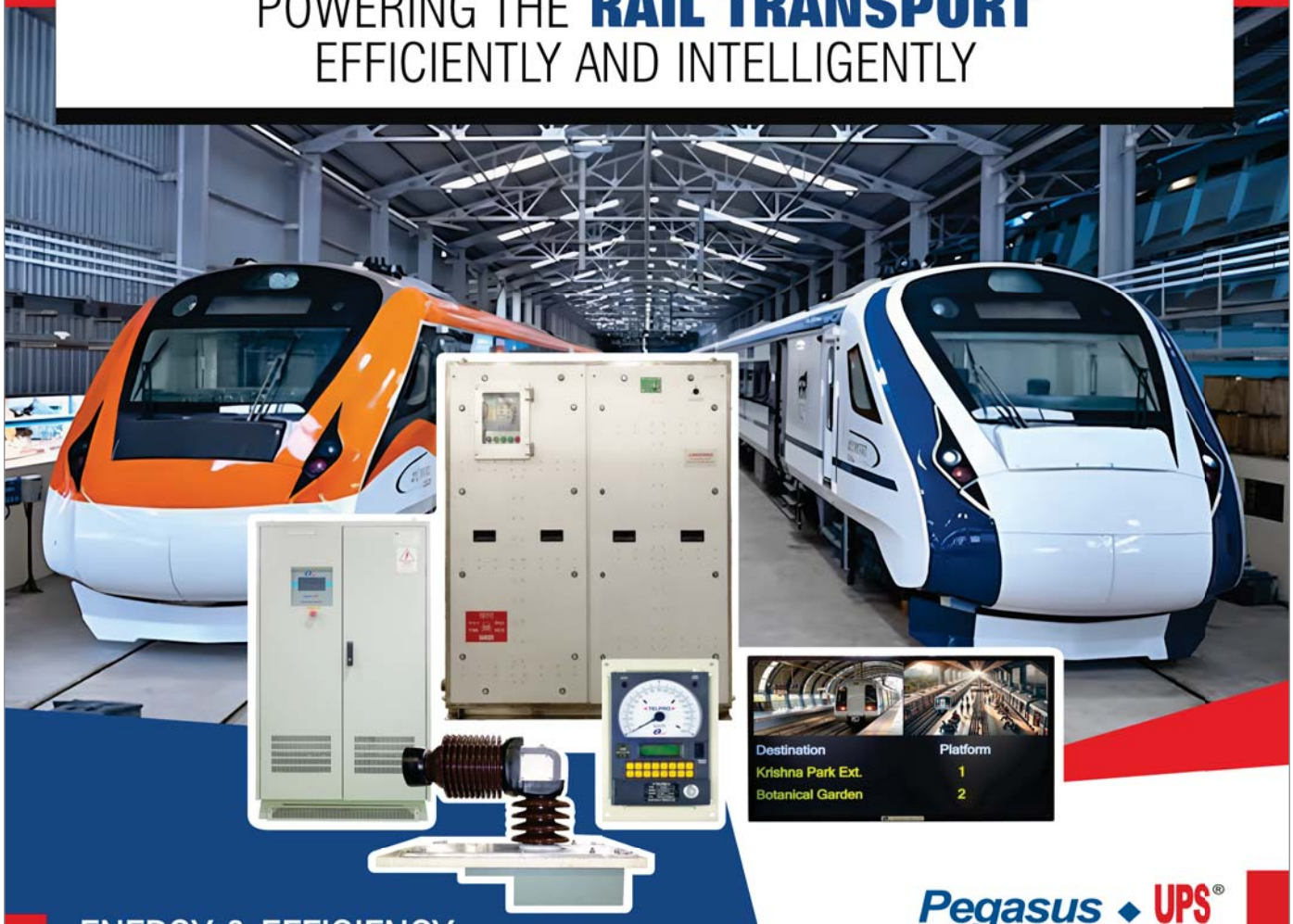
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