INDIAN RAILWAYS

JANUARY 2026 | PRICE ₹20

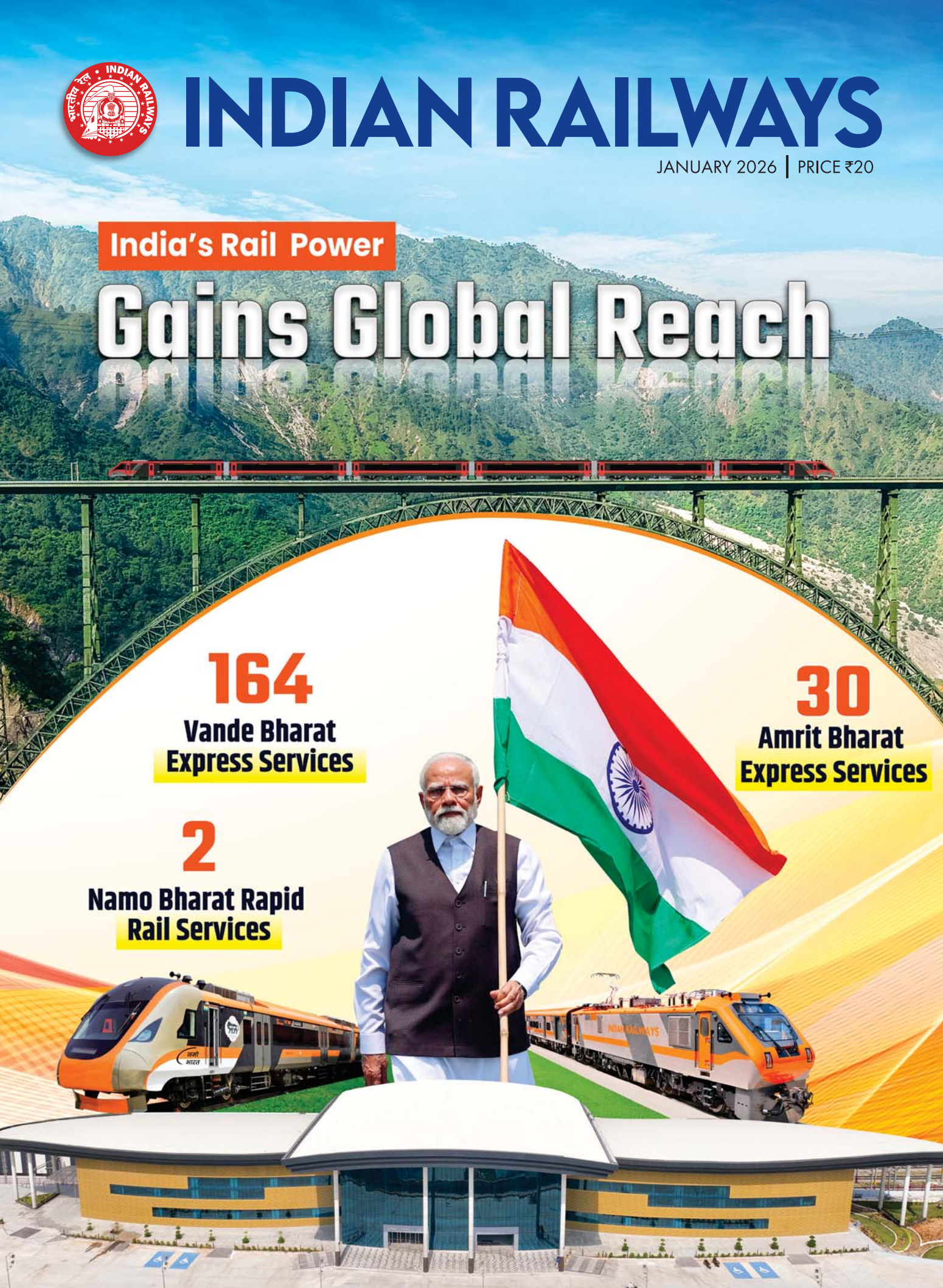
India's Rail Power

Gains Global Reach

164
Vande Bharat Express Services

30
Amrit Bharat Express Services

2
Namo Bharat Rapid Rail Services





The Railway Employees' Co-operative Credit Society Limited,

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

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

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❖ One Surety

Marriage Loan

❖ upto Rs.12.00 Lakhs ❖upto 120 EMI
❖ One Surety

Education Loan

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❖ No Surety

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❖ upto 120 EMI ❖One Surety

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❖ upto Rs.10,00,000/- ❖ upto 60 EMI
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Gold Loan

❖ upto Rs. 10.00 Lakhs
❖ upto 120 EMI
❖ One Surety
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50 Grams Silver Coin
Stylised Laxmi Ganesh
Colour Coin Capsule Type



10 gm - 24 Ct Gold Coin



20 gm - 24 Ct Gold Coin



Member Welfare Schemes :

- 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 Insurance Scheme for all Loans)
  - Accident Insurance Scheme
  - Distress Relief Fund
  - 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.
- Any loss of life / Organs, on account of Suicide / Accidents / Incidents, occurring on account of Consumption of Alcohol / Drugs / Intoxicants and loss of life on account of pre existing chronic illness are NOT COVERED, under any of the Welfare Schemes of the Society.
- 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.
- 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.

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- Introduction of New Schemes details
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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

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N. MANIVANNAN
Chief Executive

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India's Rail Power Gains Global Reach

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Editorial

2025: A Year of Purpose and Progress for Indian Railways

Warm greetings and best wishes to all of you as we usher in the New Year 2026.

The year gone by—2025—will be remembered as a defining chapter year in Indian Railways' journey of transformation, etched in golden letters for its exceptional contribution to building a modern, resilient rail infrastructure for the nation. Infrastructure underpins a country's progress and in 2025, IR delivered outcomes that reflected vision, capability and execution. In alignment with the vision of Viksit Bharat and with a focus on strengthening India's strategic fram work, several nationally significant railway projects were dedicated to the nation by Prime Minister, Narendra Modi. Notable among these were the Udhampur-Srinagar-Baramulla Rail Link (USBRL), the iconic Pamban Vertical-Lift Bridge and the new Sairang-Bairabi rail line in the Northeast. Collectively, these projects stand as powerful symbols of India's engineering excellence and long-term, visionary planning.

During the FY 2025–26, policy decisions translated swiftly into action on the ground. In this period, the Prime Minister dedicated 42 projects to the nation, inaugurated 13 projects and laid the foundation stone for 21 new projects, with a cumulative investment exceeding ₹25,000 crore. These initiatives have further strengthened the rail network while accelerating regional development.

As the Prime Minister has aptly stated, trains such as Vande Bharat, Namo Bharat and Amrit Bharat are laying the foundation for the next generation of Indian Railways. They represent a comprehensive transformation drive. Vande Bharat, in particular, is a train made by Indians, for Indians and of which every Indian can take pride. In 2025, 15 new Vande Bharat Express services were introduced, taking their total number to 164. During the same period, 13 Amrit Bharat Express trains were flagged off, increasing their count to 30. The forthcoming Vande Bharat sleeper version is expected to redefine long-distance rail travel.

Electrification progressed in mission mode, with nearly 99.2 percent of the Broad Gauge network now electrified.

In freight operations, Indian Railways crossed the historic milestone of one billion tonnes of loading in FY 2025–26. The commissioning of 25 Gati Shakti Cargo Terminals and the first-ever foodgrain freight train reaching Anantnag in Kashmir stand as concrete examples of a logistics revolution in motion.

We are optimistic that 2026 will mark the beginning of fresh milestones and further success in your lives.

Do share your feedback on this issue with us!

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Indian Railways' New Year Gift to the Nation
First Vande Bharat Sleeper Train to Run Between Guwahati and Howrah



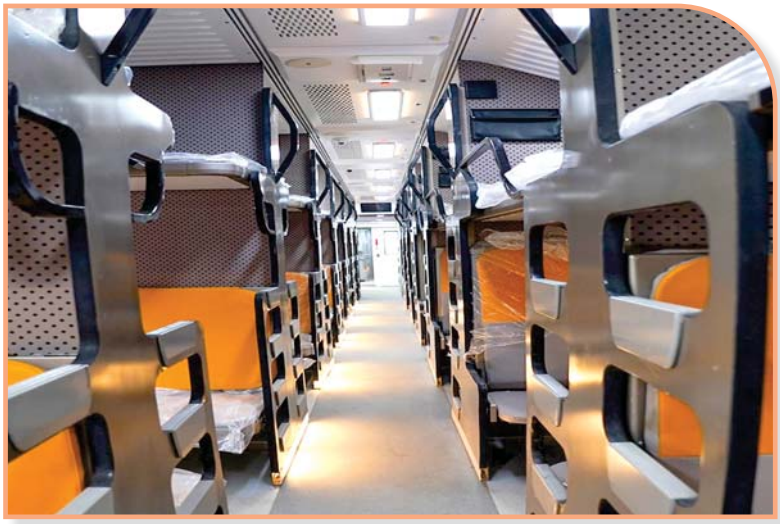


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Indian Railways' New Year Gift to the Nation

First Vande Bharat Sleeper Train to Run Between Guwahati and Howrah

Minister of Railways, Information & Broadcasting, Electronics & Information Technology, Ashwini Vaishnaw, while extending warm New Year greetings at a meeting held at Rail Bhawan, New Delhi on 1st January, 2026, announced that the first Vande Bharat Sleeper train will soon commence operations between Guwahati in Assam and Howrah in West Bengal. He informed that the entire testing, testing and certification of the Vande Bharat Sleeper train has been successfully completed. Prime Minister Narendra Modi is scheduled to flag off the first Vande Bharat Sleeper train on this route in January. The Minister said that this achievement is a significant milestone for Indian Railways, the nation, and its rail passengers, with several passenger-centric initiatives set to be introduced.

The districts that would benefit by the Vande Bharat Sleeper Train include Kamrup Metropolitan and Bongai village in Assam and Cooch Behar, Jalpaiguri, Malda, Murshidabad, Purba Bardhaman, Hooghly and Howrah in West Bengal.

Passengers on the Vande Bharat Sleeper train will enjoy region-specific culinary offerings during their journey. The train, originating from Guwahati will serve authentic Assamese dishes, while the train originating from Kolkata will feature traditional Bengali delicacies. This will ensure a delightful and culturally rich meal on board.

The Minister explained that a new bogie with a completely new suspension has been developed. Design standards have been taken to a new level. The interiors and staircases are based on ergonomic design and special safety standards have been implemented.

- Total coaches: 16
- Passenger capacity: 823
- Semi-high-speed train with design speed up to 180 kmph
- Ergonomically designed cushioned berths
- Automatic doors with vestibules for seamless movement
- Enhanced ride comfort with superior suspension & low noise
- Advanced safety with Kavach & emergency talk-back system
- Modern toilets and high sanitation technology



> ***Vande Bharat Sleeper train will provide a comfortable, safe and high-quality overnight travel experience. Vande Bharat Sleeper train is scheduled to depart from its departure point in the evening and arrive at its destination the next morning."***

Ashwini Vaishnaw
Minister of Railways

Vande Bharat Sleeper Train Trial Successful : Railway Minister shared a video of the high-speed trial on social media , showing the successful CRS trial of the Vande Bharat Sleeper Train at a speed of 180 kmph on the Kota-Nagda section. The video also demonstrated the stability of glasses filled with water, which remained stable without spilling despite the high speed. This demonstrates the improved ride quality, improved suspension and technical robustness of this new generation train.■

Ministry of Railways

Year-End Review 2025

Building a Future-Ready Network

Indian Railways' 2025 Milestones Set the Stage for 2026

- **Innovation, Indigenisation, Track Renewals and Airport like Facilities at Redeveloped Stations Redefining Rail Travel in India.**
- **Kavach, Use of AI in Safety and Alert Loco Pilots Help Bring Down Consequential Train Accidents to a Historic Low.**
- **First Vande Bharat Sleeper All Set to Be Operational Soon; New Vande Bharat Express Trains to Enhance Passenger Mobility.**
- **Comfortable Travel Expanded for the Common Man; *13* New Amrit Bharat Trains Introduced Nationwide in 2025, Taking the Total to *30*.**
- **Besides Regular Services, Railways Operated Over *43,000* Special Train Trips in 2025 to Handle Additional Rush; More Than *17,000* Train Trips for Maha Kumbh.**
- **With Facilities like Upgraded Toilets, Lifts/Escalators, Food Courts, Modern Waiting Areas, *155* Fully Modernised Stations Offer a World-Class Experience to Rail Travellers; Rest *1182* Amrit Bharat Stations Being Modernised.**
- **Strengthening All-Weather Regional Integration, Passenger and Freight Trains to Kashmir and Mizoram Serve the Economic Needs of People in Remote Areas.**
- **New Pamban Bridge Enhances Pilgrimage and Tourism, Strengthens Regional Connectivity and Opens Door to Future India–Sri Lanka Transport Links.**
- **Inching Towards *3000* MT Annual Loading Target by 2029-30, India Becomes World's 2nd Largest Freight Carrier.**
- **Gati Shakti Cargo Terminals and Record Production of Wagons Propel the Freight Growth Story; Dedicated Freight Corridors Running Over *400* Trains Daily.**
- **Indigenous Electric Locomotives Drive Aatmanirbhar Bharat Meeting Domestic as well as Global Demand.**
- **High-Tech use Helps Rapid Work Progress on High-Speed Corridor.**

Commissioning of Projects in 2025 (Till date)

FY 2025-26 saw policy approvals translating into assets on the ground.
Prime Minister dedicated ***42*** projects to the Nation, inaugurated ***13*** projects
and laid the foundation stone for ***21*** projects, collectively valued at over ***₹25,000*** crore.

Focused efforts, innovation and indigenisation are helping transform Indian Railways into a world-class network. Keeping the Common Man at its centre, Railways has made significant strides towards realising its vision of a world-class network this year. As the curtain is set to fall on the year 2025, Indian Railways is set to bring more and more comfort to your rail travel experience in the new year 2026 by making it truly memorable. After expanding the luxury of comfortable travel to non-AC passengers through Amrit Bharat trains, Indian Railways is all set to soon operationalise the first Vande Bharat Sleeper for AC class travellers. This long-awaited, public-centric initiative will truly redefine long-distance train travel, drastically cutting travel time—first on busy routes and hereafter, over time, across all routes. Redeveloped stations across India are offering airport-like facilities to passengers, such as modern and wider entrances, upgraded toilets, escalators, lifts, food courts and state-of-the-art waiting halls.

In a paradigm shift in its catering services, Railways is introducing the taste of local cuisine on various trains. This will add taste and hygiene to the onboard food experience. Besides improving passenger experience, Railways is also aiming to become a top carrier in freight services. Gati Shakti Cargo Terminals, record numbers of wagon production and the operation of more trains on freight corridors are scripting India's growth story, helping the country become the world's second-largest freight carrier, surpassing the USA.

With a strong focus on modern infrastructure and connectivity, Indian Railways is driving national growth by delivering superior travel experiences, efficient freight services and modern technology. Prioritizing sustainability and fuelled by innovation, Railways is moving towards eco-friendly and green operations while boosting our country's economic progress with infrastructure improvements at large scales and capacity addition. The efforts this year reflects IRs' ongoing commitment to create for its people, a world-class transport network that balances innovation with tradition while serving the needs of a rapidly growing country in its quest for being a developed nation. The year 2025 laid a strong foundation in giving us safer, faster and comfortable rail travel. The new year is all set to offer comfortable sleeper journeys in 'long distance travels' through Vande Bharat and Amrit Bharat trains, cutting short the journey time, as well as giving travellers the branded Food & beverage options at Railway stations.



Faster, Safer and Comfortable Travel at Affordable Cost



Vande Bharat Train

- As on 26th December, 2025, a total of **164** Vande Bharat train services are running across the Indian Railways' network.
- During the calendar year-2025, Indian Railways introduced **15** Vande Bharat express trains.
- Looking ahead, the upcoming Vande Bharat Sleeper is set to transform overnight travel. It will combine speed, comfort and modern amenities for long-distance passengers.



Amrit Bharat Train

- Amrit Bharat services, which are fully non-AC trains, presently comprising **12** Sleeper Class Coaches and 8 General Class coaches, are providing high quality services to the passengers.
- During the calendar year-2025, **13** Amrit Bharat Express trains have been introduced and are operational. A total of **30** Amrit Bharat train services are running across the Indian Railways' network.

Namo Bharat Rapid Rail

- Namo Bharat Rapid Rail Services are designed for high-frequency and regional connectivity, strengthening short and medium-distance mobility in high-demand corridors.
- **2** Namo Bharat Rapid Rail Services have been operational in the country between Bhuj – Ahmedabad and Jaynagar – Patna.



Record *43,000-plus* Special Train Trips

Indian Railways has set a new benchmark in passenger facilitation by undertaking extensive and well-coordinated measures to ensure smooth, safe and convenient travel through the large-scale operation of special train services during major religious gatherings and peak travel seasons. These initiatives reaffirm the Railways' capacity to manage massive passenger volumes with precision and efficiency. In 2025, special train operations were significantly scaled up, highlighting enhanced planning and a stronger focus on passenger comfort.

During 2025, Indian Railways undertook one of its largest special train operations for the Maha Kumbh, operating ***17,340*** special train trips between 13th January and 28th February, 2025, to facilitate the movement of a very large number of pilgrims. For Holi 2025, held from 1st to 22nd March, 2025, ***1144*** special train trips were operated, nearly double the number run during Holi 2024, ensuring better availability of services and smoother festive travel.

The summer travel season of 2025, spanning from 1st April to 30th June, saw the operation of ***12,417*** Summer Special train trips, maintaining a high level of service during peak vacation months. Special arrangements for Chhath Puja 2025 were further strengthened, with ***12,383*** special train trips operated between 1st October and 30th November, 2025, marking a substantial increase over the previous year.

These enhanced arrangements in 2025 were built upon the strong operational base created in



2024. During Aastha Special services conducted from 30th January to 11th March, 2024, ***326*** special circular train trips were operated to facilitate pilgrim movement. For Holi 2024, from 12th March to 2nd April, 2024, Indian Railways ran ***604*** special train trips to manage the festive rush.

The summer season of 2024 witnessed ***12,919*** Summer Special train trips, while Chhath Puja 2024 arrangements included ***7990*** special train trips between 1st October and 31st December, 2024.

The marked expansion of special train operations in 2025 underscores Indian Railways' sustained commitment to passenger comfort, efficient crowd management and reliable travel during periods of high demand.■

Daily Train Operations Rise To *11,740*

With a view to containing the spread of the Covid-19 pandemic, IR had discontinued the operation of all regular passenger-carrying trains with effect from 23rd March, 2020 and only special train services were being operated. IR also undertook the rationalisation of time-table, including the rationalisation of train services and stoppages, in a scientific manner with the assistance of IIT-Bombay. The exercise has been undertaken, inter alia, to provide for better passenger safety by creating maintenance corridor blocks, speeding up of train services and improving punctuality. Since November 2021, Express train services are being operated as per rationalised time-table and with regular numbers. The daily average number of train services on the Indian Railways' network is ***11,740*** (November 2025) as against ***11,283*** services operating prior to Covid-19. The daily average number of Mail/ Express services accross the Indian Railways network is ***2238*** (November 2025) as against ***1768*** services operating prior to Covid-19.■

Enhanced Rail Track Infrastructure

To provide faster and more comfortable train services and modern railway stations, focused efforts are being made towards systematic track renewals, enhancement of sectional speeds, induction and upgradation of modern track machines, strengthening of bridges, elimination of level crossings to enhance safety and effective management and protection of railway land. The key achievements in these areas are outlined below.

Commissioning of Tracks

Between 1st April and 30th November, 2025 Indian Railways commissioned over ***900*** km of new track lines. Besides laying the new tracks the focus is to renew the existing rail tracks to ensure safer, faster and comfortable travel. Accordingly for the year 2025, following total renewal works were done.

Track Renewal Works

- ***6880*** Tkm rails have been renewed with new rails.
- Complete track renewal for ***7051*** Tkm has been done.
- Through Turnout Renewal of ***9277*** sets have been done.

During the period 2014-25, a total of ***34,428*** km of new track was laid across Indian Railways at an average rate of ***8.57*** km per day, which is more than twice the average daily commissioning of ***4.2*** km per day during the period 2009-14.

To support this infrastructure expansion and maintenance, Indian Railways is modernising its track machinery. One tamping machine (HOT-3X) has been upgraded to the high-output 3X-Dynamic (HOT-S-3X) machine, integrating three-sleeper ballast packing with track stabilization. This integration improves traffic block utilisation and reduces manpower requirements. Additionally, during 2025 (till November), ***61*** new track machines have been inducted, with plans for further upgrades to enhance track maintenance efficiency and reliability.



Raising of Sectional Speed

These modernisation efforts are complemented by raising of sectional speeds to improve train operations and passenger convenience. Sectional speed has been increased to ***130*** kmph over ***599*** track km, covering parts of the Golden Quadrilateral, Golden Diagonal and other B routes. Further, speeds of ***110*** kmph have been achieved over ***4069*** track km, combining infrastructure upgrades with advanced track machinery to ensure faster, safer and more efficient train operations.



Indian Railways Target: Net Zero Carbon Emissions by 2030

Indian Railways has planned to progressively meet its electric power requirement for traction purposes through renewable energy sources, with a combination of solar, wind and other renewable sources based on strategic power procurement planning, thereby reducing its carbon emissions.

Till November 2025, about **812** Megawatt (MW) of solar plants and about **93** MW of wind power plants have been commissioned, which are meeting the traction requirement of Indian Railways. Further, **100** MW of renewable power under round-the-clock (RTC) mode tied up from Solar Energy Corporation of India (SECI) has also started flowing for traction purposes.

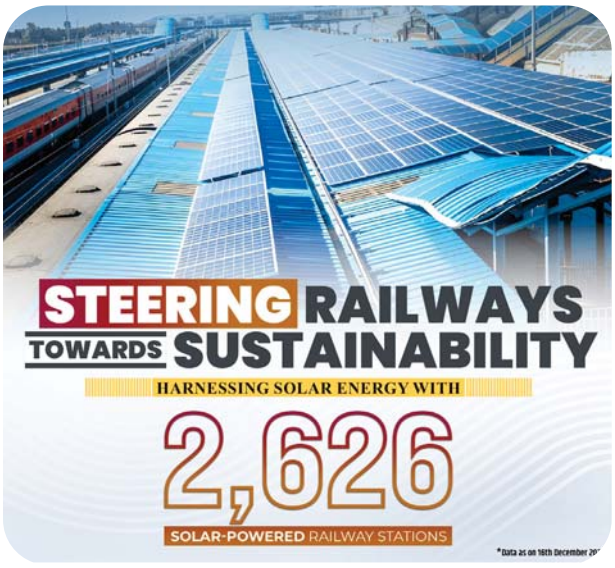
In addition to this, **1500** MW of renewable capacity under RTC mode has been tied up to meet traction power requirements. This is a hybrid solution consisting of solar, wind and a storage component.

During the year 2023-24, the expenditure on traction on Indian Railways was **₹29,614** crore, which included all types of traction.

As part of its strategy to achieve the target of Net Zero Carbon Emissions by 2030, Indian Railways has also planned to progressively meet its electric power requirement through renewable energy sources with combination of solar, wind and other renewable sources based on strategic power procurement planning, thereby reducing its carbon emissions.

Indian Railways is progressively improving its infrastructure and rolling stock through the adoption of modern technologies that elevate safety, punctuality, reliability and passenger comfort. These steps underline a strong effort to modernise the system and cater to the growing expectations of travellers. With the adoption of modern technology and the electrification of the rail network, there has been a reduction in the use of coal-based engines and diesel engines.

Indian Railways is now manufacturing and commissioning state-of-the-art three-phase IGBT technology-based locomotives. These locomotives have regenerative features and can therefore regenerate part of the energy consumed during braking and are therefore more energy-efficient.



The coal-fired steam engines are being utilised on UNESCO-accredited mountain railways, seasonal steam-hauled trains and on chartered trains in association with IRCTC. Their utilisation is on railway routes having heritage value.

2626 Solar-Powered Railway Stations: IR has made strong progress in using solar energy across its rail network. At present, **2626** railway stations are utilising solar power. This wide scale adoption is helping reduce energy costs. It is also supporting a steady shift towards cleaner and more sustainable railway operations across the country.

This momentum has increased further in the current financial year. Up to November, **318** stations have been added to the solar network. With these additions, the total number of solar-powered railway stations has reached **2626**.

This is a sharp increase from just 3.68 MW in 2014. It marks an expansion of nearly **244** times over the 2014 level of the total commissioned capacity, **629** MW is being utilised for traction purposes. It directly supports electric train operations. The remaining **269** MW meets non-traction needs. These include station lighting, workshops, service buildings and railway quarters. This balanced use of solar power reduces dependence on conventional energy. It also improves the overall efficiency of railway operations.

99.2% of Indian Railways Broad Gauge Network Electrified

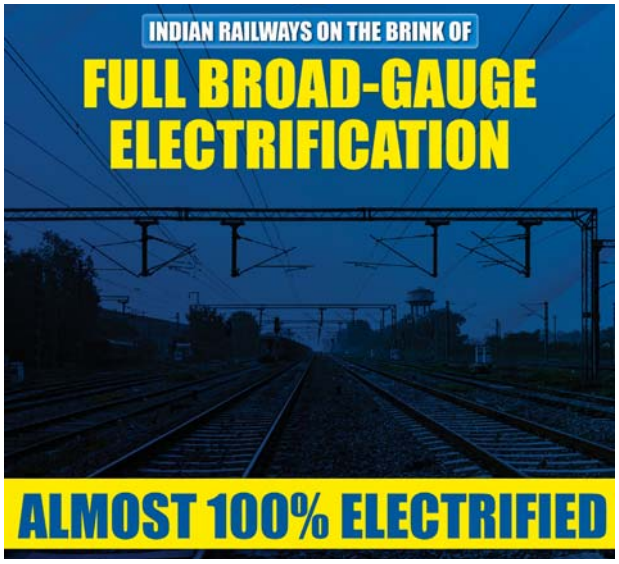
Electrification of the railway network on Indian Railways (IR) has been taken up in mission mode. So far, about ***99.2%*** of the Broad Gauge (BG) network has been electrified. The electrification of the remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:

Period	Route Kilometre
Before 2014 (about 60 years)	21,801
2014-25	46,900

Indian Railways' achievement in railway electrification stands out globally. According to the latest report of the International Union of Railways (UIC) of June, 2025, railway electrification in important railway systems is as under:

Country	Railway Electrification
United Kingdom	39%
France	60%
Spain	67%
Russia	52%
Japan	64%
China	82%
Switzerland	100%

Railway electrification achieved during Financial Year 2023-24 and 2024-25 is ***7188*** and ***2701*** Route kilometre (RKM), respectively. Further, all new line/multi-tracking projects are being sanctioned and constructed with electrification.



Zone-wise Status of Electrification

Zone	% Electrified
Central Railway	100%
East Coast Railway	100%
East Central Railway	100%
Eastern Railway	100%
Konkan Railway	100%
Kolkata Metro	100%
North Central Railway	100%
North Eastern Railway	100%
Northern Railway	100%
South Central Railway	100%
South East Central Railway	100%
South Eastern Railway	100%
West Central Railway	100%
Western Railway	100%
North Western Railway	98%
Southern Railway	98%
Northeast Frontier Railway	95%
South Western Railway	95%

State/UT-wise Status of Electrification

State	% Electrified
Andhra Pradesh	100%
Arunachal Pradesh	100%
Bihar	100%
Chandigarh	100%
Chhattisgarh	100%
Delhi	100%
Gujarat	100%
Haryana	100%
Himachal Pradesh	100%
Jammu & Kashmir	100%
Jharkhand	100%
Kerala	100%
Madhya Pradesh	100%
Maharashtra	100%
Meghalaya	100%
Mizoram	100%
Nagaland	100%
Odisha	100%
Puducherry	100%
Punjab	100%
Telangana	100%
Tripura	100%

Uttar Pradesh	100%
Uttarakhand	100%
West Bengal	100%
Rajasthan	99%
Tamil Nadu	97%
Karnataka	96%
Assam	92%
Goa	91%

The existing BG network in Arunachal Pradesh, Meghalaya, Nagaland, Tripura and Mizoram in the North Eastern region have been ***100%*** electrified. Further, all new line/multi-tracking projects are being sanctioned and constructed with electrification. Assam has been ***92%*** electrified and electrification in the remaining network has been taken up.

Latest details of railway electrification are available on Indian Railways' website at the following link:

https://indianrailways.gov.in/railwayboard/uploads/directorate/ele_engg/2025/Status%20of%20Railway%C2%A0Electrification%20as%20on%C2%A030_11_2025.pdf

The completion of electrification project(s) depends on various factors like forest clearances by officials of the Forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of the area, law and order situation in the project site area and the number of working months in a year for a particular project site due to climatic conditions, etc. All these factors affect the completion time of the project(s).

Reduction in CO_2 emissions in transportation by railways as compared to transportation by road is as under (Ref:- NITI Aayog report titled 'Fast Tracking Freight' in India, June 2021).

Mode of Transportation	CO_2 emission for transportation of 1 tonne for 1 km
Road	101 gm
Rail	11.5 gm (about 89% less)

Indian Railways is committed to sustainable operation through near-total railway electrification combined with the use of renewable energy sources, including solar, wind and other renewable sources, based on strategic power procurement planning, thus contributing to carbon footprint reduction.■

Electrification Completion of Sakleshpur–Subramanya Road Ghat Section

Indian Railways has achieved a major engineering milestone by completing the electrification of the Sakleshpur-Subramanya Road Ghat Section. This section is among the most difficult and technically challenging terrains on the Indian Railways network.

The milestone was marked by a successful electric locomotive trial on 28th December, 2025. With this, the section is now fully ready for electric train operations. With the electrification of this ghat stretch, the entire Bengaluru-Mangaluru rail route is now fully electrified. This will improve rail connectivity, operational efficiency and sustainability in the region. The project will also enable the operation of Vande Bharat and other fast electric trains, offering faster, cleaner and more reliable travel to the coastal region.

The electrified ghat section covers ***55*** km between Sakleshpur and Subramanya Road. The terrain is extremely complex having no approach road to the railway track. It includes a steep ruling gradient of 1 in 50, 57 tunnels, ***226*** bridges and 108 sharp curves. The area is also highly prone to landslides, especially during the monsoon. Electrifying this stretch was therefore a significant engineering challenge.■



The electrification work began in December 2023. The project included the construction of five switching stations and full overhead electrification. To ensure safety and reliability, the maximum distance between traction poles was kept at 67.5 metres.

Tunnel electrification required special attention. In the 57 tunnels, ***427*** main brackets and ***427*** spare brackets were installed. Detailed geological studies were carried out with support from the National Institute of Rock Mechanics and Bangalore University. To ensure long-term safety, pull-out tests were conducted at every bracket location to check anchoring strength.

The steep gradients required specialised equipment and strong engineering solutions. Work was frequently affected by heavy rainfall, landslides, soil erosion and rockfalls. In many locations, materials had to be transported by rail to reach remote and inaccessible sites. Strict safety measures were followed during the entire project. The work was carried out with meticulous planning because of steep gradients, while ensuring safe and uninterrupted train operations throughout the project period.

With electrification complete and trials successful, the ghat section is now fully ready for electric traction. This will lead to lower fuel consumption, reduced emissions and more efficient operations. It also supports the introduction of modern electric superfast train services including Vande Bharat services in the region.

The electrification of this vital ghat section will also strengthen economic and commercial linkages between Bengaluru, the country's IT capital and the port city of Mangaluru, as well as other coastal commercial centres. Introduction of electric trains will facilitate smoother movement of people and business travel, thereby stimulating trade, services and allied economic activities across the coastal region.■



Construction of 13,600+ RUBs and ROBs

In line with its commitment to modernising rail infrastructure and improving public safety, Indian Railways continues the sanctioning and execution of Road Over Bridges (RoBs) and Road Under Bridges (RuBs) as an ongoing process. These projects are carefully prioritised for their role in strengthening train operations and delivering safer, smoother mobility for road users.

Numbers of RoBs/RuBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-25 (October 2025) is as under:

Period	RoBs/RuBs constructed
2004-14	4,148
2014-25 (Oct'25)	13,653

In parallel, elimination of manned level crossings (MLCs) continues to enhance safety, with **268** MLCs removed during 2025-26 (till November). Railway bridge safety is further strengthened through rehabilitation efforts, with **1799** bridges repaired or upgraded during the same period.

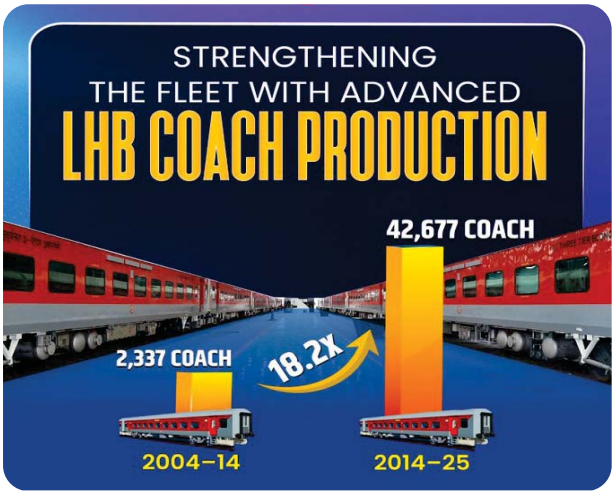


42,600+ LHB Coaches Built In Last 11 Years

Reinforcing its commitment to safer and more comfortable rail travel, Indian Railways has recorded steady progress in the production of Linke Hofmann Busch (LHB) coaches. Equipped with advanced safety features and enhanced riding comfort, LHB coaches represent a key pillar of the Railways' modernisation drive and improved passenger experience.

During the current FY 2025-26 (up to November, 2025), a total of more than **4224** LHB coaches have been manufactured. This represents an 18% increase over the **3590** coaches produced during the same period of the previous year. The rise in output reflects the continuous strengthening of manufacturing capacity and improved production planning across railway units.

In terms of factory-wise performance during this period, ICF, Chennai, has produced **1659** LHB coaches, followed by MCF, Raebareli, with **1234** coaches and RCF, Kapurthala, with **1331** coaches, collectively contributing to the overall growth in LHB coach production. A long-term comparison highlights the remarkable progress achieved in recent years. Between 2014 and 2025, Indian Railways produced more than **42,600** LHB coaches, an **18** fold increase over the **2300** coaches manufactured between 2004 and 2014. This expansion underscores the sustained focus on modernising passenger rolling stock through wider adoption of LHB coaches, known for their superior safety standards and lower maintenance requirements. Indian Railways continues to contribute significantly to the goals of 'Atmanirbhar Bharat' and the 'Make in India' initiative by enhancing domestic manufacturing capabilities and reducing dependence on imports.



Rail Links Redefined

Landmark projects were completed or inaugurated across the country, exemplifying this progress. Notably, India opened its first vertical-lift rail bridge at Pamban, bolstered Kashmir connectivity with all-weather rail links (including the world's highest Chenab bridge) and extended rail access into the Northeast with the new Bairabi–Sairang line. At the same time, the Railways expanded modern train services (Vande Bharat, Amrit Bharat, Namo Bharat) and aggressively redeveloped stations and freight corridors, underscoring its role in driving economic growth and sustainability.

All-Weather Rail Connectivity: USBRL and Kashmir Bridges

The Udhampur–Srinagar–Baramulla Rail Link (USBRL), a ***272*** km project through the Himalayas, was completed and dedicated in 2025. It comprises 36 major tunnels and ***943*** bridges, reflecting exceptional engineering in one of the most challenging terrains in the world. The project features iconic engineering landmarks, including the world's highest railway arch bridge 'Chenab Bridge', a ***1315*** m steel arch over the Chenab River (359 m high), India's first cable-stayed railway bridge 'Anji Bridge' (deck ***331*** m above the river) and India's longest operational railway tunnel 'T-50'. Together, these three landmarks enable an all-weather rail route into Kashmir, cutting travel times by hours. These bridges and tunnels – built with state-of-the-art safety and environmental measures – symbolise India's ability to tame extreme terrain for seamless connectivity. The project strengthens connectivity across over 95 villages while ensuring reliable, all-weather transportation and driving growth in employment, tourism, education and the regional economy.■





North East Rail Link: Bairabi–Sairang Line

The 51 km Bairabi–Sairang broad-gauge line in Mizoram was inaugurated in September 2025, placing Aizawl on India's rail map for the first time. Traversing rugged hills, the line includes **45** tunnels, **55** major bridges and **88** minor bridges. On inauguration day the Prime Minister also flagged off three new trains on this route – including the Sairang–Delhi Rajdhani Express – to link Mizoram directly with Delhi, Guwahati and Kolkata. This strategic project is expected to transform regional travel and trade, improving access to markets, education and healthcare for the Northeast.■



Strategic Sea Link: New Pamban Bridge

The New Pamban Bridge, inaugurated on 6th April, 2025, is India's first vertical-lift railway sea bridge. The New Pamban Bridge, spanning a total length of **2.08** km, connects Rameswaram to the Indian mainland. Spanning **2.08** km over the Palk Strait, it replaces the 110-year-old cantilever bridge, blending heritage with modern design. A **72.5** m central span can be lifted **17** m to let ships pass and the deck is **3** m higher than the old bridge. Built with stainless-steel reinforcement, special anti-corrosion coatings and a design life of **100+** years, this bridge restores the vital rail link to Rameswaram and boosts regional connectivity. Its completion not only eases pilgrimage and tourism but even revives prospects of future India–Sri Lanka transport links across the Palk Strait.■



During the current year, the following projects have been commissioned:

- Vijapur–Ambliyasan Gauge Conversion
- Domingarh–Gorakhpur–Gorakhpur Cantt.–Kusumhi – ***3rd*** running line and Gorakhpur–Nakaha Jungle Doubling
- Bahraich–Nanpara–Nepal Ganj Gauge Conversion
- Provision of connectivity at Northern end of Karaikal Port to directly access PEM–KIK NL to improve mobility
- Bypass line at Peddapalli for connecting Kazipet–Ballarshah main line to Peddapalli–Karimnagar line
- Himmatnagar–Khedbrahma Gauge Conversion
- 3rd Line connectivity between Chhapra Jn. to Chhapra Kacheri (***3.0*** km)
- Araria–Galgalia (Thakurganj) New Line
- Provision of laying of additional track at Somnath station (***2.5*** km)
- Bhairabi–Sairang New Line
- Tori–Shivpoor 3rd Line
- Doubling of Churu–Ratangarh
- Deoband (Muzaffar Nagar)–Roorkee New Line
- Yamuna Bridge–Agra Fort – Double line with major bridge at Yamuna river
- Pune–Miraj–Londa Doubling
- Manmad–Jalgaon ***3***rd line

Mumbai-Ahmedabad High Speed Rail Project



Government of India has sanctioned ***508*** km Mumbai-Ahmedabad High Speed Rail (MAHSR) Project in December, 2015 which is under execution with technical and financial co-operation from Government of Japan. The progress of the MAHSR project for the period of 2025-26 is as under:

- **Physical Progress:** Overall physical progress of ***55.63%*** has been achieved as on 30th November, 2025.
- **Financial Progress:** Overall financial progress of ***69.62%*** with an expenditure of ***₹85,801*** crore has been achieved as on 30th November 2025.
- **Important Civil Engineering Parameters:** Total ***412*** km of foundation, ***405*** km of Piers, ***344*** km of Girder Casting and 330 km of Girder launching completed till 30th November 2025.

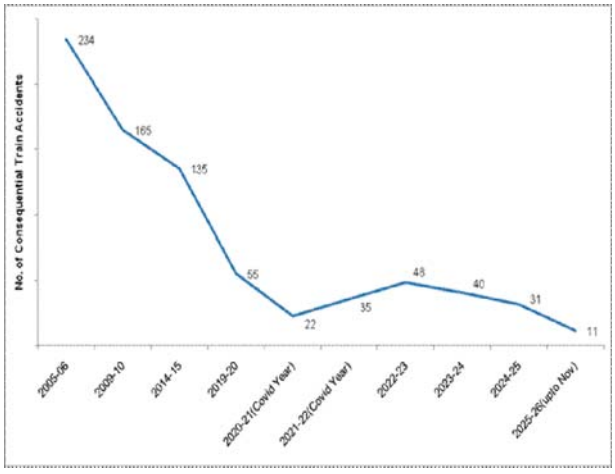


Railway Safety Reaches Record Levels With Annual Accidents Down From 171 (2004–2014) To 11 (2025–26)

Indian Railways has taken several measures to improve safety in train operations. As a result of various safety measures taken over the past few years, the number of accidents has decreased significantly. As shown in the graph below, the number of resulting train accidents has decreased from **135** in 2014-15 to **31** in 2024-25.

It is noteworthy that the number of consequential railway accidents during the period 2004-14 was **1711** (average **171** per year), which reduced to **31** in 2024-25 and further to **11** in 2025-26 (till November, 2025).

The number of consequential railway accidents during the last five years is shown in the graph below:



Various safety measures adopted to enhance safety in railway operations are as follows:

The expenditure on safety related activities in Indian Railways has increased over the years as follows:-

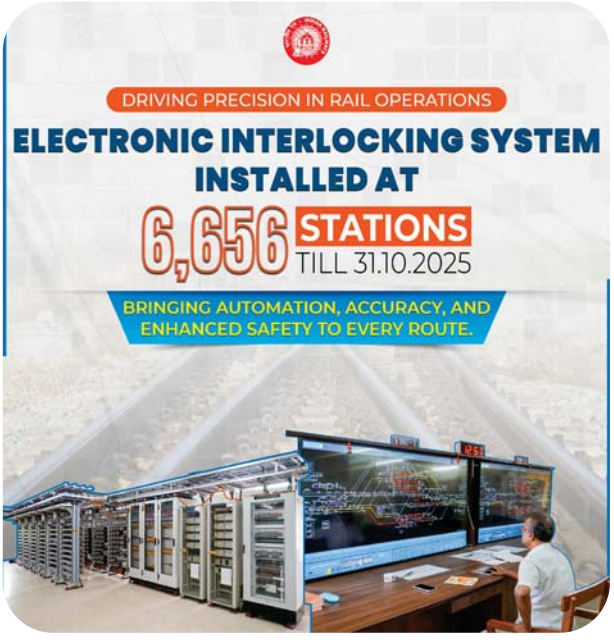
Expenditure/Budget on Safety related activities (₹ in Cr.)				
2013-14	2022-23	2023-24	2024-25	2025 -26
39,463	87,327	1,01,651	1,14,022	1,16,470

Electrical/Electronic interlocking systems with centralized operation of points and signals have been installed at **6656** stations by 31st October, 2025 to reduce accidents due to human failure



To enhance safety at Level Crossing (LC) gates, interlocking has been provided at **10,098** level crossing gates by 31st October, 2025.

Full track circuiting has been provided at **6661** stations by 31st October, 2025 to enhance safety by verifying track availability electrically.



Kavach 4.0 Commissioned On Delhi-Mumbai and Delhi-Howrah Sections

In a major safety upgrade, Indian Railways has launched large-scale deployment of Kavach 4.0 across **15512** Route kilometres covering the Golden Quadrilateral, Golden Diagonal, High Density Network and several critical corridors. The new version introduces sharper location accuracy, advanced signal information for complex yards, OFC-backed station connectivity and direct integration with electronic interlocking — features designed to further boost safety for millions of passengers.

- Kavach is an indigenously developed Automatic Train Protection (ATP) system. It is a highly technology-intensive system, which requires safety certification of the highest order (SIL-4).
- Kavach aids the loco pilot in the running of trains within specified speed limits by the automatic application of brakes in case the Loco Pilot fails to do so. It also helps the trains to run safely during inclement weather.
- The first field trials on passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by the Independent Safety Assessor (ISA), three firms were approved in 2018-19, for the supply of Kavach Ver 3.2.



- Kavach was adopted as the National ATP system in July 2020.
- Implementation of Kavach System involves the following key activities:
  i. Installation of Station Kavach at each and every station, block section.
  ii. Installation of RFID tags throughout the track length.
  iii. Installation of telecom towers throughout the section.
  iv. Laying of Optical Fibre Cable along the track.
  v. Provision of Loco Kavach on each and every locomotive running across Indian Railways.
- Based on the deployment of Kavach Version 3.2 on **1465** RKm on South Central Railway and the experience gained, further improvements were made. Finally, the Kavach specification Version 4.0 was approved by RDSO on 16th July, 2024.
- Kavach Version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, Indian Railways has developed, tested and started deploying Automatic Train Protection System.
- Major improvements in Version 4.0 include increased location accuracy, improved information of signal aspects in bigger yards, station-to-station Kavach interface on OFC and direct interface with the existing Electronic Interlocking System. With these improvements, Kavach Version 4.0. is planned for large-scale deployment across Indian Railways.
- After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on **738** Rkm on Palwal-Mathura-Nagda section (**633** Rkm) on the Delhi-Mumbai route and the Howrah-Bardhaman section (**105** Rkm) on the Delhi-Howrah route. Kavach implementation has

been taken up in the balance sections of the Delhi-Mumbai and Delhi-Howrah corridors.

- Progress of key items of Kavach on high-density routes, including Delhi-Mumbai and Delhi-Howrah corridors, is as under:

Item	Progress
Laying of Optical Fibre Cable	7129 km
Installation of Telecom Towers	860 nos
Provision of Kavach at Stations	549 nos
Installation of Track side equipment	2674 Rkm
Provision of Kavach on Locos	4,154 nos

- Further, track-side Kavach implementation work has been taken up on **15512** Rkm, covering all GQ, GD, HDN and identified sections of Indian Railways.
- Bids have been invited for equipping another **9069** locomotives with Kavach Version 4.0. Kavach is being provided progressively in a phased manner on locomotives.
- Specialised training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. So far, more than **40,000** technicians, operators and engineers have been trained on Kavach technology. This includes **30,000** Loco Pilots and Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.
- The cost for the provision of track-side equipment, including station equipment for Kavach, is approximately **₹50** lakh per km and the cost for the provision of Kavach equipment on locomotives is approximately **₹80** lakh per loco.
- The funds utilised on Kavach works up to October 2025 amount to **₹2354.36** crore. The allocation of funds for 2025-26 is **₹1673.19** crore. Requisite funds are made available as per the progress of works.■

Fog Pass Safety Devices Enhanced

Indian Railways has taken several measures to improve safety in train operations. Fog safety equipment was enhanced 288 times and reached 25,939 till 31st March, 2025. Loco pilots are provided with GPS-based Fog Safety Devices in fog-prone areas to enable them to know the distance of nearby landmarks like signals, level crossing gates, etc. Retro-reflective sigma boards are installed on masts located two OHE masts ahead of signals in electrified areas to inform the crew about the signal ahead in case of poor visibility due to fog.■



Indian Railways in Sports

Indian Railways has long played a pivotal role in nurturing India's sporting talent, with its sportspersons bringing laurels to the nation across disciplines. As a mark of recognition and reward for their outstanding achievements, it has, during the year, granted out-of-turn promotions to Pratika Rawal, Sneh Rana and Renuka Singh Thakur to the Group 'B' officer-grade post of Officer on Special Duty (Sports). The promotions were awarded for their exceptional performances in India's victorious ICC Women's World Cup 2025 campaign.■



Amrit Bharat Station Scheme
To Transform 1300+ Stations with ₹12,118 crore Investment

The Ministry of Railways has embarked on a major push to modernise stations through the Amrit Bharat Station Scheme, a long-term blueprint that emphasises phased development, improved accessibility, upgraded passenger amenities and sustainable design. The initiative seeks to turn stations into efficient, people-friendly hubs.

The master planning includes:

- Improvement of access to stations and circulating areas.
- Integration of station with both sides of city.
- Improvement of station buildings.
- Improvement of waiting halls, toilets, seating arrangements and water booths.
- Provision of wider foot overbridges/air-concourse, commensurate with passenger traffic.
- Provision of lifts/escalators/ramps.
- Improvement/provision of platform surfaces and cover over platforms.
- Provision of kiosks for local products through schemes like 'One Station One Product'.
- Parking areas and multimodal integration.
- Amenities for Divyangjans.
- Better passenger information systems.
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages sustainable and environment-friendly solutions, the provision of ballastless tracks etc, as per necessity, phasing and feasibility and the creation of a city centre at the station in the long term.

> *"Massive station redevelopment underway without halting Rail Traffic"*



Ashwini Vaishnaw
Minister of Railways

So far, **1337** stations have been identified for development under this scheme. Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Till now, works at **155** stations have been completed.

Stations are selected based on the proposals received from Zonal Railways, stations located in major cities and places of tourist and pilgrimage importance.

Development/upgradation/modernisation of stations, including those under Amrit Bharat Station Scheme, is generally funded under Plan Head-53, 'Customer Amenities'. The details of allocation and expenditure under Plan Head-**53** are maintained Zonal Railway-wise and not work-wise, station-wise or state-wise. The fund allocation of **₹12,118** crore has been made for



the financial year 2025-26 under Plan Head–53 and expenditure (up to October, 2025) of **₹7253** crore has been incurred so far.

The station development projects under the Amrit Bharat Station Scheme are primarily conceptualized with budgetary support. However, 15 stations have been identified to be explored for development under Public Private Partnership mode as well and based on the experience gained from the same, further evolution of the scheme is envisaged.

The Ministry of Railways is committed to preservation of items of heritage value while planning and execution of the redevelopment/ modernization of stations. Site-specific measures are taken based on the context and condition of the structure/artifact.

Technological improvements in Indian Railways, including stations, are a continuous process and aspire to democratise the use of technology. It aims to address India-centric challenges and create economic and employment opportunities for all Indians.

Further, development/ redevelopment/ upgradation/ modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter se priority and availability of funds. The priority for development/ redevelopment/upgradation/modernisation of stations is accorded to the higher category of station over lower-category stations while sanctioning and executing the works.

Development/upgradation of railway stations is complex in nature. It involves safety of passengers and trains and requires various statutory clearances such as fire clearance, heritage approvals, tree cutting, airport clearance, etc. The progress also gets affected due to brownfield-related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high-voltage power lines, etc. These factors affect the completion time too. Therefore, no time frame can be indicated at this stage.■

Indian Railways takes Digital Leap with Free Wi-Fi at 6117 Stations



Strengthening digital access for millions of passengers, IR has successfully provided free Wi-Fi services at **6117** railway stations. No separate funds have been sanctioned by the Ministry of Railways for these Wi-Fi services at railway stations.

There is no personal information asked to access the Wi-Fi service provided at railway stations, except for the mobile number used for OTP verification. Appropriate action is taken promptly by the railway administration whenever there are any issues with regard to the working of the Wi-Fi facility at stations.■

CCTV Surveillance at 1731 Stations and 11,953 Coaches

The installation of CCTV cameras at stations and coaches is an ongoing process. So far, surveillance systems have been provided at **1731** stations and **11,953** coaches to ensure a safe and secure journey for railway passengers. CCTV surveillance systems are provided and charged under capital expenditure. CCTV cameras were already installed at New Delhi Railway Station to cover outdoor areas like entry/exit points, foot over bridges, platforms etc and indoor areas like waiting halls, ticket counters etc. However, some new areas were developed at the station premises after 15th February, 2025 and accordingly, additional CCTV cameras were provided to cover these areas. Presently, **250** CCTV cameras are provided at the station.■



Major RPF Operations and Achievements

To provide security and facilitation to Railway passengers, the following initiatives have been undertaken by RPF to boost the confidence and sense of security to its passengers:

Continuous assistance to passengers by RPF:

No. of complaints attended on Twitter	No. of complaints attended on Helpline No. 182/139	Total
54,648	3,21,557	3,76,205

Focused issue based Operations

Operation Nanhe Faristey and Rescue of Children:

No. of children rescued by RPF
17,231

Operation 'Jeevan Raksha':

Saving life on Railways		
Male	Female	Total
1894	974	2868

Operation Amanat and Luggage Retrieval:

No. of cases of retrieval of left behind luggage of passengers and its return	Value of recovered property (in ₹)
53,607	79,85,11,140

Operation 'Matrishakti':

No. of cases attended and assistance provided in child birth		
In Train	In railway premises	Total
198	105	303

Mahila Suraksha:

Action taken against unauthorized passengers entering into carriage or other place reserved for females.

No. of cases registered	No. of persons arrested
1,07,606	1,10,940



Operation 'Upalabdh' and Action against touts:

No. of cases registered	No. of persons arrested	No. of future journey ticket seized	Value of future journey ticket seized	No. of IRCTC user IDs blocked
2449	2690	7974	1,98,92,275	8905

Operation 'SEWA':

No. of persons (Elderly/ Women/ Divyangjan/ Sick/ Injured/ Infants) to whom RPF assisted during their travel in boarding and de-boarding and availing/providing other amenities i.e. wheel chairs, stretcher, medical help, providing ambulance, medicine, infant food etc.
10146

Operation AAHT and Human Trafficking:

No. of trafficked persons rescued by RPF					No. of traffickers arrested by RPF
Juvenile		Adult		Total	
Boys	Girls	Male	Female		
783	88	14	93	978	292

Operation 'NARCOS':

No. of cases detected	Value of NDPS recovered	No. of persons arrested
1980	2,08,52,03,671	1601

Operation 'WILEP':

No. of cases detected		No. of persons arrested
Fauna	Flora	
43	19	44

Operation 'Satark':

Tobacco Product			Liquor Product		
Cases detected	Value	Persons arrested	Cases detected	Value	Persons arrested
140	8,25,05,340	97	4044	6,01,64,423	3356

AI & Tech led Signalling & Telecom

Indian Railways is also leveraging advanced telecom and digital technologies to enhance operational safety, improve communication reliability and strengthen passenger information systems. Key initiatives in this domain include AI-enabled intrusion detection, network-wide video surveillance, digital radio communication, optical fiber expansion and modern passenger guidance systems. The major developments are outlined below.

Intrusion Detection System: Indian Railways has developed an AI enabled solution based on Distributed Acoustic Sensing (DAS) technology for detecting the presence of elephants and other wild animals on railway tracks in identified corridor locations. The system provides advance alerts regarding the movement of such animals, enabling timely preventive action and transmission of warnings to loco pilots, station masters and control rooms thereby reducing the risk of accidents. Presently, the system is operational across ***141*** Rkm in Northeast Frontier Railway.

Video Surveillance System: Indian Railways has commissioned Video Surveillance System (VSS) at ***1731*** railway stations across the railway network. The system is equipped with AI based Video Analytics (VA) for automated event detection (such as intrusion detection, loitering detection) and Facial Recognition Software (FRS) for real-time identification and monitoring.

Use of Digital VHF sets over Indian Railways: Communication between Loco pilot and Guard is very critical from a safety point of view. This communication needs to be reliable with clarity in speech. In order to harness the advantages offered by Digital technology based VHF sets, the Railway Board has approved that only Digital 5W Walkie-Talkie sets shall be procured over IR.



Tunnel Communication System: The project for provision of Tunnel Communication has been taken up in various Railways including the USBRL project for the uninterrupted radio communication from inside the tunnel to headquarters and operation control centers.

Optical Fiber Cable (OFC): Indian Railways has provided ***619*** Rkm of Optical Fiber Cable till October, 2025. Thereby, reaching a cumulative total of approx. ***67,233*** Rkm of IR network.

Coach Guidance System: Coach Guidance System (CGS) displays the coach position of a scheduled train on a platform. The system considerably enhances passenger convenience by helping them quickly and easily locate their coaches. So far, Coach Guidance Systems have been provided at ***1064*** stations.

Train Indication Board: The Train Indication Board displays Arrivals/Departures of trains indicating train number, name, time of arrival/departure and platform number. So far, Train Indication Boards have been provided at ***1449*** stations.

Economic Corridors

Indian Railways is undertaking a series of transformative infrastructure initiatives to enhance capacity, efficiency and sustainability across the rail network. Key focus areas include the commissioning of dedicated freight corridors to decongest the conventional network and promotion of Public-Private Partnership (PPP) models to supplement public investment. The following sections outline the progress and status of these major initiatives.

Three Major Economic Corridors

434 projects have been identified under three Economic corridors with cost outlay of ***₹11.17*** lakh crore.

Energy, Mineral & Cement corridor: ***192*** projects

High Traffic Density Routes: ***200*** Projects

Port Connectivity: ***42*** Projects

All ***434*** projects have been mapped on the PM GatiShakti portal. Out of which presently ***121*** projects covering track length ***12,133*** km and costing ***₹2,02,551*** crore have been sanctioned and ***162*** projects with track length of ***16,910*** km and estimated cost of ***₹3,30,545*** crore are under different stages of appraisal/inter-ministerial consultation.

The corridor-based program is intended to improve logistic efficiency and reduce logistic cost.

This growth has been supported by structural reforms and capacity augmentation, including the introduction of a simplified flat-rate tariff



of ***₹0.90*** per tonne per km for bulk cement transportation, which has improved cost predictability and encouraged modal shift to rail. Simultaneously, the commissioning of ***25*** Gati Shakti Cargo Terminals during the current year has strengthened first- and last-mile connectivity, enhanced terminal efficiency and reduced transit time for freight movement.

First Foodgrain Freight Train to Anantnag

In a historic first for the Kashmir Valley, a foodgrain freight train reached the Anantnag Goods Terminal. The train was dispatched from Ajit Wal Railway Station, Punjab, carrying approximately ***1384*** tonnes of foodgrains, marking the first bulk



rail-based foodgrain supply to Anantnag Railway Station, Jammu & Kashmir.

This development formally integrates the Valley with the national freight rail network, strengthening food supply systems, reducing transportation time and cost and significantly enhancing regional logistics capacity.

Cement Transportation in the Northeast through Rail

Freight operations on the Bairabi–Sairang line began soon after its inauguration. The first freight movement on 14th September, 2025 carried ***21*** cement wagons from Assam to Aizawl. Since then, the route has transported essential goods such as cement, construction materials, automobiles, sand and stone chips, supporting infrastructure development and market access in the region.



Supply of Cars to Mizoram by Rail

For the first time, cars have been supplied to Mizoram by rail, marking a historic logistics achievement. An automobile rake carrying ***119*** Maruti cars from Changsari (near Guwahati) reached Sairang Railway Station near Aizawl.

This development is expected to increase vehicle availability in Aizawl and surrounding areas, reduce dependence on long-distance road transport and benefit dealers, service providers and consumers.



Integrated Logistics Hubs and New Freight Services

Indian Railways has also launched new door-to-door freight and parcel services to strengthen integrated logistics, including:

- Assured transit container rail service between Delhi and Kolkata
- Door-to-door parcel service on the Mumbai–Kolkata route

Wagon Production

To increase freight earnings by maximizing induction of new wagons in Indian Railways, wagon manufacturing was scaled up during the last three years on account of the target of ***3000*** MT loading by 2029-30. In light of this, production of wagons was reinforced, which led to wagon production of ***3651***, ***3880***, ***4135*** in January, February, March, 2025 respectively resulting in the maximum production of wagons i.e. ***41,929*** in FY 2024-25 (highest among the last 3 years).

During the current calendar year, January to November, 2025, wagon production is ***33,703*** seeing continuous improvement in wagon supply.



Together, these developments have enabled Indian Railways to not only handle higher freight volumes efficiently, but also to undertake region-specific, first-of-their-kind freight operations, particularly in remote and strategically important areas. The following examples highlight how enhanced freight capacity, tariff rationalisation and infrastructure expansion have been leveraged to deliver critical logistics solutions during the year.■

Dedicated Freight Corridors Project



Dedicated Freight Corridor is a mega railway infrastructure project. Two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (**1337** km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (**1506** km) have been commissioned and operationalized (except **102** km Vaitarna-JNPT Mumbai section which is under progress).

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. In November, 2025, **403** average trains per day were run. As a result, Railways have been able to run additional goods and coaching services over its network with better punctuality.

Train operations are going on in commissioned sections as follows :

Corridor	No. of Trains run		NTKM (millions)		GTKM (millions)	
	Oct'25	Cumulative (FY 25-26)	Oct'25	Cumulative (FY 25-26)	Oct'25	Cumulative (FY 25-26)
EDFC	5960	44,094	5,363	41,974	9,855	75,262
WDFC	5979	38,624	3,260	22,138	6,217	40,480
Total	11,939	82,718	8,623	64,111	16,072	1,15,743

The momentum generated by record freight performance and targeted policy interventions during the year has translated into tangible on-ground logistics outcomes across regions. In FY 2025–26, Indian Railways achieved the historic milestone of **1** billion tonnes of freight loading, with daily loading touching **4.4** million tonnes, driven by robust demand from coal, iron ore, cement and container traffic.

Public Private Partnership in Indian Railways



Prime Minister Narendra Modi, accompanied by Railway Minister Ashwini Vaishnaw and Gujarat CM Bhupendrabhai Patel, visiting Dahod locomotive plant

In a rapidly expanding economy, to meet both economic and environmental goals, the role of Railways is important. In the last few years, increased funding through GBS (Gross Budgetary Support) is provided to expand the network. This alone is not sufficient to match the pace of economic expansion. Both Government and Private Sector Investment is required. Public Private Partnership (PPP) Projects in Railways are currently executed under 2012 PPP Policy. So far, **18** projects of **₹16,686** crore have been completed through PPP model. **7** projects of **₹16,362** crore are under implementation including coal connectivity and port connectivity projects. To make this policy attractive the restructuring & revisions of PPP models are underway.

PPP-Led Locomotive Manufacturing under the Make in India Programme

Between 1st January and 30th November, 2025, Indian Railways produced **1542** electric locomotives. To strengthen self-reliance in locomotive manufacturing and enhance haulage capacity, Indian Railways has adopted advanced public-private partnership models for setting up state-of-the-art locomotive manufacturing units in the country. These initiatives support the 'Make in India' programme, promote indigenous supply chains and ensure long-term maintenance reliability. The status of major locomotive manufacturing projects is outlined below.

Madhepura Electric Locomotive Factory

Indian Railways has supplied 576 high-power **12,000** HP electric locomotives from the Madhepura factory in Bihar under a PPP model, including **76** locomotives delivered during April–November 2025. Set up in partnership with Alstom Transport India Limited, the facility is manufacturing **800** locomotives over 11 years, with over **90%** indigenous sourcing, strengthening Make in India and boosting freight haulage capacity.

Marhowra Diesel Locomotive Factory

The Marhowra diesel locomotive factory in Bihar has delivered **773** locomotives (**569** of **4500** HP and 204 of **6000** HP) so far under a PPP arrangement with Wabtec Locomotive Private Limited, including **73** units supplied in FY 2025–26 (up to November). Around **65%** of components are sourced within India. In a major export milestone, the factory has secured **USD 400** million in export orders for **150** locomotives to Guinea, Africa, with **14** locomotives already dispatched, marking India's growing presence in the global rail market.

Dahod Electric Freight Locomotive Facility

The Dahod locomotive manufacturing facility in Gujarat, set up with Siemens Limited, will produce **1200** electric freight locomotives of **9000** HP under a long-term manufacturing and maintenance agreement. The facility, dedicated to the nation in May 2025, has completed RDSO trials and statutory safety inspections, paving the way for the large-scale induction of high-power electric locomotives with around 90% indigenous components. Prime Minister, Narendra Modi flagged off the first new D9 series **9000** HP electric locomotive from the facility this year.

Recruitment Process on for 1,20,579 Vacancies in 2024–25, Highlighting Railways' 11-Year Record of 5.08 Lakh Jobs

Occurrence and filling up of vacancies are continuous processes in Indian Railways considering its size, spatial distribution and criticality of operation. Adequate and suitable manpower is provided to cater to the regular operations, changes in technology, mechanisation and innovative practices. The vacancies are filled up primarily by the placement of indents by Railways with recruitment agencies as per operational and technological requirements.

Presently, recruitment of **1,20,579** vacancies has been taken up across Indian Railways as per the annual calendar for 2024 and 2025.

During January to December 2024, **10** Centralized Employment Notifications (CENs) for **92,116** vacancies were notified for filling up of posts of Assistant Loco Pilots (ALPs), Technicians, Sub-Inspectors, Constables in the Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Undergraduate), Ministerial & Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsmen.

First-stage/single-stage Computer-Based Tests (CBTs) for **59,678** posts have been completed. Details are as follows:



Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1st Stage CBT for the post of JE/DMS/CMA (7951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1376 vacancies)	7,08,321	143	15
1st Stage CBT for Non-Technical Popular Category (Graduate) (8113 vacancies)	58,41,774	141	15
1st Stage CBT for Non-Technical Popular Category Under Graduate) (3445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1036 vacancies)	4,46,013	139	15

Second-stage CBTs for the posts of ALP, JE/ DMS/CMA and Non-Technical Popular Categories (Graduate) have also been completed. Details are as under:

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2nd Stage CBT for the post of JE/DMS/CMA (7951 vacancies)	1,17,339	118	15
2nd Stage CBT for Non-Technical Popular ategory (Graduate) (8113 vacancies)	1,21,931	129	15

Computer Based Aptitude Test (CBAT) for the post of ALP has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of ALP (18,799 vacancies)	1,32,044	84	2

CBT for ***32,438*** vacancies for Level-1 categories commenced from 27th November, 2025, in ***140*** cities in ***15*** languages. Physical Efficiency Test (PET) for ***4208*** vacancies of constable (RPF) commenced from 13th November, 2025.

Panels for more than ***23,000*** candidates for various posts, including the posts of Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors (RPF) and Assistant Loco Pilots have been finalised. The majority of them are in safety categories.

In addition, as per the annual calendar for the year 2025, seven CENs for ***28,463*** vacancies have also been issued:

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2025	Assistant Loco Pilots	9,970	March 2025
02/2025	Technicians	6,238	June 2025
03/2025	Para-medical	434	July 2025
04/2025	Section Controllers	368	August 2025
05/2025	Junior Engineers / Depot Material Superintendent	2,585	October 2025
06/2025	NTPC (Graduate)	5,810	October 2025
07/2025	NTPC (Under-Graduate)	3,058	October 2025

The RRB examinations are quite technical in nature, entailing large-scale mobilization of men and resources and training of manpower. The Railways overcame all these challenges and successfully conducted the recruitment in a transparent manner, following all laid-down guidelines. No instance of paper leakage or similar malpractice has occurred during the entire process.

Recruitment done in Indian Railways during 2004-05 to 2013-14 vis-à-vis during 2014-15 to 2024-25 is given as under:

Period	Recruitments
2004-05 to 2013-14	4.11 lakhs
2014-15 to 2024-25	5.08 lakhs

Further, as a system improvement, the Ministry of Railways has introduced a system of publishing an annual calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of the annual calendar is benefitting the aspirants in the following manner:

- More opportunities for candidates,
- Opportunities to those becoming eligible every year,
- Certainty of examinations and
- Faster Recruitment process, training and appointments.

In exigencies of work, contractual engagement is resorted to as a stop-gap arrangement till regular incumbents join the posts. Such contractual engagement is purely temporary and time-bound and is undertaken only to ensure smooth functioning of Railway operations until posts are filled through regular selection as per extant rules and procedures.

Engagement on a contract basis is purely contractual in nature and does not confer any right upon such personnel for regular employment, absorption, or continuance in Railway service. Since contractual engagement is carried out only to meet urgent operational requirements, there is no provision for regularization of such contractual staff in Indian Railways.■

Aadhaar OTP for Online Tatkal Ticket Bookings Now Active



The reservation ticket booking system of Indian Railways is a state-of-the-art, highly secure IT platform recognised for its robust cybersecurity standards. Indian Railways has taken proactive steps to boost system performance and enhance the availability of regular and tatkal tickets. These measures include the following:

- Rigorous revalidation and verification of user accounts have been carried out. About ***3.02*** crore suspicious user IDs have been deactivated since January 2025.
- Anti-bot solutions, such as AKAMAI, have been deployed to filter non-genuine users and ensure smooth booking for legitimate passengers.
- To curb misuse and improve fairness in tatkal bookings, Aadhaar-based OTP verification for online tatkal ticket booking has been introduced in a phased manner. It is already operational in ***322*** trains as on 4th December, 2025. Due to these steps, the confirmed tatkal ticket availability time has increased in about ***65%*** of the above mentioned ***322*** trains.
- Aadhaar-based OTP for tatkal bookings at reservation counters has also been introduced in a phased manner and is implemented in ***211*** trains as on 4th December, 2025.
- As a result of these and other measures, the confirmed tatkal ticket availability time has increased in about ***95%*** of the ***96*** popular trains.
- Complaints have been filed on the National Cyber Crime Portal for suspiciously booked PNRs.■

A Year of Transformation, A Future of Assurance: Indian Railways' Message for 2026

As the nation steps into 2026 after a transformative 2025, IR wishes its citizens a very Happy New Year and takes pride in a year of continued progress and meaningful change. Station redesign, robust security systems, widespread adoption of digital and sustainable technologies and the continued development of freight corridors have all marked significant achievements that have established Indian Railways as a key driver of national growth. These efforts have laid a strong foundation for a rail network that is future-ready, faster, safer, environmentally friendly and more inclusive.

Welcoming the New Year with renewed confidence and commitment, Indian Railways reaffirms its promise to the nation to deliver rail services with full sincerity and dedication. With a clear vision and continued investment, Indian Railways remains committed to connecting people, empowering regions, strengthening infrastructure, enhancing safety, advancing technology and improving the overall passenger experience, while driving the nation forward with reliability and excellence.■



RAILWAYS IN PARLIAMENT

Minister of Railways Ashwini Vaishnaw's replies to questions in the Parliament

IRCTC's Uptime Rises to 99.98% with Stronger Monitoring and Anti-Fraud Measures



In a sign of growing system stability, the IRCTC website recorded 99.98% uptime from April to October 2025, improving on the 99.86% uptime reported in 2024-25. Indian Railways has undertaken both administrative and technological measures for system modernization. Administrative measures include the deactivation of suspicious user IDs, lodging complaints on the National Cyber Crime Portal for suspiciously booked PNRs, revalidation of user IDs etc.

System improvement measures include checks and validations, engagement of a leading content delivery network and an anti-BOT application with cutting-edge technology to ensure smooth booking by genuine users. In addition, regular third party audits of IRCTC's technology infrastructure are being conducted for improvements in the system.

The share of e-ticketing has now increased to more than 87% of the total reserved tickets booked on Indian Railways. However, complaints are received regarding failed transactions, delayed refunds, or booking errors, which are being monitored on a regular basis for quick resolution.

The IRCTC website and mobile apps operate on Application Programming Interface (API)-based technology, which requires only minimal text-based data exchange between the user's device and IRCTC servers. This ensures efficient performance for ticket booking even in rural areas. In addition, IRCTC has implemented advanced Content Delivery Network (CDN) solutions, which is a global network of servers that delivers static content to users more quickly and reliably.

Capacity enhancement and technological upgradation are an ongoing process for Indian Railways, subject to the availability of resources and techno-economic feasibility. ■

Railways Serves about 58 cr Meals Annually

Indian Railways serves about 58 crore meals every year on average. Only about 0.0008% of complaints are received on average. Based on inquiries on these complaints, a fine of ₹2.8 crore was imposed over the last four years.

It is the continuous endeavour of Indian Railways to provide good quality and hygienic food to travelling passengers. Necessary steps are accordingly taken by Indian Railways from time to time to improve the quality of food and services to passengers. The following measures have been taken to improve quality, hygiene and food safety:

- Supply of meals from designated Base Kitchens.
- Commissioning of modern Base Kitchens at identified locations.
- Installation of CCTV cameras in Base Kitchens for better monitoring of food preparation.
- Shortlisting and use of popular and branded raw materials, like cooking oil, atta, rice, pulses, masala items, paneer, dairy products etc, for food production.
- Deployment of Food Safety Supervisors at Base Kitchens to monitor food safety and hygienic practices.
- Deployment of onboard IRCTC supervisors on trains.
- Introduction of QR codes on food packets, enabling the display of details like the name of the kitchen, date of packaging etc.





- Regular deep cleaning and periodical pest control in Base Kitchens and Pantry Cars.
- In order to ensure compliance with Food Safety Norms, Food Safety and Standards Authority of India (FSSAI) certification from designated Food Safety Officers of each catering unit has been made mandatory.
- Regular food sampling as part of the inspection and monitoring mechanism to ensure the quality of food on trains.
- A third party audit is conducted to examine the hygiene and quality of food in Pantry Cars and Base Kitchens. A customer satisfaction survey is also conducted.
- Regular and surprise inspections by Railway/ IRCTC officials, including Food Safety Officers.
- Regular training is conducted by IRCTC to enhance the skills of catering staff, focusing on customer service areas, i.e., communication, courteous behaviour, service standards, personal grooming and hygiene.

In order to collect passenger feedback, the complaint management system over Indian Railways has been strengthened, simplified and made more accessible over the last few years through the introduction of the RailMadad portal. With its launch, Indian Railways has provided passengers with a single-window system to register complaints and suggestions.

In case any passenger complaint related to food quality in trains is reported, prompt and appropriate punitive action is taken against the service providers for any deficiency in service.

Automatic Lower Berths for Senior Citizens and Women 45+ Introduced, Subject to Availability

More Divyangjan-specific compartments and improved wheelchair-accessible facilities on Vande Bharat services to boost passenger comfort

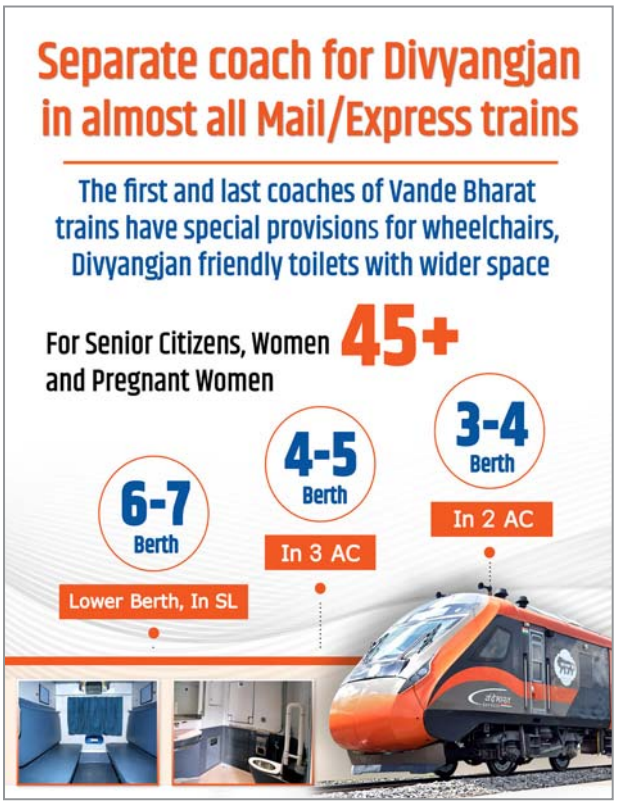
Indian Railways continuously strives to provide various facilities for the convenience of passengers, including senior citizens and persons with disabilities (PwD). Some of the facilities extended to them are as under:

- Allotment of lower berths to senior citizens, female passengers aged 45 years and above automatically, even if no choice is given, subject to availability.
- Earmarking of a combined quota of six to seven lower berths per coach in Sleeper Class, four to five lower berths per coach each in air-conditioned 3 tier (3AC) and three to four lower berths per coach in air-conditioned 2 tier (2AC) classes (depending on the number of coaches of that class in the train) for senior citizens, female passengers 45 years of age and above and pregnant women.
- Earmarking of reservation quota for PwD and their attendants in all Mail/Express trains, including Rajdhani/Shatabdi-type trains, as under:
  a. Four berths in Sleeper Class (including two lower and two middle berths)
  b. Four berths in 3AC/3E (including two lower and two middle berths)
  c. Four seats in Reserved Second Sitting (2S) / Air Conditioned Chair Car (CC)
- Allotment of lower berths falling vacant in the train to senior citizens, PWD, or pregnant women (who have been allotted middle/upper berth) on priority.

Further, various types of coaches designed and developed to enhance the safety and passenger experience have been provided. In reserved coaches, entry and exit doors are marked. These signages, with 'Entry' and 'Exit', are provided adjacent to body-side entrance doors. In general coaches, entry and exit can be done from any of the doors.

Additionally, Indian Railways provides a wide range of facilities for all passengers, aiming to enhance comfort and convenience during their journeys. These include:

- A separate compartment earmarked for Divyangjan in almost all Mail/Express trains. These coaches have wider entrance doors, wider berths, wider compartments, a larger lavatory with wider doors, a wheelchair parking area, etc. Inside the toilets, additional grab rails on the side walls for support and a wash basin and mirror at a suitable height are also available.



- For facilitating the visually impaired travellers, integrated Braille Signage (i.e. signage superimposed with Braille scripts) has also been provided.
- Modern Amrit Bharat and Vande Bharat trains have been designed keeping in view the needs of Divyangjan. The first and last coaches of Vande Bharat trains have special provisions for wheelchairs, Divyangjan-friendly toilets with wider space etc. Further, a modular ramp has been provisioned in these coaches of Vande Bharat trains and the luggage-cum-Divyangjan coaches of Amrit Bharat trains for easier boarding and deboarding of persons with restricted mobility inside the coach.

Wheelchairs Available at 5868 Stations for Divyangjan and Senior Citizens

Indian Railways has ensured that mobility support is never out of reach for passengers who need it most. Wheelchairs are made available free of cost and handed over to attendants escorting Divyangjan and senior citizens to and from trains. And when an attendant isn't present, passengers can rely on licenced porters (Sahayaks), who are permitted to assist them at a pre-fixed, nominal charge. Clear information about this service is displayed at prominent places in railway station premises. Presently, wheelchairs can be found at 5868 stations across the network.

- Instructions have been issued that in all Mail/Express trains (except fully reserved trains), the SLRD coaches should be treated as unreserved coaches earmarked for the exclusive use of Persons With Disabilities (Divyangjan).
- In case of Garib Rath Express trains and other fully reserved trains, these coaches are treated as reserved for booking by Divyangjan travelling on a handicapped concession, on payment of the due fare of that class on a first-come, first-served basis.
- Instructions have also been issued that in the tickets issued through the computerised passenger reservation system, to the extent feasible, one lower berth should be allotted to the Divyangjan and the person accompanying him/her as an escort should be allotted a middle/upper berths near the person with a disability, subject to availability of accommodation.
- After departure of the train, if there are vacant lower berths available in the train and if any Divyangjan booked on the authority of a handicapped concessional ticket, who has been allotted upper/middle berth, approaches for allotment of vacant lower berths, the onboard ticket checking staff has been authorised to allot the vacant lower berth to them, making necessary entries in the chart.
- Separate counters are earmarked at various Passenger Reservation System (PRS) centres for dealing with the reservation requisitions received from Divyangjan, senior citizens, former MPs, MLAs, accredited journalists and freedom fighters, if the average demand per shift is not less than 120 tickets. In case there is no justification for earmarking an exclusive counter for any of these categories of persons, including Divyangjan, one or two counters, depending upon the total demand, are earmarked for dealing with the reservation requests for all these categories of persons.



- Concessional online ticket-booking facility has been extended to Divyangjan on the basis of photo identity cards issued by the Zonal Railways and to patients suffering from certain illnesses. One escort accompanying the Divyangjan or patients suffering from certain illnesses is also eligible for the same element of concession.
- Battery-Operated Vehicles (BOVs) are provided at major railway stations to passengers on a 'first-come first-serve' basis, with due preference to Divyangjan, senior citizens, sick passengers and pregnant women. This facility is provided free of cost through Corporate Social Responsibility/sponsorship and on a chargeable basis through a service provider. At present, 196 BOVs are available at 79 stations, out of which 165 are on a chargeable basis, 10 are free via the publicity route and 21 are free via the CSR route.

However, upgradation of passenger facilities, including enhanced facilities for Divyangjans, sick and elderly person is a continuous and ongoing process.■

Vande Bharat Express Provide

Faster, Safer and Comfortable Travel to 7.5 cr Passengers

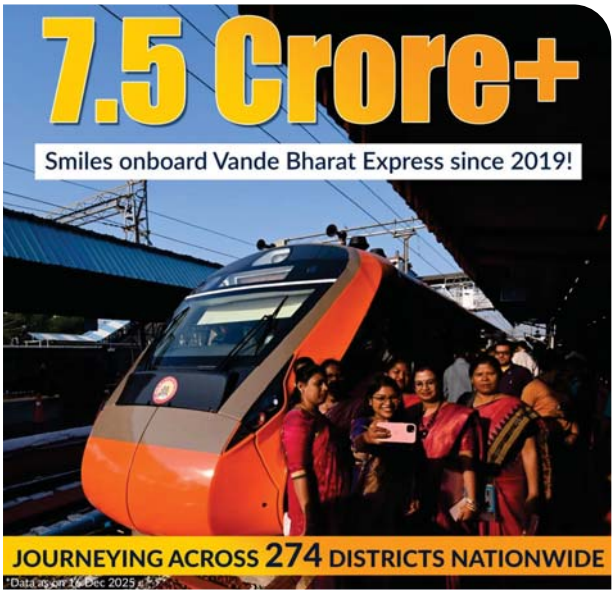
164 world-class Vande Bharat services connect major cities across the nation

Indian Railways' Vande Bharat Express has redefined rail travel in India since its launch in February 2019. Today, 164 world-class Vande Bharat services connect major cities across the Nation. They offer faster, safer and more comfortable journeys.

Built under the Make in India initiative, each trainset comes with advanced features. These include automatic plug doors, rotating seats and bio-vacuum toilets. They also have GPS-based passenger information systems and full CCTV coverage. These features ensure a world-class travel experience for every passenger.

Vande Bharat Express train services have become a major boon for passengers and tourists. They connect India's cultural, spiritual and economic hubs with speed and comfort. These trains are operational in 274 districts across the country. This wide reach is improving travel, tourism and regional connectivity nationwide.

The Delhi - Varanasi route connects the national capital with India's spiritual heart. It offers pilgrims and tourists a convenient and reliable travel option. Similarly, the Srinagar - Shri Mata Vaishno Devi Katra route improves access to one of the country's most revered pilgrimage sites. The route was inaugurated on 6th June, 2025 by Prime Minister Narendra Modi. It strengthens religious tourism and boosts regional connectivity. At the same time, the Bengaluru-Hyderabad train service has become a preferred choice for many passengers. It is widely used by IT professionals and business travelers. The service connects two major technology hubs of India.



These services carry lakhs of passengers every month. These trains improve productivity for business travelers. They offer comfortable journeys for families. They provide dignified travel for pilgrims. They also reduce carbon emissions compared to road and air travel.

The strong response shows the growing demand for world-class rail infrastructure across India. The Vande Bharat Express, Amrit Bharat Express and Namo Bharat Rapid Rail high-tech trains are becoming popular and offering modern facilities to the passengers. Looking ahead, the upcoming Vande Bharat Sleeper is set to transform overnight travel. It will combine speed, comfort and modern amenities for long-distance passengers.■



India Steps into Green Mobility with First Indigenous Hydrogen Train-Set

Indian Railways has taken up a state-of-the-art project for the running of its first hydrogen train, on pilot basis, as per specifications framed by the Research, Design and Standards Organization (RDSO) to demonstrate the use of hydrogen-powered train technology in the Railways.

Manufacturing of the Hydrogen train-set has been completed. For providing hydrogen for use in this train-set, a hydrogen plant has been conceived at Jind. In this plant, hydrogen is being produced using the electrolysis process, which is a key element of green hydrogen generation.

This project involved designing from the first stages, prototype manufacturing and the first-time development of hydrogen traction technology in Indian Railways. As the Hydrogen train-set and its infrastructure have been developed on a pilot basis, direct comparison of the cost of hydrogen-fuelled trains with established traction systems at this stage would not present a fair cost comparison.

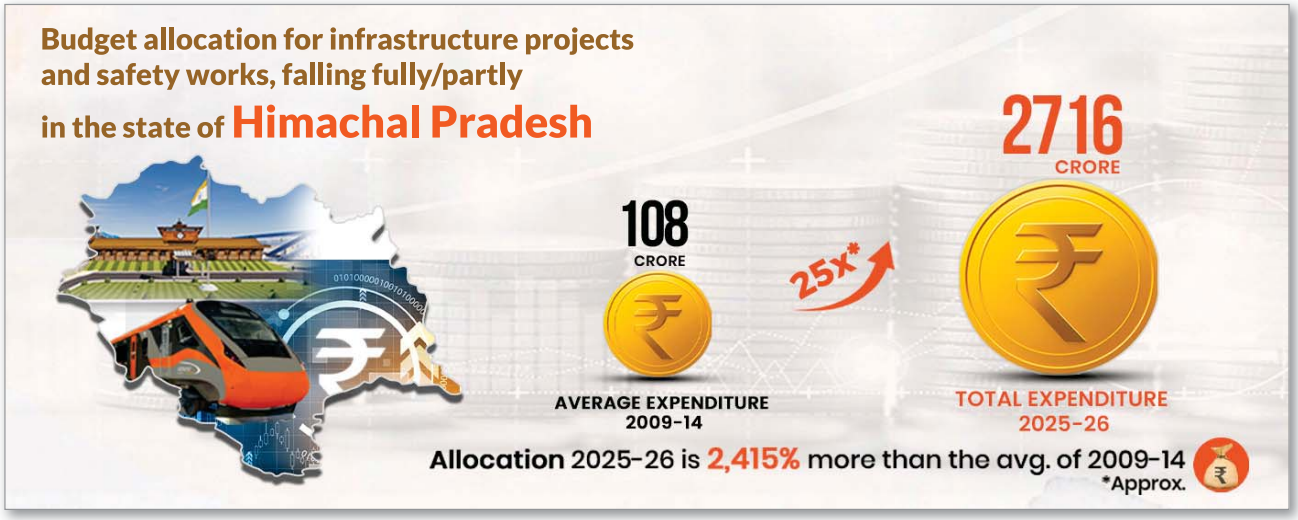
The project establishes the commitment of Indian Railways towards advancements in alternative energy-powered train travel, thereby ensuring a cleaner and greener future for the country's transportation sector.

Features of Hydrogen Train-set

- **Designed and developed in India, demonstrating Indian Railways' commitment to Atmanirbhar Bharat.**
- **Presently, it is the world's longest (*10* coaches) and most powerful (*2400* kW) Hydrogen train-set on Broad Gauge platform.**
- **The train-set comprises two Driving Power Cars (DPCs) of *1200* kW each, totalling *2400* kW, along with eight passenger cars.**
- **Zero CO_2 emissions; the only emission is water vapour.**
- **A major step in the development of next-generation fuel technology in the Railways.**



Rail Budget for Himachal Pradesh Jumps over 25 Times to ₹2716 cr in FY 2025-26



Indian Railways' Bhanupalli-Bilaspur-Beri (63 km) rail line stands out as a flagship connectivity project for Himachal Pradesh, taken up on a rare Centre–State cost-sharing model. With 75% of the funding coming from the Central government and 25% from the State, the project has been sanctioned at ₹6753 crore, including ₹1617 crore for land acquisition.

In Himachal Pradesh, 124 hectares of land are required for the execution of the project. Against this requirement, only 82 hectares have been provided by the Himachal Pradesh government. Work has been taken up on the available land. Land beyond Bilaspur to Beri is yet to be handed over by State government. Non-availability of land is adversely affecting the project.

The total expenditure incurred on the project so far is ₹5252 crore. As per cost-sharing arrangements, ₹2711 crore was to be given by Himachal government. However, they have deposited only ₹847 crore as their share of cost. Thus, ₹1863 crore remains with the Himachal government. Non-deposition of their share of the cost is adversely affecting the progress of the project.

The Government of India is geared up to execute projects, however, their success depends upon the support of the Himachal government.

Himachal Pradesh: Budget allocation for infrastructure projects and safety works, falling fully/partly is as under:

Period	Outlay
2009-14	₹108 crore/year
2025-26	₹2716 cr. (more than 25 times)

To improve connectivity in Himachal Pradesh, Nangal Dam-Una-Andaura-Daulatpur Chowk (60 km) section of the Nangal Dam-Talwara-Mukerian new line project has been commissioned. Work of Daulatpur Chowk-Kartoli Punjab-Talwara (52 km) section has been taken up. Further, work on Chandigarh-Baddi New Line (28 Km) has also been taken up at a cost of ₹1540 crore. Moreover, to improve rail connectivity in Himachal Pradesh, the survey for the Baddi-Ghanauli new line (25 km) has been completed and the Detailed Project Report (DPR) has been prepared.

Bilaspur-Manali-Leh new line is identified as a strategic line by Ministry of Defence. The survey has been completed and the Detailed Project Report has been prepared. The project passes through the difficult terrain of the Himalayas, which is full of geological surprises and numerous problems. The total length of the project is 489 km, including tunnels of 270 km length. The anticipated cost of the project as per Detailed Project Report is ₹1,31,000 crore.■

Railways Development in Maharashtra with Record Funding

38 Projects of New Lines Costing ₹89,780 cr Sanctioned

The Union government has reiterated its commitment to the development and expansion of the railway network in Maharashtra. Responding to a question in the Rajya Sabha on 5th December, 2025, Minister of Railways, Information & Broadcasting and Electronics & Information Technology, Ashwini Vaishnaw, highlighted the significant progress achieved in recent years through enhanced budgetary support, faster project execution and comprehensive station redevelopment initiatives.

He noted that investment in Maharashtra's railway infrastructure has increased manifold over the last decade. While the annual outlay during 2009–14 averaged ₹1171 crore, it has risen more than 20 times to ₹23,778 crore in 2025-26, enabling major expansion and modernisation works across the state.

Details of the commissioning/laying of new track falling fully/partly in the state of Maharashtra during 2009-14 and 2014-25 is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 km	58.4 km/year
2014-25	2292 km	208.36 km/year (More than 3 times)

As on 1st April, 2025, 38 projects (11 new lines, 2 gauge conversions and 25 doublings), of a total length of 5,098 km, costing ₹89,780 crore, falling fully or partly in Maharashtra, have been sanctioned.



- **Budget outlay increased more than *20* fold from 2009–14.**
- ***98* surveys for new line, gauge conversion, and doubling of *8,603* km were approved in Maharashtra between 2022–23 and 2025–26.**
- **To increase passenger transport capacity, *238* 12-coach rakes with doors were approved at a cost of *₹19,293* crore under MUTP-III and IIIA.**

Some of the main projects falling fully/partly in Maharashtra, which have been taken up are:

Name of the project	Cost (₹ In crore)
Ahilyanagar-Beed-Parli Vaijnath new line (261 km)	4957
Baramati-Lonand new line (64 km)	1844
Wardha-Nanded new line (284 km)	3445
Indore-Manmad new line (360 km)	18,529
Wadsa-Gadchiroli new line (52 km)	1886
Jalna-Jalgaon new line (174 km)	5804
Daund-Manmad doubling (236 km)	3037
Kalyan-Kasara 3rd line (68 km)	1433
Wardha-Nagpur 3rd line (76 km)	698
Wardha-Ballarshah 3rd line (132 km)	1385
Itarsi-Nagpur 3rd line (280 km)	2450
Rajnandgaon-Nagpur 3rd line (228 km)	3545
Wardha-Nagpur 4th line (79 km)	1137
Jalgaon-Manmad 4th Line (160 km)	2574
Bhusawal-Khandwa 3rd & 4th Line (131 km)	3285

Further, during the last three years i.e. 2022-23, 2023-24, 2024-25 and the current financial year 2025-26, 98 surveys (29 new lines, 2 gauge conversions and 67 doublings) of total length 8603 km falling fully/partly in Maharashtra have been sanctioned.

Vaishnaw also highlighted that upgradation and renewal of tracks is a continuous and ongoing process. Track renewal is carried out as per the laid-down criteria based on age, traffic carried, condition, etc. During 2025-26 (up to November, 2025), about 5100 km of track renewals have been completed, including in Maharashtra. During 2014-25 (up to November, 2025), about 52,000 track km has been renewed.

Railway infrastructure projects falling fully or partly in Maharashtra are covered under the Central Railway, South Central Railway, South East Central Railway, South Western Railway and Western Railway zones of Indian Railways. The length of tracks replaced during the current year 2025-26 (up to November, 2025) in these zonal railways is as under:

Zone	Length of tracks replaced during current year 2025-26 (up to Nov'25 in Km)
Central Railway	271
South Central Railway	505
South East Central Railway	196
Western Railway	345
South Western Railway	155



Capacity Augmentation Works for Mumbai Suburban Area:

Presently, about 120 originating Mail/Express trains and about 3200 sub urban trains are handled daily in Mumbai area. To increase capacity and improve safety, several steps have been taken by Indian Railways as under:

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

Location	Details
Bandra Terminus	3 pit lines have been completed
Mumbai Central	Platform extension for 24 LHB coaches
Jogeshwari	2 additional platforms
Dadar	1 additional platform
Vasai Road	6 platforms, 3 pit lines and 5 stabling lines
Panvel-Kalamboli	5 platforms, 4 pit lines and 2 sick lines
Kalyan	6 platforms and 4 pit lines
LTT	4 platforms and 2 pit lines
Parel	6 platforms, 5 pit lines, 6 stabling lines
Virar	25 stabling lines
Dahanu Road	11 stabling lines
Mira Road	25 stabling lines

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

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

Mumbai Suburban Works	Cost (in Cr.)
CSMT-Kurla 5th & 6th Line (MUTP-II) (17.5 km)	891
Mumbai Central-Borivali 6th Line (MUTP-II) (30 km)	919
Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)	826
Borivali-Virar 5th & 6th Line (MUTP-IIIA) (26 km)	2184
Virar-Dahanu Road 3rd & 4th Line (MUTP-III) (64 km)	3587
Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 km)	2782
Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 km)	476
Kalyan-Asangaon 4thLine (MUTP-IIIA) (32 km)	1759
Kalyan-Badlapur 3rd& 4th line (MUTP-IIIA) (14 km)	1510
Kalyan-Kasara 3rd Line (67 km)	793
Naigaon-Juichandra double chord Line (6 km)	176
Nilaje-Kopar double chord Line (5 km)	338
Kalyan Yard remodelling work	866



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

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

Completed Projects	Cost (₹ in cr.)
Pune-Miraj-Londa Doubling (467 km)	4670
Manmad-Jalgaon 3rd line (160 km)	2574
Jabalpur-Gondia Gauge Conversion (300 km)	2005
Chhindwara-Nagpur Gauge Conversion (150 km)	1512
Panvel-Pen Doubling (35 km)	263
Pen-Roha Doubling (40 km)	330
Udhna-Jalgaon Doubling (307 km)	2448
Mudkhed-Parbhani Doubling (81 km)	673
Bhusawal-Jalgaon 3rd line (24 km)	325
Jalgaon-Bhusawal 4th line (24 km)	261
Daund-Gulbarga Doubling (225 km)	3182

Some of the main projects falling fully/partly in the Maharashtra which have been taken up are as under:

Projects Taken Up	Cost (₹ in cr.)
Gondia-Ballarshah (Chanda Fort) doubling (240 km)	4373
Hotgi Byepass line (6 km)	177
Panvel-Chouk doubling section (17 km)	491
Panvel-Somtane Chord line and Panvel-Chikhli Chord line (8 km)	445
Miraj Chord line (2 km)	129
Wardha-Balharshah quadrupling (135 km)	2226
Puntamba-Sainagar Shirdi doubling (17 km)	227
Itarsi-Nagpur 4th line (297 km)	5010
Chhatrapati Sambhajinagar-Parbhani doubling (177 km)	2006
Gondia-Dongargarh 4th line (84 Km)	1,985

Wardha-Bhusawal 3rd & 4th line (314 km)	8199
Jalgaon-Bhadli 5th line (9 km)	114
Gondia bypass line (19 km)	354
Jalgaon-Manmad 4th line (160 km)	2574
Bhusawal-Khandwa 3rd & 4th line (131 km)	3285
Mudkhed-Medchal & Mahbubnagar-Dhone doubling (417 km)	4686
Chhatrapati Sambhajinagar-Ankai doubling (98 km)	961
Nilaje and Kopar double chord Line (5 km)	338
Mudkhed junction bypass line (3 km)	62
Purna bypass line (3 km)	72
Ankai bypass Line (2 km)	29
Parbhani-Parli Vaijanath doubling (65 km)	770
Latur Road Station bypass line (2 km)	47
Parli-Vaijanath Station bypass line (2 km)	56
Pachora-Jamner gauge conversion with extension upto	955
Vadhavan Port-New Palghar doubling (22 km)	1423
Ahilyanagar-Beed-Parli Vaijnath new line (261 km)	4957
Baramati-Lonand new line (64 km)	1844
Wardha-Nanded new line (284 km)	3445
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Wardha-Nagpur 4th line (79 km)	1137

Further, construction works on the flagship High speed bullet train project have gathered momentum in Maharashtra. Now 100% land acquisition has been completed. Works of bridges, aqueducts etc. have been taken up.

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

Sanction of any railway project depends upon many parameters/factors which include the following: Anticipated traffic projections and remunerativeness of the proposed route, First and last mile connectivity provided by the project, Connection of missing links and providing additional route, Augmentation of congested/saturated lines, Demands raised by State Governments/Central Ministries/ Public representatives, Railway's operational requirements, Socio-economic considerations, Land acquisition, Forest clearance, Shifting of infringing utilities, Statutory clearances from various authorities, Geological and topographical conditions of area, Law and order situation in the area of project site, Number of working months in a year for particular project site etc.

To facilitate the passengers of Palghar



Stoppages of the following trains have been provided at Palghar in the recent past: 22955/22956 Bandra(T)-Bhuj Kutch Express (w.e.f. 17th May, 2025), 12489/12490 Sri Ganganagar-Dadar Express (w.e.f. 18th May, 2025), Similarly, stoppage of 22927/22928 Bandra(T)-Ahmedabad Lokshakti Express at Saphalestation(located near Palghar) has also been provided w.e.f. 4th September, 2025.

Presently, Palghar and Boisar stations are served by 104 (including 46 Mail/Express, 16 Passenger and 42 Suburban services) and 99 (including 41 Mail/Express, 16 Passenger and 42 Suburban services) train services respectively.

Station Development

Ministry of Railways has launched the Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach. The scheme involves preparation of master plans and their implementation in phases to improve the stations. The scheme also envisages sustainable and environment-friendly solutions, provision of ballastless tracks, etc, as per necessity, phasing and feasibility and the creation of a city centre at the station in the long term. So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 132 stations are located in Maharashtra.

Development works at railway stations under the Amrit Bharat Station Scheme in Maharashtra has been taken up at a good pace. Details of works completed in the state of Maharashtra are as under:

No. of Stations completed	Name of Stations
17	Amgaon, Baramati, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Netaji Subhash Chandra Bose Nandura, Itwari Junction, Parel, Savda, Shahad, Vadala Road

Works at other stations have also been taken up at a good pace as given below:

- **Wathar Station:** Works of new portico, improvement of station building, water booth, new main entry gate, parking area, circulating area, improvement of entrance lobby, compound wall of parking area, platform shelter at platform no. 1, platform surfacing, improvement of waiting room, signages and station illumination have been completed. The finishing works have been taken up.

- **Nandgaon Station:** Works of entrance and exit gate, platform surfacing, platform shelter, improvement of station building, booking office, foot over bridge, boundary wall, circulating area, parking area, signage and lighting have been completed. Finishing works have been taken up.

- **Hadapsar Station:** Works of new station building, waiting hall, 12m foot over bridge, underground tank, platform shelter, improvement of platform surfacing, circulating area, station illumination, signages, lifts, escalators and landscaping have been completed. Finishing works have been taken up.■







Indian Railways Logs 1617 MT Freight

Now World's Second-Largest Carrier

Indian Railways strives to provide affordable transportation services for both passengers and goods. The evaluation of various alternatives for the rationalization of passenger fares and freight tariffs is a continuous and ongoing process.

To keep the freight rate competitive, they have not been revised since 2018 despite increases in input costs over the years.

Passenger fares have been rationalized w.e.f. 1st July 2025 after a gap of more than five years. The increase in fares is minimal, ranging from half a paisa per km to two paise per km for premium classes. The details of the fare revision are as follows:

i) No increase in general class fares up to 500 km; thereafter, half-paisa increase per passenger per km.

ii) Half-paisa increase in fare per passenger per km in Sleeper Class Ordinary and First-Class Ordinary.

iii) One paisa increase per passenger per km in non-AC classes in Mail Express.



- **Indian Railways extends ₹60,000 crore subsidy to keep passenger travel affordable.**
- **The freight rates are competitive, they have not been revised since 2018 despite increase in input costs over the years.**
- **Passenger fares rationalized from 1st July, 2025 after five-year gap.**
- **No increase for general class up to 500 km.**

iv) Two paisa increase per passenger per km in reserved AC classes.

To maintain affordability for lower and middle income families, fares for MST (Monthly Season Ticket) and Suburban travel have not been revised.

Measures Taken to Increase Freight Transportation

Indian Railways has taken several measures to enhance freight loading and revenue, which include:

- To increase network capacity, rail network expansion has been taken up on a large scale through construction of new lines, multi-tracking of existing lines and gauge conversion of existing lines.

The details of new tracks laid during the past 10 years are:

Period	New Tracks Commissioned (km)
2009-14	7599
2014-25	34,428

Further, as of 1st April, 2025, there are 431

projects (154 new line, 33 gauge conversion and 244 doubling) sanctioned. The summary is as follows:

Category	No. of Projects	Total Length (km)	Length completed till Mar'25 (km)	Balance length (km)	Cost (Cr.)
New lines	154	16,142	3036	13,105	3,77,389
Gauge conversion	33	4180	2997	1,183	43,820
Doubling/ Multi tracking	244	15,644	6736	8,909	2,53,711
Total	431	35,966	12,769	23,197	6,74,920

- Removing operational bottlenecks through yard remodeling, construction of bypass/ chord lines, rail flyovers, etc.
- The construction of the Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 km) is underway. Out of a total of 2843 km, 2741 route km (96.4%) has been commissioned and is operational.
- Indian Railways has undertaken electrification of railway lines in a mission mode. So far, about 99.1% of the Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:

Period	Route Kilometre
Before 2014	21,801
2014-25	46,900

- **Procurement of Wagons and Locomotives:** To increase freight-carrying capacity, large numbers of IR wagons have been procured and locomotives manufactured. During 2014 to 2025, about 2 lakh wagons were procured and more than 10,000 locomotives added to increase freight loading and mobility.
- **Industry participation in Wagon investment:** To strengthen freight-carrying capacity, industry has increasingly invested in general-purpose, special-purpose/high-capacity and automobile carrier wagons. As a result, 240 special-purpose rakes, 374 general-purpose rakes and 48 automobile rakes have been inducted so far to support freight movement across key sectors.
- **Development of Cargo Terminals:** Under the 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy, 118 new terminals have been commissioned so far, adding an estimated handling capacity of 192 MTPA. Additionally, ₹14,500 crore has been allocated from FY2023-24 onwards for upgrading freight and parcel terminals.
- **Bulk Cement Handling:** A new 'Bulk Cement Terminal Policy' has been introduced to enable the setting up of terminals on railway land, forming part of ongoing railway reforms aimed at streamlining bulk cement transportation.
- Ensuring increased availability of rakes/ wagons against demand.
- Increasing the loadability for carrying additional traffic per wagon. The length of freight trains has also been increased to enhance throughput per train
- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher horsepower locomotives.
- Improvement in maintenance practices of wagons and locomotives, resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signalling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.

Because of the above measures, freight loading has increased from 1233 MT in FY 2020-21 to 1617 MT in FY 2024-25. During FY 2024-25, Indian Railways transported 1617 MT, becoming the second-largest freight-carrying railway in the world.■

Rail Freight Touched 135.7 MT in November

As India advances towards its aspiration of becoming a $5 trillion economy, the need for efficient, reliable and scalable logistics remains central to this journey. Indian Railways, one of the nation's most critical economic arteries, is playing an increasingly pivotal role by moving goods and people at an unprecedented scale, reducing logistics costs and enabling industries to grow faster and more sustainably. At the same time, Indian Railways is meeting the mobility needs of a large and growing population, carrying over two crore passengers every day, thereby reinforcing the backbone of India's transport ecosystem.

On a cumulative basis till November 2025, freight loading has risen by 3.3% to 1070.8 million tonnes (MT). This milestone is particularly significant given that Indian Railways has moved more freight in just eight months of FY 2025–26 than it did in the entire year of 2013-14, when total loading stood at 1055 MT.

This sustained growth is strengthening industrial supply chains, supporting both domestic and international trade and providing a more sustainable, cost-efficient logistics ecosystem. With rail transport costing nearly half as much as road transport, the impact of this cost advantage is further amplified, creating substantial savings for businesses and contributing to broader economic gains.

As more bulk goods shift to rail, the benefits extend well beyond commercial performance. Rail transport reduces carbon emissions, decongests highways and offers industries, including MSMEs, a greener and more reliable logistics alternative. This shift reinforces India's commitment to sustainable growth, aligning freight operations with the nation's Net Zero Carbon Emission goals and further positioning Indian Railways as a key driver of both economic and environmental progress.

Rising 4.2% on Higher Steel, Iron Ore

In November 2025, Indian Railways recorded a freight loading of 135.7 MT, representing a 4.2% increase over 130.2 MT in the same month last year.

The growth has been primarily driven by significant gains in the transport of key commodity segments, including pig iron and finished steel (16%), iron ore (9.7%), fertilisers (10.6%), containers (6.8%) and balance other goods (23.6%), reflecting healthy diversification in freight traffic.■

Indian Railways Records 11.7% Growth in Fertilizer Loading

Indian Railways plays an important role in supporting India's agricultural economy. It ensures smooth and timely movement of fertilizers across the country. This year, fertilizer loading reached 17,168 rakes till 30 November. This is an increase of 11.7% compared to last year's 15,369 rakes during the same period.

By strengthening essential freight services, Railways is helping millions of farmers. It is also supporting rural livelihoods, food security and overall economic stability.

Indian Railways plays a crucial role in ensuring the timely availability of fertilizers across the country by providing reliable, large-scale and efficient transportation. Through prioritised movement of fertilizer rakes, Railways helps maintain uninterrupted supplies to farmers, enabling them to carry out agricultural activities without delay. This timely delivery supports higher crop productivity, stabilises farm incomes and strengthens food security. Rail transport reduces carbon emissions, decongests highways and offers a greener and more reliable logistics solution.■



Roadmap Laid to Double Train Capacity in Urban Centres: MR

Keeping pace with the steady rise in passenger travel demand, Indian Railways has outlined a comprehensive and forward-looking plan to double the capacity of major cities to originate trains over the next five years. This initiative reflects a strong focus on long-term planning, operational readiness and passenger convenience. To support this expansion, existing infrastructure across key urban centres is being systematically strengthened and modernised to accommodate future requirements efficiently. The planned actions to achieve this capacity expansion by 2030 include:

- Augmenting the current terminals with additional platforms, stabling lines, pit lines and adequate shunting facilities.
- Identifying and creating new terminals in and around the urban area.
- Maintenance facilities, including mega coaching complexes.
- Increasing the sectional capacity with traffic facility works, signalling upgradation and multi-tracking required for handling increased number of trains at various points.

While planning for increasing the capacity of terminals, stations around terminals will also be considered so that capacity is evenly balanced. For example, for Pune, Hadapsar, Khadki and Alandi have been considered for increasing capacity, along with increasing platforms and stabling lines at Pune station.

The above exercise will be done for both suburban and non-suburban traffic, keeping in view the distinct requirements of both segments. A comprehensive plan for the 48 major cities is under consideration. The plan will include the works planned, proposed, or already sanctioned to achieve the goal of doubling the capacity to handle trains in a time-bound manner.

> *"We are expanding coaching terminals and enhancing sectional and operational capacities in various cities to meet rising passenger demand and reduce congestion. This move will upgrade the railway network and improve nationwide connectivity."*



Ashwini Vaishnaw
Minister of Railways

While the plan to double the capacity is targeted by 2030, it is expected that capacity will be increased progressively in the next five years so that the benefits of capacity addition can be reaped immediately. This will help in meeting the traffic requirement progressively over the years. The plan will classify actions under three categories, namely, immediate, short-term and long-term. The proposed plans will be specific, with clear timelines and defined outcomes. While this exercise focuses on specific stations, each Zonal Railway has been asked to plan for increasing train-handling capacity across their divisions, ensuring that not only terminal capacity is enhanced but also sectional capacity and operational constraints at stations and yards are effectively addressed.■



Vande Bharat Express to Serve Local Cuisine Soon, Adding Regional Flavour to High-Speed Travel

High-speed journeys on Vande Bharat trains are set to become more flavourful, with local cuisine to be served onboard to give passengers a taste of the regions they pass through. The move is expected to enrich the overall travel experience and will be rolled out progressively across all trains in the future.

The direction to introduce regional dishes was issued by Union Minister for Railways, Information & Broadcasting and Electronics & Information Technology, Ashwini Vaishnaw, during a review meeting held at Rail Bhawan on 13th December, 2025. The meeting was also attended by Minister of State for Railways and Food Processing Industries, Ravneet Singh Bittu.

Indian Railways has introduced the service of regional cuisines on Vande Bharat trains to further enhance passenger experience by offering culturally relevant food and authentic local flavours. This initiative brings the taste of India's diverse culinary heritage directly to passengers, allowing them to enjoy regional delicacies from the comfort of their train seats.

Passengers travelling on the 20101/20102 Nagpur–Secunderabad Vande Bharat Express can savour Maharashtra's Kanda Poha as well as South Indian Dondakaya Karam Podi Fry and Andhra Pradesh's Andhra Kodi Kura. Gujarati flavours are being served in the form of Methi Thepla on the 20901 MMCT–GNC Vande Bharat Express and Masala Lauki on the 26902





SBIB–VRL Vande Bharat Express. Odisha's Aloo Phulgobi is available on the 22895 Howrah–Puri Vande Bharat Express.

Kerala's traditional spread, including white rice, Pachakka Cherupayar Mezhukku Perati, Kadala Curry, Kerala Paratha, plain curd and Palada Payasam, along with Appam, is available on the 20633/34 Kasargod–Trivandrum Vande Bharat Express and the 20631/32 Mangalore–Trivandrum Vande Bharat Express, while West Bengal's Kosha Paneer is being served on the 20872 ROU–HWH Vande Bharat Express and Aloo Potol Bhaja on the 22895 HWH–PURI Vande Bharat Express. Bihar's signature dishes such as Champaran Paneer are being served on the 22349 PNBE–RNC Vande Bharat Express, while Champaran Chicken is available on the 22348 PNBE–HWH Vande Bharat Express.

Dogri cuisine, including Ambal Kaddu and Jammu Chana Masala, is being offered on trains 26401–02 and 26403–04 and Kashmiri specialities like Tomato Chaman and Kesar Phirni are being served on trains 26401/02 and 26403/04 SVDK–SINA Vande Bharat Express.

Maharashtra's Masala Upma is available on the 22229 CSMT–MAO Vande Bharat Express, while West Bengal's Murgir Jhol is being served on the 22302 NJP–HWH Vande Bharat Express.

Through this initiative, Indian Railways is celebrating India's rich culinary diversity, making rail journeys more memorable and culturally immersive.■

Miyana Railway Station Receives National Energy Conservation Award 2025 from President of India

Indian Railways has achieved a new milestone in energy conservation. On the occasion of National Energy Conservation Day, President Droupadi Murmu presented the National Energy Conservation Award 2025, to Miyana Railway Station in Guna, Madhya Pradesh, on 15th December, 2025. The award was received by GM (WCR) Shobhana Bandopadhyaya. The station was recognised as the Best Performing Unit in the Transport Category (Railway Station).

The award, given by the Bureau of Energy Efficiency (BEE), recognises outstanding efforts in energy conservation. Miyana Railway Station was selected for its effective use of LED lighting, BLDC fans and 30-70% smart lighting circuit operation systems. These measures have helped the station save 9687 units of electrical energy, reflecting Railways' strong focus on energy efficiency and sustainable development.



Indian Railways remains committed to energy saving, cost efficiency and eco-friendly operations, with Miyana Railway Station emerging as a model of effective implementation and sustainable development.■

Railway Minister Pays Floral Tribute to Dr. Babasaheb Ambedkar on Mahaparinirvan Diwas



On the occasion of the 70th Mahaparinirvan Diwas of Dr. Babasaheb Ambedkar, Minister for Railways, Information & Broadcasting and Electronics & Information Technology, Ashwini Vaishnaw paid tribute by offering floral respects at Rail Bhawan in New Delhi on 6th December, 2025.

In a post on X, the Minister paid heartfelt salutations to Bharat Ratna Dr. Babasaheb Ambedkar, describing him as the guiding light of equality and justice.

The programme was attended by Railway Board Chairman & CEO, Satish Kumar, senior officials, members of the Railway Board and representatives of the All India SC/ST Railway Employees Association. The event commemorated Babasaheb's contributions, his pivotal role in the framing of the Constitution and his thoughts rooted in equality, justice and fairness.

Mahaparinirvan Diwas is observed annually on 6th December to commemorate the death anniversary of Bharat Ratna Dr. Bhimrao Ramji Ambedkar, fondly known as Babasaheb Ambedkar, the chief architect of the Indian Constitution. Dr. B.R. Ambedkar, born on 14th April, 1891 in Mhow, Madhya Pradesh, dedicated his life to uplifting marginalized communities, especially Dalits, women and labourers, who faced systemic social discrimination. Millions across India pay homage to his legacy on this solemn day by reflecting on his teachings and commitment to building a just and inclusive society.■

Union Ministers Conduct Inspection of

₹462 cr Chandigarh Railway Station Upgradation



Ashwini Vaishnaw, Minister of Railways, along with Ravneet Singh, MoSR and other officials inspecting the redevelopment work at Chandigarh Railway Station

Ashwini Vaishnaw, Minister of Railways, Information and Broadcasting and Electronics & Information Technology, undertook a comprehensive inspection of the ongoing redevelopment work at the Chandigarh Railway Station on 28th November, 2025. During the inspection, Minister of State for Railways and Food Processing Industries, Ravneet Singh (MoSR), General Manager Northern Railway, Ashok Kumar Verma and senior officials were present.

While addressing the media at Chandigarh Railway Station, Railway Minister said, "Chandigarh Railway Station is being redeveloped as a world-class station. Many innovations have been carried out, one of which is a modular design, in which pre-fabricated designs are used. The station will bridge the two ends of the city, Panchkula and Chandigarh, via a roof plaza. The station is being redeveloped at a cost of ₹462 crore. The work is going on at a fast pace. The team is investing its best efforts to redevelop the station at a faster pace."

The redevelopment of Chandigarh Railway Station aims to transform the station into a world-class facility. It holds significant importance as a key gateway, serving a high volume of tourists and travellers heading to popular destinations in Himachal Pradesh and Punjab.

The expedited efforts will focus on enhancing passenger amenities, improving connectivity and creating a modern, accessible and efficient travel hub that reflects the city's planned architecture and meets the growing demands of its users.



Earlier the same day, Railway Minister along with MoSR, had conducted a window trailing inspection of the New Delhi-Chandigarh section. During the inspection, Railway Minister interacted with track maintainers, PWI staff and Signal department maintenance staff. The staff shared their experiences with the Minister regarding their fieldwork. During the interaction, the Minister inquired about the maintenance of signals, relays, points, turnouts, crossings and other related tasks. The track maintainers briefed him on the challenges they face in the field.

GSV to Play A Larger Role In Maritime Sector, Defence Logistics and Multimodal Transport Planning: MR

University to design probationary training for IRMS officers and scale executive programmes for Defence and Railways



GSV Chancellor Ashwini Vaishnaw, Minister of Railways, along with Her Highness Shubhangini Raje Gaekwad and others, presenting a progress report at Rail Bhawan, New Delhi. Railway Board Chairman and CEO, Satish Kumar, can also be seen in the picture

Gati Shakti Vishwavidyalaya (GSV) held its second Court meeting at Rail Bhawan in New Delhi on 19th December, 2025. Chairing the meeting as the University Chancellor, Ashwini Vaishnaw (Union Minister of Railways, Information & Broadcasting and Electronics & Information Technology) said, "GSV has made tremendous progress with its industry-driven approach within three years of its operationalisation, becoming a role model for the country. While continuing its strong focus on the Railways and Aviation sectors, GSV shall deepen the curricula in Bridge and Tunnel Engineering and the Maritime sector, with emphasis on shipbuilding, contribute more to upskilling the Defence Forces and Railways and perform applied research for integrated transport planning."

This meeting was attended by Her Highness Shubhangini Raje Gaekwad (Rajmata of Baroda), Railway Board Chairman and CEO, Satish Kumar, Vice-Chief of the Army Staff, Lt. Gen. Pushpendra Singh, DPIIT Secretary, Amardeep Singh Bhatia, DG-BISAG, TP Singh, IIT GN Director, Prof. Rajat Moona, representatives of Ministry of Civil Aviation, MoRTH, leading industries such as L&T, AMD and GSV functionaries.

GSV Vice-Chancellor, Prof. Manoj Choudhary, presented a detailed progress and status report.

On the occasion, BISAG and GSV announced an MoU to further accelerate impetus to PM Gati Shakti, while AMD announced financial support for the incubation facility at GSV. Additional campus infrastructure is being built and a master plan will be prepared for an additional campus, for which land is already acquired. The Annual Reports and Annual Accounts of the University for the FY 2024-2025 were also approved to be tabled before the Parliament.

GSV Signs MoU with Amazon

Gati Shakti Vishwavidyalaya, India's pioneering university shaping the future of transportation and logistics, has signed a landmark Memorandum of Understanding (MoU) with Amazon, the leading e-Commerce company of the world. The MoU, signed on 10th December 2025, shall enable knowledge sharing, joint development of academic curriculum and joint research activities. One of the most important aspects of the MoU is the initiative to set up Amazon Chair Professorship at GSV and conduct research on the warehousing sector, leveraging data-driven decision-making frameworks.

Union Minister Flags Off

New Tirupati-Shirdi Express Connecting Four States

For the first time, devotees can travel directly from Andhra Pradesh's coastal region to Shirdi by rail, reducing travel time and hassle.

Strengthening Indian Railways' efforts to connect key pilgrimage centres, Union Minister of State for Railways (MoSR) and Jal Shakti, V. Somanna flagged off the Tirupati–Sainagar Shirdi Express from Rail Bhawan, New Delhi, on 9th December, 2025.

It connects four states — Andhra Pradesh, Telangana, Karnataka and Maharashtra. It introduces the first direct train service to Shirdi from the southern coastal belt of Andhra Pradesh for devotees. By directly linking two of India's most prominent pilgrimage destinations, Tirupati and Shirdi, the service enhances convenience for pilgrims.

A new weekly train will offer pilgrims a seamless journey with a travel time of about 30 hours each way.

MoSR described the launch of the Tirupati–Sainagar Shirdi Express as a historic day for devotees of the four states. He added that Indian Railways not only serves as a transport medium but also connects regions and cultures, acting as the lifeline of the country.

He said that Tirupati and Shirdi are now connected by a direct train with 31 stops at important places, including Nellore, Guntur, Secunderabad, Bidar, Manmad and others. He added that the service will boost pilgrimage tourism, connectivity and stimulate economic activity along the route and in surrounding regions. He said that this new train will provide direct connectivity from Maharashtra, North Karnataka and Secunderabad. Along its route, it will also connect Parli Vaijnath, an important Shiva temple.

The Union Minister of State highlighted that Andhra Pradesh has witnessed remarkable growth in rail infrastructure since 2014. He noted that while the average rail budget during 2009-14 for AP and Telangana was ₹886 crore, it has



risen to ₹9417 crore in 2025-26. Ongoing projects in the state are worth over ₹93,000 crore. Since 2014, Andhra Pradesh has added 1580 km of new track with 100% electrification. The state now has 73 Amrit Stations (₹3125 crore). He also mentioned construction of 800 flyovers and bridges, installation of 110 lifts, 40 escalators, as well as the introduction of 16 Vande Bharat and six Amrit Bharat train services.

Somanna stated that in Tirupati, Indian Railways is executing projects including the Tirupati Amrit Station valued at ₹312 crore. Major ongoing projects include the Tirupati–Pakala–Katpadi doubling, 105 km costing ₹1215 crore, Gudur-Renigunta 3rd line, 83 km costing ₹875 crore and the Nadikudi-Srikalahasti new line, 310 km costing ₹5900 crore. Additionally, the Vijayawada-Gudur 3rd line, 287 km costing ₹6235 crore and the Yerpedu-Pudi bypass line, 25 km costing ₹490 crore, are underway.

Minister for Roads & Buildings, Infrastructure & Investments, Government of Andhra Pradesh, B. C. Janardhan Reddy Garu joined the event as the Guest of Honour. Dr. Maddila Gurumoorthy Garu, MP, Tirupati; B. Kalyana Chakravarthy Garu, MLC; A. Sreenivasulu Garu, MLA, Tirupati; and Bhanu Prakash Reddy Garu, TTD Board Member, along with other dignitaries, also attended the event.

WCR Division-wise High-Level Meetings with MPs Conclude



High-level meetings with Members of Parliament (MPs) were held in a cordial and constructive atmosphere across all three divisions of West Central Railway Jabalpur, Bhopal and Kota. The meetings were chaired by MPs from various Lok Sabha constituencies and General Manager, Shobhana Bandopadhyaya was present in all the meetings. Extensive discussions were held on the guidance provided by the public representatives, upgrading passenger amenities, train operations, infrastructure development and new projects.

MPs Ganesh Singh, Ashish Dubey, Darshan Singh Choudhary, Rahul Singh Lodhi, Dr. Rajesh Mishra and Rajya Sabha MP, Maya Naroliya were present at the meeting. Other The Bhopal division meeting was held on 31st October, 2025, chaired by MP Rodmal Nagar. The Kota Division meeting was held on 20th November, where Members of Parliament appreciated the progress and facilities provided for passengers and freight customers in the Kota Division.

In the meetings held across all three divisions, the public representatives praised the railway's development works and offered several constructive suggestions. The GM assured that the suggestions from the Members of Parliament are extremely important for the railway administration and that the WCR is committed to providing safe, modern and reliable services to passengers and freight customers. All the meetings were conducted by the Deputy GM (General) and the vote of thanks was given by the Senior Deputy GM.■

Union Minister Inspects Railway Manufacturing Unit, Kazipet

Kishan Reddy, Union Minister of Coal and Mines visited Railway Manufacturing Unit at Kazipet on 29th November, 2025 along with other dignitaries and public representatives. He reviewed the progress of works and inspected the safety aspects at the construction site. Sanjay Kumar Srivastava, General Manager, South Central Railway and other senior officials were also present.

Addressing the media personnel at the site, G. Kishan Reddy stated that the Prime Minister, Narendra Modi had laid the foundation stone for construction of Railway Manufacturing Unit at Kazipet in 2023 and the works are progressing at a rapid pace. He informed that Rail Vikas Nigam Limited (RVNL) is executing the project with a cost of ₹521 crore.

The Union Minister informed that 75% of the works are completed and the project is targeted to be completed by next year. It is proposed to



manufacture 16 coach MEMU rakes at the RMU, he added. He stated that the upcoming Railway Manufacturing Unit will be equipped with latest technology. He stated that project will also facilitate direct and indirect employment for the youth in the region.

Earlier in the morning, G. Kishan Reddy also inspected Warangal Railway station.■

Aparna Garg Assumes Charge as Member (Finance), Railway Board



Aparna Garg, a distinguished Indian Railway Accounts Service (IRAS) officer of the 1987 batch, assumed charge as Member (Finance) of the Railway Board on 1st December, 2025. She is among the most senior and experienced civil servants in the Government of India, with over 36 years of exemplary service.

Garg has served in several key roles, including Divisional Railway Manager, Mysore; Principal Financial Advisor, Rail Wheel Factory; and Director General, IRIFM.

She is a Chevening Fellow and holds an Advanced Master's degree in Transport Economics from the University of Leeds, U.K. She has also received executive training at the Bocconi School of Management, Milan; INSEAD, Singapore; and the Indian School of Business, Hyderabad.■

Goods Loading Commences at Gati Shakti Multi-Modal Cargo Terminal, Sundlak, Kota Division

WCR's Kota Division, the first goods rake loading was inaugurated on 9th September, 2025, at the Gati Shakti Multi-Modal Cargo Terminal Sundlak, located at Sundlak station on the Kota-Guna railway section. This terminal has been developed by 'Bhagwat Properties Limited' and is being operated under the name 'GCT Sundlak' (BGPS). This facility will expedite the loading and unloading of food grains, fertilizers and other essential commodities. This new GCT terminal will strengthen the railway's freight carrying capacity and provide a significant boost to regional employment, industrial activities and trade development.■



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Young Engineers to Gain First-hand Experience at Mumbai Ahmedabad Bullet Train Construction Sites

To provide practical exposure, engineering and technical institutes have been invited to participate in educational visits to Mumbai–Ahmedabad Bullet Train construction sites.



Under this programme, the young engineers will gain first-hand understanding of Bullet Train project's construction methodology, observe ongoing works such as viaduct construction, station building, bridge construction, overhead electrification, track works etc. Such an exposure will allow them to understand the scale, complexity and precision involved in building India's first Bullet Train project.

Guided tours to the construction sites and interactive sessions with project engineers and site management teams is the core component of this initiative. These interactions will enable the engineers to develop deeper understanding of such large scale infrastructure project. It will be a unique platform to bridge the gap between academic knowledge and practical insights.

Special emphasizes will be given to showcase quality assurance and safety practices being followed at Bullet Train construction sites.■

Bateshwar, Birthplace of Atal Bihari Vajpayee, to be upgraded to B-Class Station Soon

The Agra Division has proposed the conversion of Bateshwar (BASR) from a 'D' class halt station to a 'B' class crossing station. At present, Bateshwar (BASR) is a 'D' class halt station located in the Bhandai-Udimore section, between Bah (HAB) and Fatehabad (FAB) stations.

Bateshwar holds significant cultural, historical and national importance. It is the janmsthali (birthplace) of former Prime Minister Atal Bihari Vajpayee, which further enhances the relevance of this location. Bateshwar is also known for its ancient heritage, including the prominent and historic Shiv temples situated along the Yamuna riverbank.

Apart from its religious significance, the region is renowned for hosting the famous Bateshwar Pashu Mela, which attracts large numbers of visitors from across the region every year.

Proposed Conversion includes the following works:

- Two loop lines, each 750 metres in length
- Station building, including EI building
- One high-level platform
- Circulating area development
- Water tank, borewell and pump house
- Divyangjan facilities and other minimum essential amenities
- Signalling and telecom gears, including electronic interlocking
- OHE modification for two loop lines

Varanasi Becomes Railway Export Hub
with Sixth Locomotive Shipment

Banaras Locomotive Works (BLW) continues to fly India's manufacturing flag abroad with the dispatch of the sixth indigenously built 3300 Horsepower AC–AC diesel-electric locomotive to Mozambique on 15th December, 2025. The shipment is part of a confirmed export order for 10 locomotives, being executed through M/s RITES. The first two locomotives were dispatched in June 2025, followed by the third in September and the fourth in October. The fifth locomotive was dispatched on 12th December, 2025, followed by the sixth on 15th December, 2025. This export highlights India's growing capabilities in locomotive manufacturing on the global stage.

These state-of-the-art 3300 HP Cape-gauge (1067 mm) locomotives manufactured by BLW are capable of operating at speeds of up to 100 kmph. They are equipped with international-standard, driver-friendly features such as a refrigerator, hot plate, mobile holder and a modern cab design, ensuring enhanced comfort and operational efficiency.

BLW, a public sector undertaking under Indian Railways and located in Varanasi, is emerging as a key export hub for locomotive manufacturing. Using its expertise in indigenous design and the manufacture of advanced railway technology, BLW is strengthening India's presence in global railway markets. Since 2014, BLW has exported locomotives to countries such as Sri Lanka, Myanmar and Mozambique, supporting the development of their railway systems.

Aligned with the vision of Make in India and Make for the World, these exports demonstrate Indian Railways' ability to design, manufacture and supply rolling stock for different gauge systems prevalent globally. Through such initiatives, Indian Railways is supporting partner countries in upgrading their rail infrastructure while reinforcing India's position as a reliable exporter of railway rolling stock and related services.

So far, India has exported metro coaches, bogies, passenger coaches, locomotives and other critical railway equipment to European nations such as the United Kingdom, France, Spain, Germany, Italy, among others. In Africa, the countries include Mozambique, the Republic of Guinea and South Africa, among others. Other major countries where the equipments has been exported include Myanmar, Bangladesh, Sri Lanka, Australia, Canada and Mexico.

BLW's achievements in locomotive exports reflect India's growing technological self-reliance and its expanding footprint in the global railway equipment market.



State of the Art Upgradation in Kolkata Metro Railway's Blue Line

Metro Railway, Kolkata is India's first and Asia's fifth Metro Railway network. It was built and commissioned with state-of-the-art technology then available in '70s. Whenever and whatever technological upgrades, automations have evolved the same has been continuously incorporated in Metro Railway, Kolkata in Blue Line and in all other new Corridors.

For ensuring improved reliability and passenger safety in Metro Railway, Kolkata, as a part of its futuristic plan, Building Management System (BMS) is being implemented at each station of Blue Line to facilitate centralized control of all systems, including platform AC, tunnel ventilation, lifts, escalators and sump pumps. This initiative will pave the way for remote monitoring and control of all electrical assets and temperatures from the central location of Metro Rail Bhavan.

According to this plan, five stations each will be grouped together as a cluster and all the assets of such cluster of stations (five each) will be monitored from one monitoring centre located at a particular station among these five stations. Activities of all such monitoring centres will finally be supervised/controlled on real time basis from the Metro Rail Bhavan Control Room.



The ambient temperature of stations will be controlled at the desired level automatically without any human intervention and any rising temperature either in the tunnel or in the platform will be communicated to the control automatically with a buzzer sound. Whenever there will be a rise in temperature in the tunnel or rise in sub-soil temperature or fire in the tunnel or congestion of train inside the tunnel then automatically ventilation fan will start to operate on its own.■

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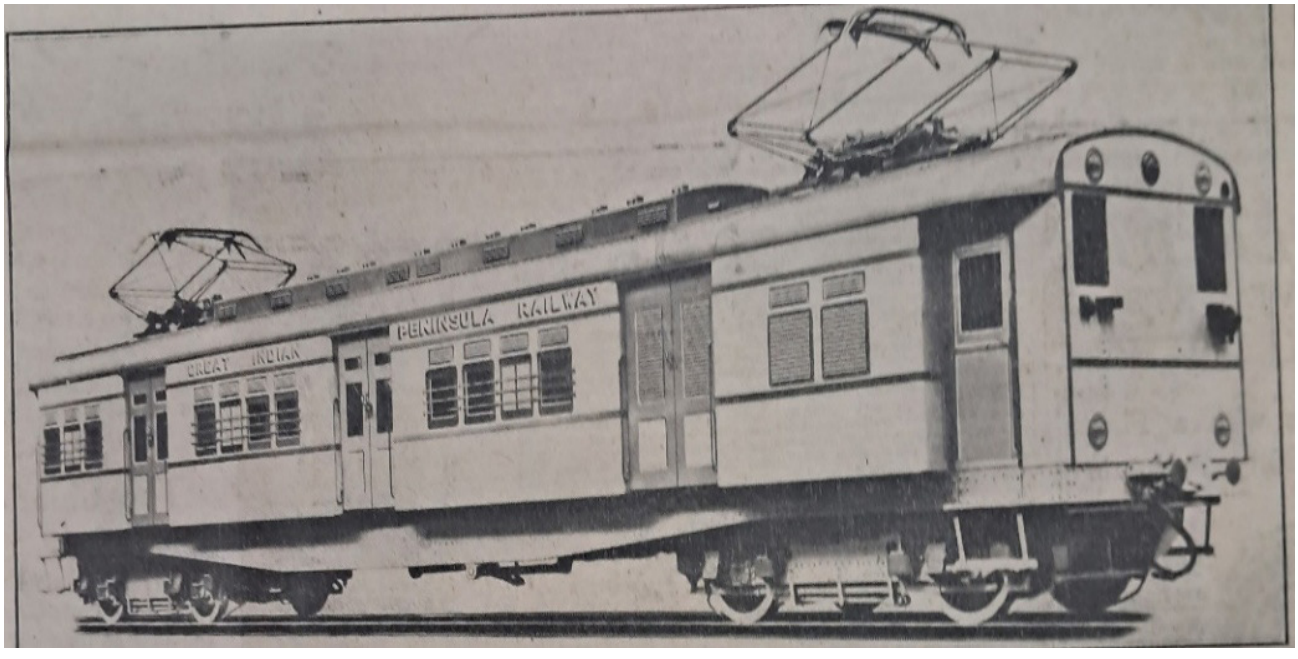
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How the 1925 Debut of Electric Trains Triggered A Transport Revolution in India

The replacement of steam with electric traction in 1925 marked the arrival of a new standard of speed, efficiency and precision in railway movement.

Satyaki Nath
Principal Chief Operations Manager
Metro Railway, Kolkata

"Honourable members will no doubt have read recently in the Press, of the re-opening of the harbour branch of the Great Indian Railway," stated Sir Charles Alexander Innes, the Railways and Communication member, while presenting the Railway Budget on 19th February, 1925. Sir Charles, a distinguished member of the Indian Civil Service (ICS), who completed his Indian career as Governor of Burma, was referring to the inauguration of electric train service in India and continued, "that constitutes what, I am sure, will prove to be a landmark in Indian railway history, for it is the first electric railway in India." The members readily acknowledged the feeling of elation verging on pride in the words of Sir Charles, who was presenting the second Railway Budget following its separation from the General Budget in the previous year. Hardly had two weeks passed since the first electric train was inaugurated by Bombay Governor Sir Leslie Wilson between Victoria Terminus and Kurla in the harbour branch of the Great Indian Peninsular Railway. During the same Budget speech, he declared the decision of the Government of India to provide ₹103 lakhs for the electrification of the Great Indian Peninsular suburban line and ₹77 lakhs for the electrification of the Bombay, Baroda and Central India suburban line into Bombay. "I am afraid I have wearied the House," said Sir Charles in concluding his 50 minutes' speech, which the House listened to with rapt attention. "No, No," came the loud assurance from various sides and the interjection broke the stillness that pervaded the House.

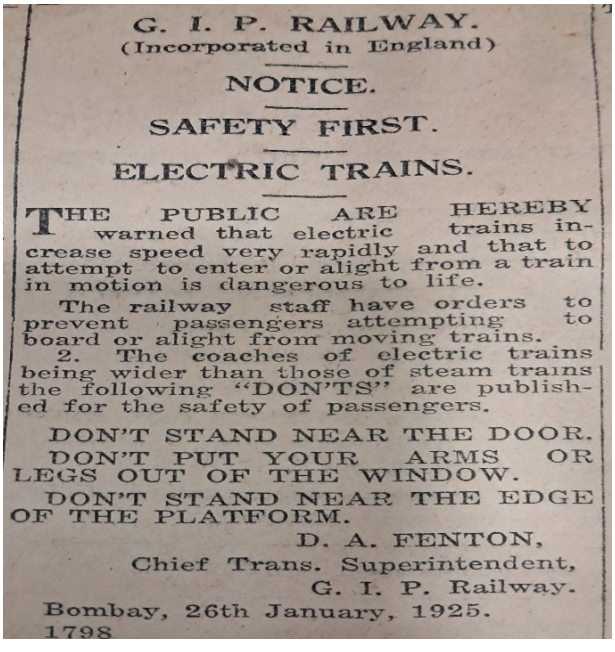


The First Electric Coach of GIP Railway November, 1924



Sir Leslie Wilson – The First Electric Locomotive of GIP Railway – April, 1928

The year 1925 is steeped in historical feats for the Railways. The world was celebrating the 'Romance of Railways' on its centenary year. On 27th September, 1825, was formally opened "that great work the Stockton and Darlington Railway" by the proprietors for the use of the public, by running a train along the route with womenfolk lined up along the track in amazement. The engine driver George Stephenson and his assistant stood on the tender of the locomotive and the first six wagons conveyed coal and flour and passengers were seated on it. The proprietors sat in one covered coach, following which was fitted 21 wagons fitted with seats. The first of these wagons contained a brass band and another with a flag, with the motto "Periculum Privatum Utilitas Publica." On this ceremonial year, Indian Railways embarked on a new journey with the first electric train rolling out from Victoria Terminus in Bombay to Kurla on an 11-mile stretch. Sir George Wilson, Bombay Governor and Lady Wilson, accompanied by Clement Daniel Maggs Hindley, Chief Commissioner for Railways and Robert McLean, Agent of the Great Indian Peninsular (GIP) Railway, witnessed the momentous occasion on 3rd February of the year. Before Sir George inaugurated the service, Maclean informed the gathering that the city would now have a modern transport link from the business centre of the city to its new entrepôt of trade. The planning started over two decades earlier when the Public Works Department and the Chamber of Commerce thought of an electric service to Mazgaon on the Port Trust Railway. The project was delayed first by the War, followed by financial difficulties which, however, were overcome. Visibly elated, Maclean remarked that the city had the privilege of this new system, which owed in no small measure to Messrs. Tata and Sons, who, by launching their Hydro-electric scheme, would provide the required electric power. He regretted that though the Bandra segment of the Railway was ready with electrification, the adjoining section of the Bombay, Baroda and Central Railway (BBCI) was not yet ready. The Bombay citizens happily learnt of the plan of the Railway to extend the electrification to Igatpuri in the north and Poona in the east. Before concluding, the Agent acknowledged the contribution of Sir George Llyod, the previous



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NOTICE.

SAFETY FIRST.

ELECTRIC TRAINS.

THE PUBLIC ARE HEREBY warned that electric trains increase speed very rapidly and that to attempt to enter or alight from a train in motion is dangerous to life.

The railway staff have orders to prevent passengers attempting to board or alight from moving trains.

2. The coaches of electric trains being wider than those of steam trains the following "DON'TS" are published for the safety of passengers.

DON'T STAND NEAR THE DOOR.

DON'T PUT YOUR ARMS OR LEGS OUT OF THE WINDOW.

DON'T STAND NEAR THE EDGE OF THE PLATFORM.

D. A. FENTON,
Chief Trans. Superintendent,
G. I. P. Railway.

Bombay, 26th January, 1925.
1798

Governor, but for whose unstinted support the project would not have advanced. The Governor next proceeded to platform 2, which was carpeted with a red covering and hung with flags and declared the opening of the electric service.

The inauguration was preceded by a successful trial when a large number of Railway officials travelled with a feeling of ecstasy tinged with wonder. Each train was a four-car unit with one motor coach coupled with three trailers appropriately allocated for use as first class, second-class, second-class women, third class and third-class women with luggage. During the busy period of the day, two four-car units were joined together to form an eight-car train. The advantage of the electric train, among other things, was the quick acceleration which helped to attain a higher average speed. Entirely made of steel with fireproof flooring, the length and width of each coach were 68 feet and 12 feet respectively. The width of 12 feet was described as an innovation over the existing stock, with two feet extra width enabling larger accommodation of passengers. This, however, caused an overhang of five inches on the platform for which the passengers were cautioned against standing near the door or extending their arms out of the window. Electric power was supplied at 22,000 V of alternating current through an overhead cable, which was transformed to direct current at 1500 V and delivered to trains. Two transformers were housed at Kurla and Mazagon. Thanking the Government of India for granting ₹8 crore for the electrification project, Bombay Governor Sir Leslie Wilson remarked that the change from an ordinary steam engine to modern methods of electric traction would strike the imagination of the least imaginative person as well. Sir Leslie hoped that in a few years' time, Bombay citizens would be able to reach Poona by a direct run of three hours. The fare for this 11-mile journey was fixed at one anna. The service during the initial days was interrupted on some occasions as the rakes were taken out of service for hot bearings in the generator cars. The pace of electrification quickened when the GIP Railway was taken over by the State on 1st July, 1925 and the electric service was extended to Bandra on 3rd February, 1926. A new line was constructed by contracting Engineers Messrs. Merz and MacLaren, branching off from Raoli Junction and running parallel to the BBCI track from Mahim to Bandra. On the trial run a week earlier, the occupants of Jowli Hut about Bandra were visibly excited to see a train without a locomotive. They capered on the embankment and waved their hands in bewilderment. Victoria Terminus to Bandra was a 23 minutes' journey, obviating the need to change over to steam traction. Extension to Thana on the main line was inaugurated on 1st November, 1926. Eventually, the electrification to Poona was completed in November, 1929. The Railway procured 41 freight locomotives and 29 passenger locomotives for the electrified operation on the Bombay-Poona and Bombay-Igatpuri stretches.



BBCI Railway, on its part, moved fast and the 22-mile stretch between Bandra and Andheri was electrified and the smokeless service was inaugurated on 4th January, 1928. This marked the beginning of the electrification project of the Bombay and Salsette area on that Railway. On this occasion, Governor Sir Frederick Sykes, who succeeded Sir Leslie, after finishing his speech, entered the driver's cabin of the electric train and drove it to Andheri and back.

In the southern Presidency of Madras, South Indian Railway (SIR) had the distinction of introducing the first electric train service. Governor Sir George Stanley performed the opening ceremony of this service between Madras Beach and Tambaram on 2nd April, 1931. As early as 1923, the Railway decided to develop a suburban system to connect Madras with the southern suburbs, which was becoming a residential area with a vast population. This project was remarkable for being the first electric service in the Meter Gauge (MG) section and the third in the country. Initially, mixed service of electric and steam was operated and steam service was gradually eliminated from 1st May, 1931. The electric power was supplied by Madras Electric Supply Corporation with two transformers installed at Egmore and Minambakam respectively. Introduction of electric service enabled the Railway to operate service at 15 minutes' frequency during the peak hours of morning and evening and the journey from Madras Beach to Tambaram was covered in an hour with 30 seconds' halt at the stations. The electric service was eventually extended up to Chingleput, thus eliminating steam working north of that station for both passenger and goods service.

The electrification of suburban service in the 3rd Presidency of the country was also considered as early as 1924, with Eastern Bengal Railway, a State Railway, completing the feasibility study of two sections for connecting the north and south suburbs with Calcutta. Major R H Stallard, OBE, was appointed to study the practicability of the recommendation of the experts for the electrification of Sealdah-Kanchrapara and Sealdah-Diamond Harbour, a total of 150 miles. When East Indian Railway was taken over by the State on 1st January, 1925, another section of the Howarah-Bandel was also added to the electrification project of the Calcutta Suburban service. Feasibility of extending electric service right up to the central business district of the city was also considered with both underground and overhead options. Finance, however, came in the way of electrification as the Government of India advised the province to finance the project and the same was not undertaken till India attained Independence.

Introduction of the electric service relieved the congestion at the terminal station with swifter operation and the North Eastern Railway in Britain was able to dispatch trains at two minutes' interval at that point of time. Buenos Aires and Central Argentine Railways were reported to have stepped up train mileage by 40 per cent with electric operation. The electrification of the track was nonetheless an arduous task in no small measure, as the existing bridges were raised at many places to make room for the catenary wire. Following the introduction of electric train, the Victoria Terminus station building was found to have been afflicted with poor ventilation as the air circulation caused by the electric train did not match the superior level of air circulation of the steam traction. The rooftop of the building was changed to improve its air ventilation. The introduction of smokeless service perhaps broke the romance of rail journey, but was marked with many feats of engineering marvel, testifying the advance in technology. Comfort improved with a saving in travel time, but dwindled the cosy tales of leisurely travel.■

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TEST YOUR KNOWLEDGE

1. Which railway station recently received the National Energy Conservation Award 2025?

(a) Miyana (b) Indore

(c) Nashik (d) Pune

2. How many trains run daily on the Indian Rail network on an average?

(a) 11,740 (b) 17,000

(c) 1,500 (d) 1,00,000

3. How many railway stations have been included under the Amrit Bharat Station Scheme?

(a) 1,302 (b) 1337

(c) 1508 (d) 1400

4. Which position does Metro Railway Kolkata rank in Asia?

(a) Fifth (b) First

(c) Seventh (d) Fifteenth

5. How many districts in the country do the 164 Vande Bharat trains connect?

(a) 274 (b) 1,250

(c) 133 (d) 432

6. In which year did the first Vande Bharat Express start operating?

(a) 2014 (b) 2016

(c) 2019 (d) 2021



7. To which post has Indian Railways promoted a woman cricketer who is a railway employee?

(a) OSD (b) SO

(c) DD (d) JD

8. In which state is Khudiram Bose Railway Station located?

(a) Bihar (b) West Bengal

(c) Odisha (d) Gujarat

9. Free Wi-Fi facility is now available at how many railway stations?

(a) 1250 (b) 5432

(c) 4050 (d) 6117

10. What percentage of the Indian Railways' broad gauge network has been electrified?

(a) 88 (b) 99.2

(c) 90 (d) 70

Right Answers

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



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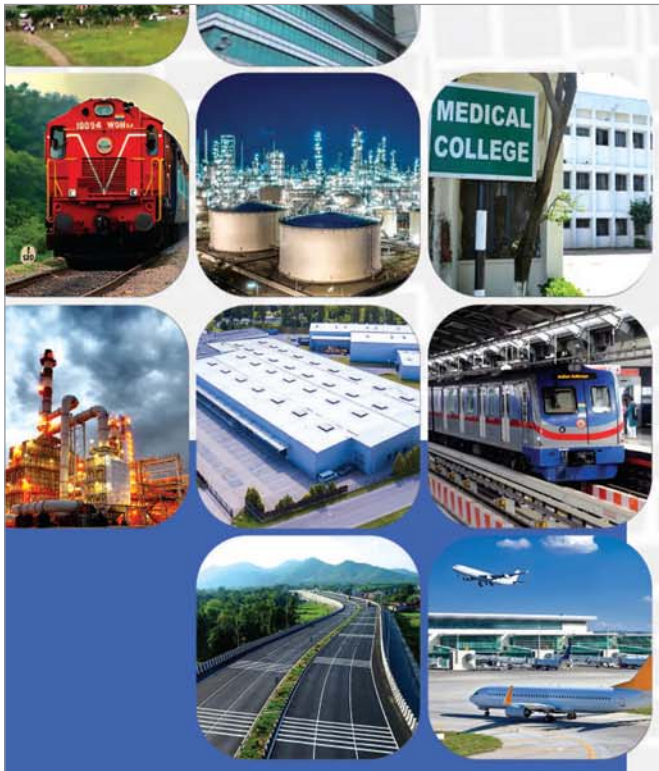
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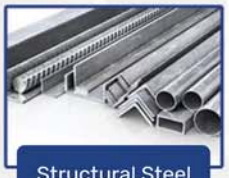


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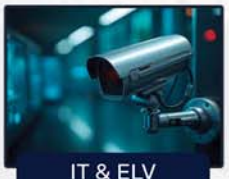

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