

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

STARRED QUESTION NO:431  
ANSWERED ON:25.08.2005  
EXPANSION OF RAILWAY NETWORK  
Adsul Shri Anand Rao Vithoba; Verma Shri Ravi Prakash

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether it is a fact that about 85 percent of the Railway network was inherited from the British regime;
- (b) if so, the details thereof;
- (c) whether after independence, the Railway network has expanded at a very slow pace;
- (d) if so, the reasons therefor and the average annual rate of increase in the Railway network; and
- (e) the steps taken by the Government to increase the pace of expansion of Railway network to meet the growing requirement of transport?

**Answer**

MINISTER OF RAILWAYS ( SHRI LALU PRASAD )

(a) to (e): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.431 BY SHRI RAVI PRAKASH VERMA AND SHRI ANANDRAO V. ADSUL TO BE ANSWERED IN LOK SABHA ON 25.08.2005 REGARDING EXPANSION OF RAILWAY NETWORK.

(a)&(b): The Railway network inherited by India after independence and partition as well as that at present are as under:

Description	Length in Kilometres		Percentage increase
	since 1947-48	2003-04	
	1947-48	2003-04	
	(latest available)		
Route kms	54693	63,221	15.6%
Running Track kms	60116	83,859	39.5%
Total track kms (including yard lines and sidings)	85000	1,08,486	27.6%

(c) &(d): The expansion of network during the pre and post independence periods is not strictly comparable as the two periods are governed by different factors/considerations. In the post independence period, during the Five Years Plans, emphasis has been on augmentation of the capacity of high density routes, especially those connecting the four Metropolices viz. Chennai, Delhi, Kolkata and Mumbai, by way of doubling, gauge conversion, electrification etc. and renewal of the over-aged tracks. Thus, while route kilometres increased from 54,693 kilometres at the time of independence to 63,221 kilometres as on 31.3.2004 (15.6%), the running track kilometres (route kilometres plus extra distance of multiple tracks i.e. double, treble etc. treating the same as two or three or more tracks) increased from 60,116 kilometres to 83,859 kilometres ( 39.5%) as on 31.03.2004 registering an average annual rate of increase of 424 kilometres.

(e): The position in regard to funding and implementation of projects has changed considerably in the past few years. A number of non-budgetary initiatives have been undertaken to generate additional resources to expedite completion of projects. These include State sharing, public-private partnership, National Projects, Defence Funding and launching of National Rail Vikas Yojana. In addition, considering the slow progress of projects especially in backward, underdeveloped and remote areas due to constraint of resources, Government had announced "Remote Area Rail Sampark Yojana" (RARSY) in the interim Budget 2004-05 which envisages investment of about Rs.20,000 crore in a period of 5 years on ongoing projects taken up on socio-economic considerations. However, the funds for the Yojana are to be tied up. Completion of all the on-going projects under new lines, gauge conversion and doubling would add to over 18,000 kilometres of broad gauge lines.