

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 14  
TO BE ANSWERED ON 18.07.2018**

**CAPACITY OF TRAINS**

**\*14. SHRI R. GOPALAKRISHNAN:**

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

- (a) whether the Railways have taken steps to increase the capacity of trains and services on the busiest routes in the country;**
- (b) if so, the details thereof;**
- (c) whether the Government has identified such busiest rail routes and if so, the details thereof;**
- (d) whether the rail route involving Madurai is also one among them; and**
- (e) if so, the details thereof and the steps taken for increasing the capacity on the Madurai rail route?**

**ANSWER**

**MINISTER OF RAILWAYS, COAL, FINANCE AND CORPORATE AFFAIRS**

**(SHRI PIYUSH GOYAL)**

**(a) to (e) A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 14 BY SHRI R. GOPALAKRISHNAN TO BE ANSWERED IN LOK SABHA ON 18.07.2018 REGARDING CAPACITY OF TRAINS**

**(a) to (c):**

- 1. In the backdrop of over saturation of many networks on Indian Railways due to the tremendous growth in freight and passenger traffic, Railway Board has identified 7 High Density Networks (HDN) on Indian Railways (IR).**

**There are 7 identified High Density Network Routes on Indian Railways as given below:**

- HDN-1 Delhi – Howrah**
- HDN-2 Howrah – Mumbai**
- HDN-3 Mumbai – Delhi**
- HDN-4 Delhi – Guwahati**
- HDN-5 Delhi – Chennai**
- HDN-6 Chennai – Howrah**
- HDN-7 Chennai – Mumbai**

**Out of the 7 HDN routes of IR, the HDN routes under Southern Railway (SR) jurisdiction are:**

<b>HDN No.</b>	<b>HDN Route</b>	<b>SR jurisdiction</b>
<b>HDN - 5</b>	<b>Delhi to Chennai via Gudur</b>	<b>Chennai - Gudur</b>
<b>HDN - 6</b>	<b>Howrah to Chennai via Gudur</b>	
<b>HDN - 7</b>	<b>Mumbai to Chennai</b>	<b>Chennai-Arakkonam-Renigunta</b>

- 2. To increase the capacity of trains and services on these identified busy routes, additional infrastructural requirements like by-passes /flyovers, doubling/ tripling, provision of longer loops, automatic signalling, electrification, etc., wherever required, are being planned.**

**(d) and (e): No, Madam. Madurai is not covered under HDN routes.**

**Electrification of the following sections in Madurai Division has been sanctioned in Pink Book 2018-19:**

<b>Sections</b>	<b>Cost in Crores of ₹</b>
<b>Tiruchchirappalli (Excl) – Manamadurai – Virudunagar (Excl)</b>	<b>193.44</b>
<b>Kollam - Punalur</b>	<b>43.44</b>
<b>Virudunagar - Tenkasi Jn.</b>	<b>94.45</b>
<b>Sengottai -Tenkasi Jn.- Tirunelveli - Tiruchendur</b>	<b>121.14</b>
<b>Madurai - Manamadurai Jn. - Rameswaram</b>	<b>158.28</b>
<b>Dindigul – Palani - Pollachi - Palakkad</b>	<b>159.08</b>

**The following facilities at Madurai yard have been proposed as part of Madurai-Tuticorin doubling project:**

- **Double line arrangements at Virudunagar side.**
- **Modification of yard in connection with Madurai - Bodinayakkanur Gauge Conversion project.**
- **3 additional stabling lines of 26 Coaches capacity each.**
- **Provision of One additional High Level Platform of 18 Coaches length and extension of 2 existing platforms to 26 Coaches capacity.**
- **In Madurai area, double broad gauge line from Madurai to Chennai and single broad gauge line from Rameshwaram to Palghat/Karaikudi/Tiruchchirappalli via Madurai have been provided. Further, gauge conversion of Karaikudi-Thiravarur/Agastiyampalli and doubling of entire route from Madurai-Tuticorin and VanchiManiyachi-Nagercoil/Kanniyakumari lines are in various stages of execution.**
- **Presently, Madurai is being served by 47 pairs of train services which includes 34 pairs of Express and 13 pairs of passenger trains.**