

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2813  
TO BE ANSWERED ON 06.08.2025**

**ADDITIONAL GENERAL COACHES IN TRAINS**

**†2813. SHRI RAKESH RATHOR:**

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

- (a) the total number of general coaches in trains running in the country during the last ten years, year-wise;**
- (b) whether the number of general coaches has declined over the years and if so, the details thereof;**
- (c) the number of total new general coaches added to the Railways fleet during the last ten years, year-wise;**
- (d) whether the Government is aware that a large number of common citizens has failed to take railway journey due to overcrowding in general coaches as well as the passengers travelling have to face hardship and sometimes their lives are also at risk due to travelling in such overcrowding coaches; and**
- (e) if so, the efforts being made by the Government to address this issue?**

**ANSWER**

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY**

**(SHRI ASHWINI VAISHNAW)**

- (a) to (e): Indian Railways (IR) have significantly increased the facilities for passengers demanding general/sleeper class travel.**

**During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains.**

**To cater to the travel demand of the low and middle income families, Indian Railways have taken up 17,000 non-AC coaches (general/sleeper) over the next 5 years.**

**On Indian Railways, the percentage of non-AC coaches as on 31<sup>st</sup> March 2025 is about 70% as indicated below:**

**Table 1: Distribution of coaches:**

<b>Non-AC coaches (general and sleeper)</b>	<b>~57,200</b>	<b>~70%</b>
<b>AC coaches</b>	<b>~25,000</b>	<b>~30%</b>
<b>Total coaches</b>	<b>~82,200</b>	<b>100%</b>

**The number of non-AC coaches has increased from around 48,500 in 2013-14 to 57,200 in 2024-25.**

**Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:**

**Table 2: Passengers in general/unreserved coaches:**

<b>Year</b>	<b>No. of Passengers</b>
<b>2020-21</b>	<b>99 Cr (Covid year)</b>
<b>2021-22</b>	<b>275 Cr (Covid year)</b>
<b>2022-23</b>	<b>553 Cr</b>
<b>2023-24</b>	<b>609 Cr</b>
<b>2024-25</b>	<b>651 Cr</b>

**The number of seats available for non-AC passengers has also increased over the years. The current composition is as follows:**

**Table 3: Distribution of seats:**

<b>Non-AC seats</b>	<b>~ 54 lakhs</b>	<b>~ 78%</b>
<b>AC seats</b>	<b>~ 15 lakhs</b>	<b>~ 22%</b>
<b>Total</b>	<b>~ 69 lakhs</b>	<b>100%</b>

**Given the above data, it is clear that Indian Railways is committed to the low and middle income families who prefer railways as an affordable means of transportation.**

**Amrit Bharat Express:**

**Railways have developed a fully non-AC modern train named as Amrit Bharat express. Already 14 services are in operation. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.**

**High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:**

- i. Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.**
- ii. Jerk Free Semi-Automatic Couplers.**
- iii. Improved Crashworthiness in coaches by provision of crash tube.**
- iv. Provision of CCTV system in all coaches and Luggage room.**
- v. Improved designs of toilets.**
- vi. Improved design of Ladder for ease of climbing on to the berth.**
- vii. Improved LED Light fitting & Charging Sockets.**
- viii. Provision of EP assisted braking system.**
- ix. Aerosol based fire suppression system in toilets and electrical cubicles.**

- x. **USB Type-A and Type-C mobile charging sockets.**
- xi. **Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.**
- xii. **Non-AC pantry with enhanced heating capacity.**
- xiii. **Fully sealed gangways with quick release mechanism for easy attachment and detachment.**

**Development of Amrit Bharat Express trains, manufacturing of MEMU trains, and increasing the share of general coaches clearly shows that Indian Railways is catering effectively to the demand for travel in general class.**

**Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways (IR) operate unreserved non-AC passenger trains/ MEMU / EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/Express services.**

**Standard Composition:**

**To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non-AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches.**

**Special trains:**

**During the years 2024 and 2025 around 13,500 trips of special trains each year were operated to meet the extra rush of passengers during Holi and Summer vacation. To cater to the rush during Durga Pooja/Deepawali/Chhath, 7,990 trips of Special trains were operated during the period 1st October,2024 to 30th November, 2024, to serve approximately 1.8 crore passengers.**

**With a view to facilitate the passengers during the recently concluded Maha Kumbh, IR operated more than 17,300 trains during the period 13th January, 2025 to 28th February, 2025, which served approximately 4.24 crore passengers.**

**On Indian Railways, occupancy pattern of trains is not uniform throughout the year and it varies over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean period and on less popular routes, there is sub optimal utilization.**

**Traffic pattern of the trains running on Indian Railways is monitored on regular basis and to cater to additional demand, load of existing trains are augmented, special trains are run, new trains are introduced, frequency of existing trains is increased etc. subject to operational feasibility.**

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