Click to verify



```
Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the license terms. Attribution — You must give appropriate credit, provide a link to the
license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply
legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation. No warranties are given. The license may not give you all of the permissions
necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Kolkata Metro is a Mass Rapid Transit Urban Railway system, with its operations beginning in October 1984. This metro
system is currently in operation and is planned to connect to its twin city, Howrah. While one line is operational, four additional lines are under construction and three more are in the planning stages. Kolkata Metro Stations: Station Name in BengaliLineLayoutKavi Subhash
Line Underground Kalighat = Ine Underground Sadan = 
Bazar Purple LineElevated and the controlled by Indian Railways. The system was constructed with the assistance of East Germany, France, and the Soviet Union. Kolkata Metro is the oldest metro system in India. It is the only metro in India. It is t
 boasts the lowest fares among all metro systems in India. Top Attractions Connected by Line 1AttractionNearest StationDistance from Nearest StationDistance from Nearest Station (Km)Royal Kolkata Golf ClubMahanayak Uttam Kumar 2.6 Rabindra Sarobar Rabindra Sarobar 1.8 Kalighat Mandir Kalighat 0.9 Netaji Bhavan Rabindra Sadan 0.8 Nehru's Children Museum Rabindra Sarobar 1.8 Kalighat Mandir Kalighat 0.9 Netaji Bhavan Rabindra Sadan 0.8 Nehru's Children Museum Rabindra Sarobar 1.8 Kalighat Mandir Kalighat 0.9 Netaji Bhavan Rabindra Sadan 0.8 Nehru's Children Museum Rabindra Sarobar 1.8 Kalighat 0.9 Netaji Bhavan Rabindra Sadan 0.8 Nehru's Children Museum Rabindra Sarobar 1.8 Kalighat 0.9 Netaji Bhavan Rabindra Sadan 0.8 Nehru's Children Museum Rabind
 Sadan0St Paul's CathedralRabindra Sadan0.8Victoria MemorialRabindra Sadan1Fort WilliamMaidan3.9Prinsep GhatMaidan3.9Prinsep GhatMaidan3
MapKolkata Metro Rail Fare List PDFZoneDistance (KM)Fare (₹)I0 - 55.00II5 - 1010.00III10 - 1515.00IV15 - 2015.00V20 - 2520.00V125 - 3025.00Kolkata Metro Fare ListYou can download the Kolkata Ticket Price list PDF from the link below:Download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Kolkata:Metro Fare ListYou can download Fare Structure PDFFor further details, visit the official website of Metro Railway, Metro Fare ListYou can download Fare Railway, Metro Fare Railway, Metro Fare Railway, Metro Fare Railway, M
Railway Kolkata Official WebsiteRead more:Railways Tatkal Waiting List Cancellation Charges and Refund Rules Kolkata Metro - India's oldest metro, operational since 1984, was first conceptualized in the 1920s. It currently runs two lines: Dakshineswar-Kavi Subhash & Salt Lake Sec 5-Phool Bagan, with four more under construction. Featuring
elevated, underground, and at-grade stations, it uniquely operates under Indian Railways as its 17th zone. Know MoreImage Source: google.comQuick Facts About Kolkata MetroS.NoParticularsDetails1OwnerMetro Railway, Kolkata2Number of Lines2 fully operational, 2 partially operational, 1 under construction, 1 planned3Line
Number/ColourOperational: Blue Line, Green Line, Green Line, Construction: Yellow Line Planned: Pink Line4Number of Stations50 operational, 29 under construction; Yellow Line Planned: IndiaLoading...PROMOTIONImage Source: google.comThe metro charges are levied in
 accordance with the distance travelled. As two lines are operational at present, the following charges are applicable for commuters. Zone-IIIBetween 5 KM to 10 KMRs 15 Zone-IVBetween 10 KM to 20 KMRs 20 Zone-VAbove 20 KMRs 25 Token Rules Valid for a
single journey on the day of purchase. Must enter the paid area within 45 minutes of purchase; otherwise, it becomes invalid. No replacement for lost tokens. Collected at the exit gate after journey completion. Smart Card Rules Available in Rs. 100/200/300/500/1000, including a Rs. 60 security deposit. Rechargeable up to Rs. 5000 in the same
denominations. [] Minimum balance of Rs. 25 required for entry. A If not tapped at exit, the card locks; a Rs. 25 penalty is deducted at the booking counter to unlock. Kolkata Metro runs from 7:00 AM to 10:30 PM. During COVID-19, timings were adjusted. Trains halt for 10-20 seconds at stations, causing slight variations in first
train arrivals. Image Source: google.comExplore More: Properties in Kolkata BUYPROMOTIONUnder construction Metro LinesImage Source: google.comMetro LineRouteCurrent StatusKey HighlightsOrange Line (Line 6)New Garia to NSCBI AirportPhase 1 (New Garia to Ruby) near completionExpected to serve 500,000 commuters dailyPurple Line
(Line 3)Joka to EsplanadeConstruction progressing rapidlyWill provide vital connectivity to southwestern suburbsYellow Line (Line 4)Noapara to BarrackporePlanned 12.5 km corridorEnhances connectivity between
North Kolkata and central cityExplore More: Properties in Kolkata RENTPROMOTION Kolkata Metro Expansion: Transforming Urban CommutesKolkata Metro is expanding rapidly, adding new lines to improve connectivity and ease congestion. Here's a quick look at the upcoming routes: Orange Line (Line 6): New Garia - Airport First phase (New
Garia-Ruby) almost ready Expected to serve 500,000+ commuters daily Purple Line (Line 3): Joka → Esplanade Construction in full swing Will link southwest suburbs to the city center Yellow Line (Line 4): Noapara → Barasat Three-phase expansion Trial runs on Noapara-Jai Hind stretch by Dec 2024 Pink Line (Line 5): Baranagar → Barrackpore
12.5 km corridor Enhancing North Kolkata's connectivityImage Source: google.comKolkata's metro network is set for a major upgrade, promising faster and more efficient travel! Explore Real Estate & Investment Opportunities in Kolkata,
explore premium listings to find a space that suits your needs. Ridership Details Kolkata Metro, India's pioneering rapid transit system, has witnessed remarkable growth in ridership overview Line Annual Ridership (in
crore)Daily RidershipOperational SinceBlue Line10.48600,000 - 650,0001984Green Line0.69Data not specified2021Total11.18Data no
Here's a curated list of notable tourist attractions and their nearest metro stations: Tourist Attractions Near Kolkata Metro not only ensures efficient travel but also provides easy access to these iconic sites, enriching your city exploration experience. UPI Based Ticketing Payment
SystemKolkata Metro has embraced digital advancements by introducing a UPI-based ticketing payment system, enhancing convenience for commuters. Here's an overview of this system: UPI-Based Ticketing Payment SystemMetro LineAvailabilityBlue LineAutomatic Smart Card Recharge Machines (ASCRM)Green LineAll booking counters from
 Howrah Maidan to Esplanade (Line 1) and Sealdah to Sector Five (Line 2) PROMOTIONOfficial Kolkata Metro introduces Metro Ride Kolkata, a mobile app designed for a seamless & smart commuting experience! Key Features: QR Code Ticket Booking - Buy tickets effortlessly & enjoy contactless entry/exit. Smart Card Recharge -
Instantly recharge your metro card for hassle-free travel. Transaction History - Track bookings & recharges for better expense management. User-Friendly Interface - Smooth navigation for an enhanced travel experience. Technology meets convenience! Kolkata Metro ensures smarter, faster, and easier journeys for all commuters. PROMOTIONReal
Estate Trend After Kolkata MetroImpact on Property Prices: Proximity Advantage: Properties within 500 meters of metro stations have experienced a marked appreciation in value, attributed to enhanced connectivity and accessibility. Specific Corridors: The development along the Southern Bypass stretch has attracted substantial real estate
 investments, driven by the improved metro connectivity in the region. Notable Areas with Appreciated Property Values: Don't miss out! Find your ideal property on HexaHome! Image Source: google.comFuture Projections: With ongoing and planned metro projects, such as the extension of the Purple Line to Eden Gardens, further real estate
the Kolkata Metro? Answer: 7:00 AM to 10:30 PM. Which metro lines are currently operational? Answer: Yes, "Metro Ride Kolkata Metro? Answer: Yes, "Metro Ride Kolkata Metro? Answer: Victoria Memorial, Kalighat Temple, M.P. Birla
 Planetarium. How has Kolkata Metro impacted real estate prices? Answer: UPI and smart card payments. Are there any upcoming metro line expansions? Answer: Yes, Yellow and Pink Line. What is the daily ridership of the Kolkata Metro?
 Answer: 600,000 - 650,000. Who operates the Kolkata Metro Railway, K
Metro Stations48 Active / 51 InactiveKolkata Metro Lines & Terminal StationsMetro Lines & Te
Mukhopadhyay5OperationalYellow LineNoapara \rightleftarrows Barasat10Under ConstructionPink LineBaranagar \rightleftarrows Mangal Pandey (Barrackpore)11PlannedKolkata Metro Network Map 2025Metro Mission: Safe and dependable train servicesCourteous and customer friendly servicesClean and environmental friendly atmosphereRequisite
 amenities to females, senior citizens and Divyangjan passengerVission: EffectiveResponsiveTransparentAccountableMore efficientCommercial Details: Helpline - 033-22264817 / 033-22553200 / 9007041844FAQs:Q. In Kolkata Metro return
 ticket possible? A. NoQ. Can I book ticket online for Kolkata Metro? A. Yes, definitely, you can book online ticket through kolkata metro official App- Metro Railway may carry only small items e.g; Tiffin basket, small hand bag or attache case in addition
to umbrella or walking sticks required for personal use.Q. Which things are not allowed in Kolkata Metro?A. Any person while travelling in Metro Railway may not carry; (1) Offensive articles, such as; wet skin, hides, dead poultry and gore etc.(2) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(2) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(2) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(3) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(4) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(5) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(6) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(7) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(8) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(8) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(9) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(1) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(1) Dangerous articles, such as; wet skin, hides, dead poultry and gore etc.(1) Dangerous articles, such as; we skin, hides, dead poultry articles, such as a su
Inflammable materials, such as; oil, grease, ghee, paint, dry grass and leaves of any variety, waste papers, acids, and other corrosive substances; or dead body.Q. Can I travel in Kolkata Metro?A. No, photography is strictly
prohibited in Kolkata Metro.Q. Ladies coaches are available in Kolkata Metro?A. There are seats reserved for women in all the coaches for women in Kolkata Metro but there are seats reserved for women in Kolkata Metro.Q. Ladies coaches for women i
 Howrah, Dum Dum, Esplanade metro station. Menu: News & Construction Updates | Overview Information Kolkata and soon its suburbs. Construction for Kolkata Metro Line-1 started in 1972 and a small 3.40 km section between Esplanade
and Netaji Bhavan opened in October 1984, making it the first metro system in India. Between 1984 and 1995, more sections opened up bringing its total length to 16.45 km. After the success of the Delhi Metro's Phase 1, in the mid 2000's another push was made to expand Kolkata Metro's Line-1. This time around, the metro was extended by 10.94
km to New Garia (Kavi Subhash) Station. In 2009, construction began on Kolkata Metro's 14.67 km east-west Line-2 from Salt Lake Sector V to Howrah Maidan, a project that was earlier under the Ministry of Urban Development's belt but later transferred to the Ministry of Railways by the central government. The first section of that line opened on
 February 13, 2020. The final section (Howrah Maidan to Phoolbagan) is expected to become operational in 2023. In the 2010-11 railway budget, the Union Railway Minister announced the addition of new lines to connect with Joka, Dakshineshwar, Barrackpore, Barsat and the NSCBI Airport (Biman Bandar) from New Garia. Top Speed: 80 kmph
Average Speed: 34 kmph Track Gauge - 1676 mm (Line-1) & Standard Gauge - 1676 mm (Line-2) Electrification: 750 V DC Third Rail Signalling system") on Line-1 and CBTC (communication based train control) on Line-2 Key Figures Operational: 58.68 km |
 Under Construction: 41.94 km | On Hold / Proposed: 44.46 km Daily Ridership: 6.5 lakh/day (July 2023) Rolling Stock: 240 (30 x 8 on Line-2) Kolkata Metro officially assigned line colors in March 2022. All lines have significant land acquisition issues for constructing their viaducts, stations and depots. Kolkata Metro Routes
 (Operational) Blue Line (Line-1): Dakshineswar to New Garia (Kavi Subhash) Length: 32.25 km Type: At-Grade, Elevated & Underground Depot: Noapara, Dum Dum, Belgachhia, Shyambazar, Shobabazar, Shobhabazar Sutanuti, Girish Park, MG Road, Central
 Chandni Chowk, Esplanade, Park Street, Maidan, Rabindra Sadan, Netaji Bhavan, Jatin Das Park, Kalighat, Rabindra Sarobar, Mahanayak Uttam Kumar, Netaji, Masteda Surya Sen, Gitanjali, Kavi Nazrul, Shahid Khudiram, Kavi Subhash (New Garia) Green Line (Line-2): Sector V to Sealdah and Howrah Maidan to Esplanade Length: 13 km Type:
 Elevated (5.3 km) & Underground (7.7 km) Depot: Central Park in Bidhannagar (Salt Lake Stadium, Bengal Chemical, City Centre, Central Park, Karunamoyee, Salt Lake Sector V Purple Line (Line-3): Joka to Majerhat Length
7.75 km Type: Elevated Depot: Joka Number of Stations: 7 Station Names: Joka, Thakurpukur, Sakherbazar, Behala Bazar, Taratala, and Majerhat Orange Line (Line-6): Kavi Subhash (New Garia) to Hemanta Mukherjee (Ruby Hospital) Length: 5.68 km Type: Elevated Depot: New Garia Number of Stations: 5 Station Names: Kavi
Subhash, Satyajit Ray, Jyotirindra Nath Nandy, Kavi Sukanta, and Hemanta Mukherjee Kolkata Metro Routes (Under Construction Lines) Green Line (Line-2) - Esplanade - Sealdah (tunnels only) Length: 2 km Type: Elevated
(2.5 km) & Underground (5.05 km) Number of Stations: 5 Station Names: Mominpur, Kidderpore, Victoria Memorial, Park Street and Esplanade Yellow Line (4.87 km Type: At-grade, elevated & underground Number of Stations: 4 Station Names: Noapara, Dum Dum Cantt., Jessore Road, Biman Bandar
Orange Line (Line-6) - Hemanta Mukherjee (Ruby Hospital) to NSCBI Airport (Biman Bandar) Length: 24.19 km Type: At-grade, elevated & underground Depot: New Town, New Garia Number of Stations: 19 Station Names: VIP Bazar, Ritwik Ghatak, Barun Sengupta, Beliaghata, Gour Kishore Ghosh, NICCO Park, Saltlake Sector V, Technopolis,
 Nazrul Tirtha (formerly Bidhan Nagar), Swapno Bhor (formerly Sub CBD-1), Biswa Bangla Convention Centre (formerly CBD-1), Kala Kshetra, Mother's Wax Museum (formerly Titumir), Chinar Park (formerly Rabindra Tirtha), VIP
 Road/Teghoria (Haldiram), Biman Bandar (Airport) Note: This line mostly follows the EM Bypass. It is planned to be extended southward to Baruipur in the future. Kolkata Metro Routes (On-Hold & Proposed Green Line (Line-2) - Howrah Maidan to Satrangachi Bus Terminal Length: 10 km Type: Elevated Status: Proposed Green Line (Line-2)
Sector V to Teghoria Length: 5.7 km Type: Elevated Number of Stations: 5 Station Names: Kestopur, Dum Dum Park, Baguiati, Raghunathpur and Teghoria (Line-4) - NSCBI Airport (Biman Bandar) to Barasat Length: 11.26 km Type: Underground and Elevated Number of Stations: 6 Station Names
Birati, Michael Nagar, New Barrackpore, Madhyamgram, Hridaypur and Barasat Status: A 3.6 km underground section with 3 stations from NSCBI to New Barrackpore Length: 12.50 km Type: At-grade & elevated
 Number of Stations: 11 Station Names: Baranagar, Kamarhati, Agarpara, Panihati, Sodepur, Subhash Nagar, Khardaha, Tata Gate, Titagarh, Talpukur, Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Status: This l
extension/spur of Line 1. Kolkata Metro Route Map (Operational Network) The embedded maps below can be zoomed into! An official PDF route map of Kolkata Metro Route Map (Operational & Under Construction Lines) Kolkata Metro Route Map (2030) Kolkata Metro North-South
Line-1 Fare Chart (Prices) Fare charges on Kolkata Metro's Line-1: Noapara to New Garia (Kavi Subhash) were revised on 05.12.2019 and are listed below. 1. Single Journey Fares Zone 5 20 - 25 km Rs. 20 Zone 6 25 - 10 km Rs. 15 Zone 4 15 - 20 km Rs. 15 Zone 5 20 - 25 km Rs. 20 Zone 6 25 - 10 km Rs. 20 Zone 6 25 - 25 km Rs. 20 Zone 6 25 - 25 km Rs. 20 Zone 25 - 26 km Rs. 20 Zone 25 - 26 km Rs. 20 Zone 3 20 - 25 km Rs. 20 Zone 3 20 Zone
30 km Rs. 25 2. Smart Card (Stored Value) Fares Recharge Value (Rs.) Gained Value Validity 100 Rs. 110 365 days 300 Rs. 220 365 days 300 Rs. 250 with Rs. 60 security deposit 3 Day Unlimited Rides: Rs. 550 with Rs. 50 security deposit
Kolkata Metro East-West Line-2 Fare Chart (Prices) Fare charges on Kolkata Metro's Line-2 (Howrah Maidan - Sector V) were fixed on 05.12.2019 and are listed below. 1. Single Journey Fares Zone 2 2 - 5 km Rs. 20 Zone 4 10 - 15 km Rs. 30 2. Smart Card (Stored Value)
 Fares Recharge Value (Rs.) Gained Value Validity 100 Rs. 110 365 days 200 Rs. 220 365 days 300 Rs. 230 365 days 300 Rs. 250 with Rs. 60 security deposit 5 Day Unlimited Rides: Rs. 550 with Rs. 50 security deposit Kolkata Metro Tenders Latest Kolkata Metro
 tenders can be viewed on the RVNL's website. News on these notices, their bidders and contracts are covered in further detail on the news & construction page. Kolkata Metro History (Key Dates) • 24 Oct 1984: Esplanade - Netaji Bhawan (Line 1) - 2.15 km • 29 Apr 1986: Netaji Bhawan (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 2.15 km • 29 Apr 1986: Netaji Bhawan (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 2.15 km • 29 Apr 1986: Netaji Bhawan (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 3.15 km • 29 Apr 1986: Netaji Bhawan (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 3.15 km • 29 Apr 1986: Netaji Bhawan (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 3.15 km • 20 Apr 1986: Netaji Bhawan (Line 1) - 3.40 km • 12 Nov 1984: Dum Dum - Belgachhia (Line 1) - 3.15 km • 3.15 km 
Tollygunge (Line 1) - 4.24 km • 13 Aug 1994: Belgachhia - Shyam Bazaar - Girish Park (Line 1) - 1.63 km • 02 Oct 1994: Esplanade - Chandni Chowk - Central (Line 1) - 0.60 km • 27 Sep 1995: Central - Girish Park (Line 1) - 1.80 km • 22 Aug 2009:
Tollygunge - Garia Bazar (Line 1) - 5.85 km • 07 Oct 2010: Garia Bazar - New Garia (Line 1) - 5.85 km • 05 Oct 2020: Sector V - Salt Lake Stadium - Phoolbagan (Line 2) - 5.8 km • 05 Oct 2020: Sector V - Salt Lake Stadium - Phoolbagan (Line 1) - 2.09 km • 13 Feb 2020: Sector V - Salt Lake Stadium - Phoolbagan (Line 1) - 4.11 km • 14 July - 5.85 km • 05 Oct 2020: Sector V - Salt Lake Stadium - Phoolbagan (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium - Phoolbagan (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 km • 07 Oct 2020: Sector V - Salt Lake Stadium (Line 2) - 5.8 
 2022: Phoolbagan - Sealdah (Line 2) - 2.1 km• 30 December 2022: Joka - Taratala (Line-3) - 6.5 km• 6 March 2024: Howrah Maidan - Esplanade (Line 2) - 3.9 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Howrah Maidan - Esplanade (Line 2) - 3.9 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Howrah Maidan - Esplanade (Line 2) - 3.9 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala (Line-3) - 1.25 km• 6 March 2024: Taratala - Majerhat (Line-3) - 1.25 km• 6 March 2024: Taratala (Line-3) - 1.25 km• 6 M
Construction Updates' below for project news, progress and updates. Menu: News & Construction Updates | Overview Page last updated: March 23, 2024. Have a question or spot an error? Let me know here. Kolkata metro is the oldest operational metro network in India. Conceptualised in the 1920s, it is a rapid transit system serving the city since
1984. As of February 2021, this metro had two operational lines: Dakshineshwar to Kavi Subhash and Salt Lake Sector 5 to Phool Bagan. A mix of elevated, underground, and at-grade metro system has existed for decades, its expansion has been slow.
The second line only became operational in 2021. At present, four lines are in various phases of construction. It is jointly owned and operated by the Metro Railway, Kolkata, has been declared the 17th zone of Indian Railways. In this way, it has become the only
metro system in India controlled by the Indian Railways. Quick Facts About Kolkata Metro Following are the quick facts about the metro:- S.no Particulars Details 1. Owner of Kolkata metro Metro Railway, Kolkata 2. Number of lines 2 fully operational 1 under construction 1 planned 3. Line number/colour Operational:- Blue Line
Green Line Purple Line Orange Line Under Construction: Yellow Line 4. Number of stations 50 (Operational) 29 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro in India Also Read: Kolkata Metro Line 6 Kolkata Metro Ended India Also Read: Kolkata Metro Line 6 Kolkata Metro Line 9 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro in India Also Read: Kolkata Metro Line 6 Kolkata Metro Line 6 Kolkata Metro Line 6 Kolkata Metro Line 9 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro in India Also Read: Kolkata Metro Line 6 Kolkata Metro Line 6 Kolkata Metro Line 9 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro in India Also Read: Kolkata Metro Line 9 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro in India Also Read: Kolkata Metro Line 9 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro India Also Read: Kolkata Metro Line 9 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro India Also Read: Kolkata Metro Line 9 (Under Construction) 21 (Planned) 5. Operations started in 24 October 1984, oldest metro India Also Read: Kolkata Metro Line 9 (Under Construction) 22 (Under Construction) 23 (Under Construction) 24 (Under Construction) 25 (U
Route Map Kolkata Metro Fare, Ticketing, & Smart Card The metro charges are levied in accordance with the distance travelled. As two lines are operational at present, the following charges are levied in accordance with the distance travelled. As two lines are operational at present, the following charges are levied in accordance with the distance travelled. As two lines are operational at present, the following charges are levied in accordance with the distance travelled. As two lines are operational at present, the following charges are levied in accordance with the distance travelled. As two lines are operational at present, the following charges are levied in accordance with the distance travelled. As two lines are operational at present, the following charges are levied in accordance with the distance travelled.
KM Rs 10 Zone-III Between 5 KM to 10 KM Rs 20 Zone-V Above 20 KM Rs 20 Zone-V Above 20 KM Rs 20 Zone-V Above 20 KM Rs 20 In addition to the single
Journey token, commuters can also use a smart card, which saves time compared to the token, and commuters also get some additional balance on smart card recharges. Also Read: Kolkata Metro Line 2 Token and Smart Card Rules Token as single journey. The token is valid for the day of purchase and requires the passenger to
 enter the paid area within 45 minutes of the purchase time. It becomes invalid if the passenger fails to enter the area within 45 minutes. In case the passenger fails to deposit the token at the exit gate, a penalty of Rs. 250 is charged
 Smart Card A first-time user can purchase the smart card at Rs.100/200/300/500 or 1000. It is inclusive of the Security Deposit amount of Rs. 60. Users can recharge their smart card for Rs.100/200/300/500 or 1000. The smart card for Rs.100/200/300/500 or 1000. The smart card can have a maximum balance of Rs. 60. Users can recharge their smart card for Rs.100/200/300/500 or 1000. The smart card for Rs.100/200/300/500 or 1000. The smart card for Rs.100/200/300/500 or 1000. The smart card can have a maximum balance of Rs. 25 to enter through a gate.
 The smart card is locked if a passenger fails to tap it at the exit gate or makes a wrong exit. The booking counter at the Kolkata Metro station then deducts a maximum fee of Rs 25 from the card when it is presented on the next visit. After which, the card is unlocked. Also Read: Cheapest Areas in Kolkata to Live on Rent You Might Also Like Kolkata
Metro Card Online Recharge Good news for Kolkata metro commuters! Now, you can recharge your metro card online. All you need to do is go to the Metro Railway Kolkata metro commuters! Now, you must enter your preferred payment
mode- debit or credit card, Net banking, Paytm, Gpay, etc. Once the payment is made, your card will be ready to use. Recharge metro smart card online If you are an SBI user, you can recharge your card will be ready to use. Recharge metro smart card online If you are an SBI user, you can recharge your card will be ready to use.
announced on June 29, 2024 that UPI based ticketing payment system will be launched across all booking counters of the Blue line or Line 1. The implementation of this facility across the Dakshsineswar - New Garia line will enhance the passenger experience and increase convenience for them. The system is already in place in the blue line or Line 1. The implementation of this facility across the Dakshsineswar - New Garia line will enhance the passenger experience and increase convenience for them.
Automatic Smart Card Recharge machines (ASCRM). The UPI-based ticketing payment system is also available across all booking counters of Green Line 1 station, i.e. Howrah Maidan-Esplanade and Green Line 2, i.e. Sealdah-Sector Five. Benefits of UPI-based ticketing payment system Ease of recharging smart card at the Automatic Smart Card
 Recharge machine Ease of buying tickets Hassle-free Metro journey Kolkata Metro has facilitated the UPI-based ticketing System Enter the name of India (SBI). How to Use UPI-based ticketing System Enter the name of
the destination station at the ASCRM or confirm it to the person at the counter. Scan the QR code displayed on the screen to make the payment using UPI mode. If you're buying tickets then QR code displayed on the screen to make the payment will be generated and if you are recharging the metro card the machine will ask for the card to be scanned before payment. Kolkata Metro QR
Code-Based Ticketing Kolkata Metro Authority has launched QR-code based ticketing system to encourage faster travel for commuters. The system was implemented to be used from 28th Feb 2025. As per the officials, with this new QR code based ticketing system in place, commuters will be able to book seven QR code paper tickets in a single
transaction. Earlier, they were able to buy only one ticket in one go. The system update enhances the overall user experience, streamlining the ticketing purchase process. The new QR code based ticketing system has been implemented on all operational Kolkata Metro Lines, including Blue Line, Green Line, and Orange Line, except from the Purple
Line running from Joka to Majerhat. How to Book Kolkata Metro QR-Code Tickets The Kolkata Metro Mobile App makes it super easy to book tickets using QR codes. All you have to do is select the type of ticket you want, choose your departure and arrival metro Stations, and then make your payment with your favorite payment method. Once that's all you have to do is select the type of ticket you want, choose your departure and arrival metro Stations, and then make your payment with your favorite payment method. Once that's all you have to do is select the type of tickets using QR codes.
set, you'll see your QR tickets pop up right on the app's screen! Kolkata Metro Timings Kolkata Metro services start at 7:00 AM and run until 22:30 PM in the evening. The state government had tweaked the metro timings during the Covid-19 pandemic. A train stops for 10-20 seconds at each station; hence, there might be a slight variation in the
timings of the first train arrival each morning. Let us examine the Kolkata Metro routes in greater detail. The concept of the Kolkata metro was floated in the 1920s, but the construction started in 1970. The metro can be divided into two main categories. Operational Lines Under-construction Lines There are currently two fully operational lines and
four under-construction lines. Operational Metro Lines Two Metro Lines or Line 1 from Dakshineshwar to Kavi Subhash and Green Line 2 from Salt Lake Sector 5 to Phool Bagan are operational. Popularly known as the North-South Metro Line, Line 1 is the first operational line of Kolkata Metro. Covering a total distance of over 31 Km,
the Blue Line is spread over three districts of West Bengal viz North 24 Parganas, Kolkata and South 24 Pargana districts in West Bengal. This line connects the Dakshineshwar area with the Kavi Subhash metro station, known as New Garia Metro Station. Out of the station Blue Line covers, 15 are underground, 9 are elevated, and 2 are at-grade. The
 Blue Line of Kolkata passes through the following stations. Dakshineshwar Baranagar Noapara Dum Dum Belgachhia Shyam Bazar Shibhabazar Sutanuti Girish Park Mahatma Gandhi Road Central (Baubazar) Chandni Chowk Esplanade Park Street Maidan Rabindra Sadan Netaji Bhavan Jatin das Park Kali Ghat Rabindra Sarobar Mahanayak Uttam
 Kumar Netaji Masterda Suryasen Gitanjali Kavi Nazrul Shahid Khudiram Kavi Subhash Stations on the North-South Blue Line 1 Green Line 2 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment, the Green Line 3 from Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to its alignment Salt Lake Sector 5 to Phool Bagan Due to Its alignment Salt Lake Sector 5 to Phool Bagan Due to Its alignment Salt Lake Sector 5 to
public use in October 2020. The Green Line connects the Salt Lake Sector 5 region with the Phoolbagan area. Once operational, Salt Lake Sector 5 Karunamoyee Central Park City Centre Bengal Chemical IFA Salt Lake Stadium Phoolbagan Operational Stations of
 Green Line 2 The East-West Metro corridor is also set to have the deepest metro station in the country at Howrah Maidan. It will become an important interchange point for both North-South and East-West corridors at Esplanade metro station. India's First Underwater Metro: An Extension of Green Line 2 A planned extension of the Green Line, also
known as India's first underwater metro, is expected to start operating by the end of 2023. The service will connect Howrah railway station with Esplanade in Kolkata, making it easier for commuters to travel between the cities. The project, part of the East-West Metro corridor, is being constructed by the Metro Railway in Kolkata. It is the only metro
in the country to be controlled by the Indian Railways. Most of the stations between Howrah Maidan and Esplanade have been completed. The national transporter is now working on electrification, beautification and other miscellaneous works at the station complex. To ensure the free flow of commuters, AFC-PC gates are being installed at the
concourse level of Howrah station for Automatic Fare Collection and Passenger Control. The modern AFC gates can handle 45 passengers per minute and enable commuters to enter and exit smoothly into/from the paid area of Howrah Metro station premises. Purple Line 1 from Joka to Taratala The purple line began its commercial operations on
02nd January 2023. The operations started on the Joka to Taratala stretch of the Joka - Esplanade Metro. The purple line witnessed a footfall of more than 5,000. The six stations covered in the 6.5 KM stretch include Joka, Thakurpukur, Sakherbazar, Behala Chowrasta, Behala Bazar and Taratala. About 12 daily services are currently planned on the
Purple line; among these 12 planned runs - six runs up and six down return. The present timings for these planned runs are 10 am, 11:30 am, 12:30 pm, 4:30 pm, and 5:30 pm, Joka Thakurpukur Sakherbazar Behala Chowrasta Behala Bazar
Taratala Under-construction Metro Lines Alongside the already operational Green Line and Blue Line, there are several other lines currently in various stages of development. Once they're up and running, the network is set to connect all parts of Kolkata city. Here's a quick summary of the lines that are under construction: Metro Line no. Colour
Code Year and To run From Number of Stations Length in KM Alignment Planned Terminals Executed by Other Names 3 Purple Line 2024 (Joka to Majerhat) 14 16.2 Southwestern Diamond Park Esplanade Rail Vikas Nigam Limited Also called Joka metro 4 Yellow Line 2023 (Noapara to Biman Bandar) 10 16.8 Northeastern Noapara Barasat Metro
 Railway, Kolkata Also known as Barasat metro 5 Pink Line 11 12.4 Northern Baranagar Barrackpore Rail Vikas Nigam Limited Also known as Barrackpore metro 6 Orange Line 2024 (Kavi Subhash to Salt Lake Sector V) 24 29.8 North-South via Eastern Kavi Subhash Biman Bandar Rail Vikas Nigam Limited Also called as Airport metro Also Read:
 Steps to Know the Market Value of Land in West Bengal Kolkata Metro Extension: Purple Line 3 from Joka to Majerhat Line 3, or the Purple Line will connect Joka in the South and Esplanade in the North. Once the construction is complete, Line 1 will be connected to Park Street
The Green Line metro will run parallel to Esplanade and connect Line 2 there. The following stations will be covered under Purple Line 3. Diamond Park (Joka) IIM Kolkata Joka Thakurpur Sakherbazar Behala Chowrasta Taratala Behala Bazar Majerhat Mominpur Kidderpore Victoria Park Street Esplanade Purple Line 3. Diamond Park (Joka) IIM Kolkata Joka Thakurpur Sakherbazar Behala Chowrasta Taratala Behala Bazar Majerhat Mominpur Kidderpore Victoria Park Street Esplanade Purple Line 3. Diamond Park (Joka) IIM Kolkata Joka Thakurpur Sakherbazar Behala Chowrasta Taratala Behala Bazar Majerhat Mominpur Kidderpore Victoria Park Street Esplanade Purple Line 3. Diamond Park (Joka) IIM Kolkata Joka Thakurpur Sakherbazar Behala Chowrasta Taratala Behala Bazar Majerhat Mominpur Kidderpore Victoria Park Street Esplanade Purple Line 3. Diamond Park (Joka) IIM Kolkata Joka Thakurpur Sakherbazar Behala Chowrasta Taratala Behala Bazar Majerhat Mominpur Kidderpore Victoria Park Street Esplanade Purple Line 3. Diamond Park (Joka) IIM Kolkata Joka Thakurpur Sakherbazar Behala Chowrasta Taratala Behala Bazar Majerhat Mominpur Kidderpore Victoria Park Street Esplanade Purple Line 3. Diamond Park (Joka) IIM Kolkata Joka Thakurpur Sakherbazar Behala Chowrasta Taratala Behala Bazar Majerhat Mominpur Kidderpore Victoria Park Street Esplanade Purple Line 3. Diamond Park Street Esplanade Purple Purple Line 3. Diamond Park Street Esplanade Purple P
 phases. Joka to Majerhat (Under-construction) Esplanade (North) to Majerhat (After Phase 1) Joka to Diamond Park (South) (After Phase 2) The Green Line extension will be partially elevated and partially underground. Kolkata Metro Extension will be partially elevated and partially underground. Kolkata Metro Extension will be partially elevated and partially underground. Kolkata Metro Extension: Yellow Line 4 from Noapara to Barasat (North 24 Parganas) Rail Vikas Nigam Limited is executing the Line
 4 extension. Once fully constructed, the yellow line will connect the Noapara with the Barasat area in the North 24 Pargana district of West Bengal. It will be a partially underground and partially elevated stretch. Yellow Line 4 will provide an interchange station at NSCBI Airport and connect to Metro Line 6 (Currently under construction). Yellow
Line 4 will have a total of 10 metro stations viz- Noapara Dum Dum Cantt Jessore Road Biman Bandar Birati Michael Nagar New Barrackpore Madhyamgram Hridaypur Barasat Noapara is already a working station on Line 1 from the stations mentioned above. Once completed, the total length of yellow Line 4 will be over 18 Km. Kolkata Metro
 Extension: Pink Line 5 from Baranagar to Barackpore Pink Line 5 is a planned metro corridor. Its construction has not yet started. This line is planned to provide smoother connectivity from North Kolkata to mainland Kolkata. Pink Line 5 (Image Source: Wikipedia) Kolkata's Pink Line 5 will include 11 stations. Baranagar station, which is already
operational on Blue Line 1, is one of them. Baranagar Kamarhati Agarpara Panihati Sodepur Subhash Nagar Khardaha Tata Gate Titagarh Talpukur Barrackpore All of the metro stations mentioned above for Pink Line 5 are planned except Baranagar, an operational station of Line 1. The state government has also proposed realigning the route along
 the Kalyani Expressway. Became partially operational on 15th March 2024, Kolkata Metro Orange Line connects the famous locations of New Garia with the International Airport). Once becomes fully operational, the Orange Line will pass through two satellite towns, Salt Lake and New
  Town, Kolkata Metro Line 6 is expected to connect the Kayi Subash Metro Station (New Garia Metro Station) to Salt Lake Sector 5 by the end of 2025. Orange Line 6 extension will consist of 24 metro stations, namely, Biman Bandar VIP Road/Haldiram Chinar Park City Centre 2 Mangal Deep
Eco Park Mothers Wax Museum Shiksha Tirtha Biswa Bangla Convention Centre Swapno Bhor Nazrul Tirtha Nabadiganta Salt Lake Sector 5 Nalban Gour Kishore Ghosh Beliaghata Barun Sengupta Ritwik Ghatak VIP Bazaar Hemanta Mukhopadhyay Kavi Sukanta Jyotindranath Nandi Satyajit Ray Kavi Subhash (Operational) The Orange Line stretch
from Kavi Subhash (New Garia) - Hemanta Mukhopadhyay (Ruby) became operational on 15th March 2024. The metro stations on the route are- Kavi Subhash (New Garia) - Hemanta Mukhopadhyay (Ruby) The fare structure for this new route ranges from Rs 20
as the minimum fare to Rs 45 as the maximum fare. Timeline of Kolkata Metro The following is the timeline of Koklata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro The following is the timeline of Koklata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro The following is the timeline of Koklata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro The following is the timeline of Koklata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro The following is the timeline of Koklata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro The following is the timeline of Koklata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro The following is the timeline of Koklata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Year/Month Event 1970 Construction of the first Kolkata Metro: Ye
section (4.24 km) 1994 Line 1 was further expanded to Belgachhia - Shyambazar (1.63 km) and Esplanade - Chandni Chowk (0.71 km) 1995 Shyam Bazaar - Girish Park (1.80 km) of Line 1 opened 2009 Line 1 of the Kolkata metro expanded to the Tollygunge - Garia Bazar section
(5.85 km) 2010 Another 3 km opened between the Garia Bazar - New Garia section 2013 Dum Dum - Noapara section opens, 2022 The purple line between Ioka-Eden Gardens Corridor opened 2024 Kolkata Metro Orange Line opens up between Kayi
Subhash to Hemanta Mukhopadhyay 2024 The Esplanade-Howrah Maidan section of the Green Line started- the first-ever underground water metro January 2025 Successful trial runs in the westbound tunnel between Sealdah and Esplanade. Tourist Attractions Near Kolkata Metro Stations Find below a few major tourist attractions located near
metro stations. Tourist Attractions Nearest Metro Station Distance from Metro Station Distance from Metro Station M P Birla Planetarium Maidan 0.6 Km Victoria Memorial Rabindra Sarobar Rabindra Sarobar 1.8 Km Fort William Maidan 0.8 Km Royal
Kolkata Golf Club Mahanayak Uttam Nagar 2.6 Km St Paul's Cathedral Rabindra Sadan 0.8 Km Indian Museum Park Street 0.4 Km Eden Gardens Esplanade 1 Km Metro Ride Kolkata is a Kolkata Metro mobile application which is operated and managed by the Centre for Railway Information Systems. It helps
commuters access Kolkata Metro ticketing services with great ease. They can simply download this mobile application homepagee their metro cards. Both the options are available on the application homepagees. They can simply download this mobile application homepagees their metro cards. Both the options are available on the application homepagees.
The application offers easy navigation feature that makes it more convenient for users to find options to avail of the required services, users can keep track of their Kolkata Metro trips. To book a QR ticket using the mobile
application, first, users need to register and login to the mobile application. Once done, they can easily book their metro tickets by providing the departure and arrival metro stations and paying for the ticket using their preferred payment mode. Real Estate Trend After Kolkata Metro Kolkata Metro Kolkata Metro Kolkata Metro stations and paying for the ticket using their preferred payment mode.
decade. Many residential developments are being built in areas where the metro station is available or under construction. The expansion of the Kolkata metro has not only resulted in seamless connectivity but also increased property prices, especially for properties within 500 metres of metro stations. Other Interesting Facts About Kolkata Metro Let
us have a look at a few fascinating facts about the metro: It is the oldest metro in India. It has the least expensive fare in the world. Ten metro stations are named after famous Bengali personalities. The metro conveys more than 5 lakh passengers every day. It has the first underwater metro rail tunnel. The cost of this tunnel was around Rs 8,600
crore. In conclusion, Kolkata Metro is an integral part of the city's transportation network, providing a convenient way for residents and visitors to travel around Kolkata. With ongoing expansions and technological advancements, the metro system is poised to meet the growing demands of the city's populace. Rapid transit system in Kolkata, West
Bengal Kolkata MetroA metro arriving at Mahakaran metro station of green lineOverviewOwnerIndian RailwaysArea servedKolkata Metropolitan AreaLocaleKolkata Metropolitan AreaLocaleKolkata, West Bengal, IndiaTransit typeRapid TransitNumber of lines6_4 operational1 under construction1 plannedLine number Operational:Blue Line Partially Operational:Green LinePurple
LineOrange Line Under Construction: Yellow Line Planned: Pink Line Number of stations 50 (Operational) 28 (Under Construction) 20 (Planned: Daily ridership 218, 100,000 (218.1 million, 2024-25) [1][2] Chief executive P. Uday Kumar Reddy, GM (Metro Railway) Anuj Mittal, MD (KMRC) Headquarters
Metro Railway, Kolkata: Metro Rail Bhavan, 33/1 J.L. Nehru Road, Kolkata - 700071[3] Kolkata Metro Rail Corporation: HRBC Complex, KMRCL Bhawan, 2nd & 3rd Floor, Munsi Premchand Sarani, Kolkata - 700021[4] Website mtp.indianrailways.gov.in kmrc.in OperationOctober 24, 1984; 40 years ago (1984-10-24)Operator(s) Metro
Railway, Kolkata Kolkata Metro Rail Corporation Infrastructure manager(s)Indian RailwaysNumber of vehiclesAround 45Train length6 and 8 CoachesHeadway Blue Line: 6 - 15 minutes Green Line: 24 minutes Orange Line: 20 minutes Green Line 2 (Esplanade to Howrah Maidan): 12 - 15 minutes Green Line: 24 minutes Orange Line: 20 minutes Green Line 2 (Esplanade to Howrah Maidan): 12 - 15 minutes Green Line: 24 minutes Orange Line: 20 minutes Green Line: 20 minutes Green Line: 20 minutes Green Line: 24 minutes Green Line: 24 minutes Green Line: 20 minutes Green Line: 20 minutes Green Line: 24 minutes Green Line: 20 minutes G
minutes TechnicalSystem length59.38 km (36.90 mi)Track gauge (Green Line) Electrification750 V DC third railAverage speed60 km/h (37.28 mph)Top speed100 km/h (62 mph) Part of a series of articles on the Kolkata Metro Overview Stations
Depots Rolling stock East-West Metro Tunnel vteKolkata Metro Legend Pink Line Mangal Pandey Anukul Thakur Shah Nawaz Khan Dr. Rajendra Prasad Rishi Barkim Barasat Yellow Line Subhas Nagar Hridaypur Sarat Chandra Madhyamgram Gandhi Ashram New Barrackpur Acharya Prafulla Chandra Michael Nagar Krishna Kali Birati Blue Line
Dakshineswar Jai Hind Orange Line Pink Line Baranagar Jessore Road Yellow Line Noapara Dum Dum Cantonment Green Line Teghoria VIP Road Dum Dum Chinar Park Belgachia City Centre-2 Shyambazar Mangaldeep Shobhabazar Sutanuti Eco Park Girish Park Mother's Wax Museum Mahatma Gandhi Road Shiksha Tirtha Raghunathpur Biswa
BanglaConvention Centre Baguiati Swapnabhor Dum Park Nazrul Tirtha Kestopur Nabadiganta Green Line Salt Lake Sector V IT Centre Central Karunamoyee Chandni Chowk Central Karunamoyee Chandni Chowk Central Karunamoyee Chandni Chowk Central Karunamoyee Chandni Chowk Central Fark City Central Karunamoyee Chandni Chowk Central Karunamoyee Chandni Chowk Central Fark City Cent
Eden Gardens Nalban Esplanade Gour Kishore Ghosh Park Street Beleghata Maidan Barun Sengupta Rabindra Sarobar Jyotirindra Nandi Mahanayak Uttam Kumar Satyajit Ray Victoria Netaji Khidirpur Masterda Surya
Sen Mominpur Gitanjali Purple Line Majerhat Kavi Nazrul Taratala Shahid Khudiram Behala Bazar Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Kavi Subhash Green Teghoria (Haldiram) - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Howrah Maidan Purple Line Diamond Park Blue Dakshineswar - Howrah Maidan Purple Line Dakshineswar - Howrah Maidan Purple Lin
Kavi Subhash - Jai Hind Yellow Noapara - Barasat Pink Baranagar - Mangal Pandey Commonsvte The Kolkata Metro is a rapid transit system in India. It is the second busiest metro network in India
after the Delhi Metro and the fifth-longest metro system in India after the Delhi Metro, Namma Metro, Hyderabad Metro and Mumbai Metro and Mumbai Metro and fifth-longest metro system has a mix of underground,
at-grade, and elevated stations using both broad-gauge and standard-gauge tracks. It operates on a 750 V DC Third rail system. Trains operate between 06:30 and 22:00 IST and the fares range from ₹5 to ₹25. The Kolkata Metro was initially planned in the 1970s. The first underground stretch, from Bhawanipore
(now Netaji Bhawan) to Esplanade, opened in 1984. A truncated section of Green Line, or the East-West Corridor (currently truncated in Majernat), opened in 2022 while Orange Line, from Kavi Subhash to Hemanta Mukhopadhyay, opened in
2024. Metro Railway, Kolkata and Kolkata Metro Railways, Kolkata Metro Railways, to be controlled by Indian Railways, Completely owned and funded by the Ministry of Railways. It is the only metro system in the country to be controlled by Indian Railways. Around
300 daily train trips carry more than 700,000 passengers. In the September 1919 session of the Imperial Legislative Council at Shimla, a committee was set up by W. E. Crum that recommended a metro line for Kolkata (formerly Calcutta).[7] This line was supposed to connect Bagmari in the east to Benaras Road, Salkia, in Howrah in the west via a
tunnel beneath Hooghly River. The estimated construction costs were £3.526.154, about ₹36.4 crore (equivalent to ₹70 billion or US$830 million in 2023) based on current exchange rates, and the proposed deadline was 1925–1926. The proposed line was 19.4 km (6.5 mi) long, about 4 km (2.5 mi) shorter than the current Green Line, which would
connect East Bengal Railway in Bagmari and East Indian Railway in Benaras Road. The tickets were priced at 3 annas (₹ 0.1875) for the full trip. Crum also mentioned a north-south corridor back then. An east-west metro railway connection, named the "East-West Tube Railway", was proposed for Kolkata in 1921 by Harley Dalrymple-Hay.[8] All the
reports can be found in his 1921 book Calcutta Tube Railways. However, in 1923, the proposal was not undertaken due to a lack of funds.[9][7][10] Then the Chief Minister of West Bengal, Bidhan Chandra Roy, reconceived the idea of an underground railway for Kolkata from 1949 to 1950. A team of French experts conducted a survey, but nothing
concrete materialized. Efforts to solve the traffic problem by augmenting the existing fleet of public transport vehicles hardly helped, since roads accounted for only 4.2 percent in Delhi and 30 pe
set up in 1969. The MTP, with the help of Soviet specialists, Lenmetroproekt and East German engineers, prepared a master plan to provide five rapid-transit (metro) lines for the city of Kolkata, totaling a length of 97.5 km (60.6 mi), in 1971.[11] Three were selected for construction. These were:[12][13] Dum Dum - Tollygunge (Blue Line. Presently
operates from Dakshineswar to New Garia) Bidhannagar - Ramrajatala (Green Line: Presently truncated till Howrah Maidan) Dakshineswar and Purple Line: Joka to Eden Gardens) The highest priority was given to the busy north-south corridor between Dum Dum and Tollygunge over
a length of 16.45 km (10.22 mi); work on this project was approved on 1 June 1972. A tentative deadline was fixed to complete all the corridors by 1991.[14] Evolution of Kolkata Metro from 1984 to 2022 Shyambazar-Belgachhia Section (Shield tunneling using compressed air and airlocks) using Hungarian expertise during its construction in the
1980s. Since it was India's first metro and the Kolkata Metro was constructed as a completely indigenous process, a traditional cut-and-cover method and driven shield tunneling was chosen and the Kolkata Metro was more of a trial-and-error affair, in contrast to the Delhi Metro, which saw the involvement of multiple international consultants. As a result, it took nearly
23 years to completely construct the 17 km (11 mi) underground railway. [13][15] The foundation stone of the project was laid by Indira Gandhi, the Prime Minister of India, on 29 December 1972, and construction work started in 1973-74. Initially, cut and cover along with slurry wall construction to handle soft ground, was recommended by the
Soviet Union consultants. Later, in 1977, it was decided to adopt both shield tunneling and cut and cover methods for the construction of underpopulated areas, sewer lines, water mains, electrical cables, tram lines, canals, etc. The technology was provided by M/s NIKEX Hungarian Co., Budapest.[16] In the early days, the project
was led by the Union Railway Minister from West Bengal, A. B. A. Ghani Khan Choudhury, often against the prevailing socio-political stance of his contemporaries in the West Bengal government. From the start of construction, the project had to contemporaries in the West Bengal government. From the start of construction, the project had to contemporaries in the West Bengal government.
utilities, court injunctions, and an irregular supply of vital materials.[13][17] In 1977, an injunction for the allocation of new funding was passed by the newly elected Jyoti Basu government.[18] Despite all the hurdles, services began on 24 October 1984, with the commissioning of a partial commercial service covering a distance of 3.40 km (2.11 mi)
 with five stations served between Esplanade and Bhowanipur (currently Netaji Bhavan).[11] The first metro was driven by Tapan Kumar Nath and Sanjoy Kumar Sil.[19] The service was quickly followed by commuter services on another 2.15 km (1.34 mi) stretch in the north between Dum Dum and Belgachhia on 12 November 1984. The commuter
service was extended to Tollygunge on 29 April 1986, covering a further distance of 4.24 km (2.63 mi), making the services on the north section were suspended starting 26 October 1992, as this small, isolated section was little used.[17] The Blue Line was
almost entirely built by cut and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and Shyambazar was built using shield tunneling with compressed air and cover method, while a small 1.09 km stretch between Belgachia and shield tunneling with compressed air and cover method.
Shyambazaar section, along with the Dum Dum-Belgachhia stretch, was opened on 13 August 1994. Another 0.71 km (0.44 mi) stretch from Esplanade to Chandni Chowk was commissioned shortly afterward, on 2 October 1994. The Shyambazaar-Shobhabazar-Girish Park (1.93 km [1.20 mi]) and Chandni Chowk-Central (0.60 km [0.37 mi]) sections
were opened on 19 February 1995. Services on the entire stretch of the Metro were introduced from 27 September 1995 by bridging the 1.80 km (1.12 mi) gap with Mahatma Gandhi Road metro station in the middle.[22] In 1999-2000, the extension of Blue Line along an elevated corridor from Tollygunge to New Garia, with six stations, was
sanctioned at a cost of ₹907 crore (equivalent to ₹39 billion or US$460 million in 2023).[23] The section was constructed and opened in two phases, Mahanayak Uttam Kumar to Kavi Nazrul in 2009 and Kavi Nazrul to Kavi
opened was the 4.1 km (2.5 mi) stretch from Noapara to Dakshineswar on 23 February 2021.[13][17][25] Hooghly River Underwater metro tunnel segment The master plan of the metro corridor was made in 1971 along with the North-South Corridor, connecting the office district of Bidhannagar with the twin city and transportation hub Howrah via
another transport hub of the city, Sealdah, and the central business district Esplanade by an underwater metro line. It is a ₹4,874.6 crore (equivalent to ₹140 billion or US$1.6 billion in 2023) project, sanctioned in 2008 by Prime Minister Manmohan Singh. The foundation stone was laid on 22 February 2009 and construction started in March 2009.
[26] The autonomous Kolkata Metro Rail Corporation (KMRC) was formed to implement the project. The Government of West Bengal each had a half-share in it. Later, the Government of West Bengal pulled out from it, and the shares were transferred to the Ministry of Railways. [27]
```

```
Construction of Howrah metro station, the deepest metro station in India.[28] Currently, it is operational. East West Metro Tunnel under the Hoggley issues and delays. Some of the biggest issues were the H-piles under the Esplanade metro station and the
Bowbazar mishap. Per the 1971 master plan, the East-West Corridor was supposed to pass under Central metro station, so the square foundational beams in Esplanade were not removed. Since the Tunnel Boring Machines (TBMs) cannot cut through steel, another small tunnel was dug using New Austrian tunneling method (NATM) and the H-piles
were cut manually. This extended the tunneling process by one and a half months. [30][31][32] In September 2019, during the construction of the eastbound tunnel (from Esplanade to Sealdah), a TBM hit an aquifer under Bowbazar, causing a major collapse in the area, delaying work in that section for several months. Around 80 houses were
damaged and many buildings were declared unsafe, affecting more than 600 people. Later subsidence in the area was checked using grouting.[33][34][35] By 2011-2012, the Railway Ministry had announced plans for the construction of five new metro lines and an extension of the existing north-south corridor. These were:[36][37] Salt Lake -
Howrah Maidan (Green Line or East-West Metro Corridor) Joka - B.B.D. Bagh (Purple Line. Later to be extended till Eden Gardens) Noapara - Barasat (Yellow Line, via airport) Baranagar - Barrackpore (Pink Line) New Garia - Dum Dum Airport (Orange Line) Kavi Subhash metro station blue-orange line interchange A new four-platform interchange are larged till Eden Gardens) Noapara - Barrackpore (Pink Line) New Garia - Dum Dum Airport (Orange Line) Kavi Subhash metro station blue-orange line interchange A new four-platform interchange are larged till Eden Gardens) Noapara - Barrackpore (Pink Line) Noapara - Barrackpore
station was constructed at Noapara and Kavi Subhash. This acts as an interchange station for Blue Line with Yellow Line is running, all four platforms will be operational, whereas, from 6 March 2024, all four platforms of Kavi Subhash
will be operational.[24][38][39][40] Esplanade metro station blue-green interchange Kolkata metro system map published by Metro Railway, Kolkata on 4th May, 2023[41] The existing Esplanade metro station blue-green interchange among Blue Line, Green Line and future
Purple Line.[42][43] In 2009-2010, Blue Line underwent upgrades of services and many stations were renamed after famous personalities by then Minister of Railways Mamata Banerjee.[44] The Kolkata Metro currently operates with four lines: Blue Line, Green Line, Purple Line, and Orange Line. These lines have a total of 50
operational stations with a further 29 under construction. Blue Line or the East-West corridor, currently connects Kavi Subhash to Dakshineswar and consists of 26 stations. Green Line or the East-West corridor, currently connects Kavi Subhash to Dakshineswar and consists of 26 stations.
currently consists of 12 stations and proposals have been made to extend it from Sector-V to Teghoria. Purple Line presently connects Joka to Diamond Park and from Esplanade to Eden Gardens. Yellow Line is currently
under trials from Noapara to Jai Hind (Kolkata Airport) and under construction from Jai Hind to New Barrackpore with a planned extension till Barasat . When completed, it will have 10 stations. Orange Line currently connects Kavi Subhash to Hemanta Mukhopadhyay consisting of 5 stations. This line is under construction up to Jai Hind (Kolkata
Airport) and when finished will have a total of 24 stations. The planned network will have a total of 21 stations, further expanding the metro's reach and capacity. The planned network consists of the entirety of Pink Line;
the extension of Green Line to Teghoria and the extension of Yellow Line to Barasat. See also: List of Kolkata Metro stations and lines. Line First run Last extension Stations Length (km) Terminals Rolling stock Track gauge (mm) Power
Headway (min) Blue Line 24 Oct 1984[45] 22 Feb 2021 26 32.13 Dakshineswar Kavi Subhash ICF, CRRC Dalian 1,676 mm (5 ft 6 in) 750 V DC 6 - 15 Green Line 13 Feb 2020[46] 14 July 2022 8 9.3 Sealdah Salt Lake Sector-V BEML 1,435 mm (4 ft 8+1/2 in)[47] 15 - 20 6 March 2024 - 4 4.8 Howrah Maidan Esplanade 12 - 15 Purple Line 30 Dec
2022[48] 6 March 2024 7 7.75 Majerhat Joka ICF 1,676 mm (5 ft 6 in) 24 Orange Line 6 March 2024 - 5 5.4 Kavi Subhash Hemanta Mukhopadhyay 20 Total 50 59.38 Line Expected Completion Date Stations Length(km) Terminals Track gauge Power Executing agency Green Line 2025[49] 0 2.6 Esplanade Sealdah 1,435 mm (4 ft 8+1/2 in)[47] 750 V
DC KMRC Planned 5 6.65 Salt Lake Sector-V Teghoria Purple Line 2028-29[50] 5 7.33 Majerhat Esplanade 1,676 mm (5 ft 6 in) Rail Vikas Nigam Limited Construction to start soon[51] 1 1.7 IIM-Joka Joka Planned[52] 1 1.6 Esplanade Eden Gardens Planned 1 1.69 Diamond Park IIM-Joka Yellow Line 2025[53] 3 7.04[54] Noapara Jai Hind Metro
Railway, Kolkata 2027[55] 3 3.5[55] Jai Hind New Barrackpore Planned 10 12.40[56] Baranagar Barrackpore Planned
Year Blue Line Fully operational 32.13 26 1984 Green Line Mostly Operational 5.4 5 2024 Blue Line Partially operational 7.75 7 2022 Orange Line Partially operational 5.4 5 2024 Blue Line Partially operational 7.75 7 2022 Orange Line Partially Orange Line Par
article: Blue Line (Kolkata Metro) Blue Line has a total length of 32.13 kilometres (19.96 mi) serving 26 Kolkata Metro stations, of which 15 are underground, 9 are elevated and 2 at-grade. It uses the 5 ft 6 in (1,676 mm) broad gauge tracks. It was the first underground, railway to be built in India, with the first trains running in October 1984 and the
full stretch that had been initially planned completed and operational by February 1995. The southward extension of the Blue Line to an elevated corridor from Tollygunge to New Garia was constructed and opened in two phases, Mahanayak Uttam Kumar to Kavi Nazrul in 2009 and Kavi Nazrul to Kavi Subhash in 2010. Another extension constructed
was the 2.59 km (1.61 mi) elevated corridor from Dum to Noapara in 2013.[17][60][61] The last 4.13 km (2.57 mi) extension from Dum to Dakshineswar (6.20 km [3.85 mi]) was sanctioned and included in the 2010-2011 budget at a
cost of ₹227.53 crore (equivalent to ₹510 crore or US$60 million in 2023). The commercial operations for Dum Dum to Noapara to Dakshineswar with an interchange with Pink Line at Baranagar (2.38 km [1.48 mi]) is being executed by RVNL. This section is
opened on 23 February 2021 for general public[63] with a projected ridership of 55,000 by 2030.[64] An upgrade of the existing signalling system from Indian Railways Signalling to Communication Based Train Control was proposed by Metro Railway, Kolkata, at a cost of ₹467 crore (equivalent to ₹550 crore or US$65 million in 2023), and was sent to
Indian Railways. Work is also ongoing to upgrade its old stainless steel third rail to more modern and sustainable aluminium third rail. This could help reduce energy loss by about 84% and solve the proplem of voltage drops. This also decrease the time interval between trains to just 90 seconds from 5 minutes. Indian Railways approved the proposal,
installation work of Communication Based Train Control signal is expected to be started after conversation of third rail (which is expected to be completed within 2 years) and will be completed within 2-3 years.[65] (Esplanade to Sealdah - currently under CBTC Testing). Main article: Green Line (Kolkata Metro) See also: East West Metro Tunnel
Green Line, is the metro corridor to connect Kolkata with Howrah by an underground and 5.77 km (3.59 mi) elevated. However, the project was stalled several times due to land acquisition and slum relocation issues. A major route
realignment in 2013 increased the length to 16.55 km (10.28 mi). The elevated stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch is 5.77 km (3.59 mi) long while the underground stretch 
eastbound tunnel between Sealdah metro station and Esplanade metro station, a Tunnel boring machine hit an Aquifer at Bowbazar, causing a major collapse in the area, delaying work on that section for several months.[66] These issues have caused massive delays to the project, and foreign currency losses had led to an 80 percent cost escalation of
the project to nearly ₹8,996.96 crore (equivalent to ₹130 billion or US$1.5 billion in 2023).[67][68] Between Mahakaran and Howrah, the metro runs under the Hooghly River- the biggest and the only underwater metro tunnel in India.[29] Transfer stations with railways are located at Two major railway stations, Sealdah and Howrah. A new elevated
extension from Sector-V to Teghoria was sanctioned a distance of 5.5 km (3.4 mi) at a budget of ₹674 crore (equivalent to ₹969 crore or US$110 million in 2023) in 2016.[69] From Teghoria, passengers can take the Orange Line metro.[56] The line from Sector-V to Salt Lake Stadium was inaugurated on 13 February 2020 by the then Minister of
Railways Piyush Goyal after 11 years of construction.[70][71] Services to Phoolbagan metro station, the first underground station of the line, were extended on 4 October 2020.[72][73] The extension added 1.66 km (1.03 mi) to the existing line.[74] On July 11, 2022, this line was extended till Sealdah. On 6 March 2024, the Esplanade - Howrah Maidan
section was inaugurated by Prime Minister Narendra Modi, leaving only 2.9 km between the two functional stations, Esplanade and Sealdah has been successfully connected. As per the details, this initiative will bring
down the travel time between the two railway stations to just 11 minutes. [78] Main article: Purple Line (Kolkata Metro) Joka to Mominpur (Elevated) Corridor, Mominpur to Esplanade (Underground) Corridor Previously, the stretch from Thakurpukur to Majerhat was surveyed as a branch line of the circular railway, and a metro line from
Majerhat to Dakshineswar via Sealdah (interchange with Green Line) was planned. [12] This plan was scrapped and a new metro line from further south in Joka to BBD Bagh was sanctioned in 2010-2011 with a total length of 17.22 km (10.70 mi) at an anticipated cost of ₹2,619.02 crore (equivalent to ₹59 billion or US$690 million in 2023). Later the
route was truncated to Esplanade. The corridor runs along Diamond Harbour Road, Khidirpur Road, and Jawaharlal Nehru Road, major arterial roads of Kolkata, and has passenger interchange facilities with the Blue Line and Green line at Esplanade and Blue line at Park street. The proposed Esplanade station will not be the same as that of the Blue
Line and Green Line but a different station that will be built at B.C. Roy market ground. The line now has a new depot in Joka. Due to land acquisition problems[80] and objections from the Ministry objected that the elevated corridor would overlook the
Eastern Command headquarters at Fort William, Ordinance Depot at Mominpore. The change in alignment from elevated to underground increased the construction cost of the stretch from ₹139 crore (equivalent to ₹35 billion or US$420 million in 2023).[82] The work resumed in
several phases and new bids were invited by Rail Vikas Nigam Limited (RVNL) in April 2020.[83][84][85] It is India's first metro line to run on indigenous head hardened rails, manufactured by Jindal Steel & Power.[86] The extension of this line to IIM and Diamond Park for 2 km (1.2 mi) was sanctioned in the 2012-2013 Budget at a cost of ₹294.49
crore (equivalent to ₹555 crore or US$66 million in 2023). The work is being executed by RVNL.[87][36][56] The line has 3 phases: Joka to Diamond Park (Phase 2) Joka to Diamond Park (Phase 3) The Mominpur metro station was planned to be built across a 2500 sq. m area. However, the Ministry of Defence objected
to the elevated structure, saying that it would overlook the Ordnance depot. This forced RVNL to stall the entire project, and RVNL almost dropped the station from the plan even though it alone would have a projected 20,000 passengers during peak hours. Underground Mominpur station was also not possible due to the sharp gradient from Taratala
metro station.[88] After a series of discussions and consultations with the Ministry of Defence and Government of West Bengal in 2016, it was decided to shift the station around 1 km (0.62 mi) northward, near the Alipore Bodyguard Lines.[89] But, after a year Defence Ministry approved the Mominpur metro station in its original location as the
change in alignment would have delayed the project and budget overrun. It will be the last elevated station of the corridor.[88][90] Now, the proposed underground Khidirpur metro station is planned at the Alipore Bodyguard Lines.[91] There were also hurdles regarding clearance for tunneling under defence lands.[89] In 2020, the Defence Ministry
eased out the process as lease rent wasn't required anymore for tunneling as long the overground ownership of the land did not change. [82] On 30 December 2022 the Joka - Taratala section and on 6 March 2024, the Taratala - Majerhat section was inaugurated remotely by Honourable Prime Minister Narendra Modi, completing the 7.75 km Phase 1
stretch. On 12 January 2025, it was reported that Metro authorities decided to extend the line to Eden Gardens instead of Esplanade to facilitate commuters and connect Strand Road, BBD Bag and Calcutta High Court. [92] Subsequently, in March 2025 railways sanctioned ₹1,000 crore (equivalent to ₹19 billion or US$220 million in 2023) for the
extension.[93] Main article: Yellow Line (Kolkata Metro) The work of integrating the Circular Railway from Dum Dum Cantonment to Biman Bandar into a 6.249 km (3.883 mi) new metro line from Noapara to Netaji Subhash Chandra Bose International Airport was sanctioned in the 2010-2011 budget.[56] The cost of the project is ₹184.83 crore
(equivalent to ₹415 crore or US$49 million in 2023). An eastward extension from Biman Bandar to Barasat over 10.627 km (6.603 mi)[56] was also sanctioned and included in the 2010-2011 budget. The cost of the project is ₹2,397.72 crore (equivalent to ₹49 billion or US$580 million in 2023). The work on this project from Noapara to Barasat is
being executed by Metro Railway, Kolkata.[94] Due to multiple delays and hurdles, the total cost of the project had grown to ₹4,829.57 crore (equivalent to ₹65 billion or US$760 million in 2023).[95] Following an objection from the Airports Authority of India (AAI), the route was further reworked. Instead of using the Circular Line's Jessore Road and
Biman Bandar railway station, Jessore Road and Jai Hind metro station were planned at-grade and underground till Barasat after Prime Minister Narendra Modi's approval[96] which was till New Barrackpore earlier. As of 2024, the construction work has started from the airport to New
Barrackpore underground link, and the bidding for the New Barrackpore to Barasat line extension is expected to start. Main article: Pink Line (Kolkata Metro) The Pink Line is the northward extension from Baranagar to Barrackpore [12.45 km (7.74 mi)]. It was sanctioned at a cost of ₹2,069.6 crore (equivalent to ₹46 billion or US$550 million in
2023) in the 2010-2011 budget. This line was meant to enable a quick commute from the northernmost suburbs to South Kolkata. The work corridor is being executed by RVNL. As of May 2021, no physical construction has commenced, and the project has been stalled as metro construction would affect the water pipelines along Barrackpore Trunk
Road.[97] To avoid this, another proposal was made to continue this line through the Kalyani Expressway. Eleven metro stations were planned on this route.[36] Main article: Orange Line (Kolkata Metro) A connection between New Garia and Netaji Subhas Chandra Bose International Airport (29.87 km [18.56 mi])[56] via EM Bypass, Salt Lake and
Rajarhat-New Town was sanctioned to reduce travel time between the southern fringes of Kolkata and the airport. Work on this line was inaugurated by the then Railway Minister Mamata Banerjee on 7 February 2011 with a project deadline of six years. [98] The link between Kavi Subhash and Jai Hind, to be set up at a cost of ₹4,259.50 crore
(equivalent to ₹50 billion or US$590 million in 2023),[99] will have 24 stations with the terminal Jai Hind metro station will also have a stabling yard, and will be the largest underground facility in the country.[101] This line will have
interchanges at Kavi Subhash (with Blue line); Salt Lake Sector V (with Green line) and Teghoria/VIP Road (again with Green line).[36][56] In July 2020, bids were invited by RVNL to complete the sections left due to various reasons and hurdles.[102][103] Initially, the Jai Hind metro station was planned to be elevated. However, the AAI objected that
the elevated stretch up to the airport might pose a threat to aircraft, so the route was further reworked and the station was shifted underground, 150 m from the Airport terminal building.[104][105] As per another revised plan, this line will continue till Barasat and the Yellow line would terminate at Jai Hind. There are also possibilities that Jai Hind
metro station would serve as a junction of three lines, i.e. Noapara-Jai Hind, Kavi Subhash-Jai Hind, and Jai Hind-Barasat.[104][105] On 6 March 2024, the Kavi Subhash-Hemanta Mukhopadhyay section was inaugurated, completing the 5.4 km Phase 1 stretch.[38][39] In 2012, RITES, surveyed 16 new routes for connecting the suburban areas to the
city. The key routes were:[106] Majerhat to Ruby via Kalighat and Ballygunge Basirhat to Tollygunge New Garia to Haroa via Bhangar Joka to Mahanayak Uttam Kumar via Thakurpukur New Garia to Canning via Baruipur along with EM Bypass Joka to Diamond Harbour Road (Purple Line extension) Barasat to Barrackpore via
SH-2 (Yellow Line extension) Barrackpore to Kalyani via Kalyani Expressway (Yellow Line/ Pink Line extension) Madhyamgram to Barrackpore via Sodepur Road and Kalyani Expressway Branch line of Green Line from Karunamoyee to Kolkata station Howrah Maidan - Shalimar - Santragachi (Green Line extension)[107][108] Santragachi to
Dhulagarh (Green Line extension) Howrah Maidan to Dankuni via Ichapur Road and Benaras Road Howrah Maidan to Srirampore and Chandannagar via Dankuni, National Highway 2 Howrah Maidan to Belur The Times of India published in a news article about the extension plan of a new line of Kolkata metro throughout Basirhat. In future, a third
Metro line will emerge out of the Kavi Subhash metro station, when the Baruipur-Basirhat Metro line is sanctioned. [109] Since the formation of the Metropolitan Transport Project (MTP) in 1969, Kolkata Metro has always been under the Indian Railways. On
29 December 2010, Metro Railways, Kolkata, became the 17th zone of the Indian Railways, completely owned and funded by the Government of West Bengal and the Government of India, as the implementing agency of the East-West Corridor, later
majority shares were transferred to Indian Railways. In July 2019, the operation of Green line was handed over to Metro Railway, Kolkata Ministry of Railways (India) Blue Line, Purple line, Orange Line Kolkata Metro Rail Corporation Ministry of Railways (India) Green Line Map showing
the whole route of green lineDisplay showing upcoming station details and ETA Display on platforms Originally, There are a total of 358 services every day.[112] But, the services and timings were changed due to the COVID-19 pandemic and as of November 2024, it operates between 06:50 and 22:40 IST.[113] Trains operate at an average speed of
23 km/h (14.29 mph) and stop for about 10 to 20 seconds at each station, depending on the crowd.[114] All stations have display boards showing the terminating station, current time, scheduled time of arrival and estimated time of arrival of trains in Bangla, Hindi and English. Digital countdown clocks are also present in the stations.[115][116] The
coaches of blue and green line have line route-maps and all line have speakers and displays, which provide details of upcoming stations in the three languages.[117][118][119] Navigation information is available on Google Maps.[120] Kolkata Metro has launched its own official mobile app 'Metro Ride Kolkata' for android & iOS smartphone users
which provides information regarding station, train timing, fare and has online smart card recharge facility along with mobile QR code ticketing.[121] In 2008, the Kolkata Metro Railway experimented with the practice of reserving two entire compartments for women. This system was found to be ineffective and caused inconvenience for a lot of
commuters (including women) and the plan was dropped. [122] Now, certain sections of seats in each compartment are reserved for women, senior citizens and the physically challenged, and the two middle seat sections, between the general
seat sections on each side, are reserved for women.[123][124][125] Kolkata Metro fare chart on Mahakaran metro station The fare is based on the predetermined distance formulas. Kolkata Metro fare chart on Mahakaran metro station The fare is based on the predetermined distance formulas. Kolkata Metro fare chart on Mahakaran metro station The fare is based on the predetermined distance formulas.
7.1¢ US in 2023) to ₹25 (equivalent to ₹35 or 41¢ US in 2023), for Furple Line, the fare range from ₹5 (equivalent to ₹4 or 28¢ US in 2023) and Orange line fare range is from ₹5 (equivalent to ₹6.00 or 7.1¢ US in 2023) to ₹30 (equivalent to ₹35 or 41¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹40 or 7.1¢ US in 2023) to ₹30 (equivalent to ₹40 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to ₹50 or 7.1¢ US in 2023), for Purple Line, the fare range from ₹5 (equivalent to
\stackrel{7}{\sim}6.00 or 7.1¢ US in 2023) to \stackrel{7}{\sim}20 (equivalent to \stackrel{7}{\sim}24 or 28¢ US in 2023).[126] Metro token After using the magnetic ticketing strip system from 1984 to 2011, Kolkata Metro introduced Radio-Frequency Identification (RFID) tokens by Centre for Railway Information Systems (CRIS) in partnership with Keltron in August 2011. The old magnetic strip
reader gates were replaced with new RFID readers.[127][128] The gates are AFC types of gates. These tokens are touched on the machine to exit from the destination, while to exit from the destination, while to exit from the destination, while to exit from the machine to enter the station, while to exit from the destination, and the machine to exit from the destination station, while to exit from the destination station, and the machine to exit from the destination station, and the machine to exit from the destination station, and the machine to exit from the destination station, and the machine to exit from the destination station, and the machine to exit from the destination station, and the machine to exit from the destination station, and the machine to exit from the destination station, and the machine to exit from the destination station and the machine to exit from the destination station.
stopped giving token to passenger, as it was getting stolen. For this QR code ticket is now permanent. The Kolkata Metro has introduced a QR code ticket is now permanent. The Kolkata Metro has introduced a QR code ticket is now permanent. The Kolkata Metro has introduced a QR code ticket is now permanent. The Kolkata Metro has introduced a QR code ticket is now permanent. The Kolkata Metro has introduced a QR code ticket is now permanent. The Kolkata Metro has introduced a QR code ticket is now permanent.
code tickets for seamless travel. Screenshot of Kolkata Metro's QR ticket from Howrah Maidan to Howrah Metro Commuters can also opt for mobile QR code tickets via the Metro Ride Kolkata app, available on both Google Play Store and iOS App Store. Only one person can use a mobile ticket at a time. Users have the option to take a screenshot of
the QR code ticket for easy access during travel. Additionally, the app offers a smart card recharge feature, allowing passengers to top up their metro cards digitally. The balance can then be updated at any Add Value Machine (AVM) located in metro stations. The app also provides real-time metro route and timing information, further enhancing the
commuting experience. After introducing RFID tokens, Kolkata metro introduced a Smart Card service provided by CRIS.[127] Earlier, four different types of smart cards were used: Minimum Multi Ride (MMR), Limited Multi Ride (MM
single type of Smart Card (General Smart Card (General Smart Card - II). There is a compulsory refundable security deposit of ₹60 (equivalent to ₹71 or 84¢ US in 2023). The card is common for both the Blue line and the Green line.[129][130]
[131] Online smart card recharge facility was launched on 1 July 2020.[132][133] These smart cards are not required to be recharged if the previously recharged money is already spent. Two new types of Tourist Smart Cards were
also introduced (Tourist Smart Card - I and Tourist Smart Card - II). This type of smart card is for tourists and has unlimited rides. They cost ₹250 (equivalent to ₹650 or US$7.70 in 2023), valid for three days. A security deposit of ₹60 (equivalent to ₹71 or 84¢ US in 2023) is also
charged.[130] See also: Durga Puja The metro railway runs special night-long services during Durga Puja (Maha Saptami to Maha Navami) to help people travel faster and more conveniently for pandal-hopping. The services start at 13:00 and operate till 04:00 the next day. Pre-puja services are also run.[134][135][136] Platform screen door at Saltana and more conveniently for pandal-hopping.
Lake Stadium metro station All stations are equipped with closed-circuit cameras, metal detectors and baggage scanners. The Railway Protection Force provides security on the premises. [137][138] Smoking is strictly prohibited in the metro premises. The Railway Protection Force provides security on the premises.
underground stations, respectively.[27] All stations have televisions that broadcast news and songs.[139] WiFi was introduced at Park Street and Maidan metro station in 2016. Gradually, it was expanded to all the stations. The service is provided by Reliance Jio.[140][141] Most stations have services such as ATMs, food outlets, and chemist stalls. To
metro system in India. 2,465 travel by every Metro train in Kolkata against 1,110 in Delhi metro. Kolkata Metro carries around 700,000 people daily.[144] The daily and annual ridership figures. During the 2019 Durga Puja, there was a
record ridership of 922,000.[145][61] Kolkata Metro Approximate Daily Ridership (Last 30 Years) Year Ridership 1995-96 118,564(+122.2%) 1996-97 171,468(+44.6%) 2001-02 210,019(+8.6%) 2002-03 211,926(+0.9%) 2003-04
                                                                                                                    3,30,471 2008 - 2009 1265.37 3,46,677 2009 - 2010 1369.74 3,75,271 2010 - 2011 1590.64 4,35,792 2011 - 2012 1674.48 4,58,762 2012 - 2013 1882.98
 wise for the year 2024-2025 (01 Apr 2024 to 31 Mar 2025): [155] Blue Line 1.41 crore Green Line 2.80 crore (Line 1.41 crore + Line 2.80 crore) Purple Line 2.80 crore (Line 1.41 crore + Line 2.80 crore) Purple Line 2.80 crore) Purple Line 2.80 crore (Line 2.80 crore) Purple Line 2.80 crore) Purple Line 2.80 crore) Purple Line 2.80 crore) Purple Line 2.80 crore (Line 2.80 crore) Purple Line 
These are operational only in Blue line since 2010. ICF\MEDHA rakes. These are operational only in Blue line since 2020. Main article: List of Kolkata Metro depots and yards
There are 5 operational depots now. The Noapara, Tollygunge and New Garia depot serve the Blue Line, while the Central Park depot serves the Breen Line, while the Central Park depot serve the Blue Line, while the Central Park depot at Airport are under construction
[160][104][161] Kolkata Metro has 50 operational stations, of which 21 are underground, 26 are elevated and 3 are at grade. Currently, Noapara is the largest metro station in the system and it will be the interchange station for the Blue Line and Yellow Line. Howrah metro station is the deepest metro station in India.[42] The standard length of
 platforms in Kolkata Metro is 170 m. The metro stations of Gitanjali and Netaji have the shortest platforms of 163 m.[162] The average length between Central and Chandni Chowk, and the longest distance is 2.38 km (1.48 mi) between Noapara and
Interlocking has been provided at Noapara depot to facilitate the prompt withdrawal and injection of rakes and to perform shunting operations inside the car shed for maintenance purposes. The Train Protection and Warning System (TPWS) is provided throughout the Metro Railway. It is designed to prevent collisions caused by human (operator)
error. [163] A Train Describer System and Auto Train Charting are utilized to assist the operation control center in monitoring and planning train movements in real-time. An Integrated Power Supply System and microprocessor-based Data Logger System and planning train movements in real-time. An Integrated system and planning train movements in real-time.
US$65 million in 2023) and the proposal was sent to Indian Railways, so that time interval between trains can be decreased to just 90 seconds from 5 minutes. In August 2019, Indian Railways gave the go-ahead to the proposal, and installation work is supposed to be complete within 2-3 years.[65] Unlike the previous line, the Green line adopted a
more advanced CBTC system. It has cab signalling and a centralised automatic train control system consisting of automatic operation, protection, and signalling equipment includes an integrated system with fibre optic cable, SCADA, radios, and a
local announcement. Train PA systems are controlled by the motormen for announcements to passengers on the particular train.[171] Since the Kolkata Metro was constructed in the 1970s, there were some technical limitations. Due to the tunnel dimensions, and being under Indian Railways, Kolkata Metro opted for an Indian metre gauge shell (2.7
m width) mounted upon 1,676 mm (5 ft 6 in) broad gauge bogies. The rakes have to be custom built and require a special assembly line involving additional costs thus limiting the options for rake manufactured by ICF, which lacked the pre-requisite knowledge for manufactured
non-air-conditioning rakes. The 3000 and 4000 series rakes were faulty and delivered without any trials. In addition, Indian Railways signaling is used instead of European signaling. All of these factors have led to snags, delays, and accidents.[173][verification needed] Unlike Delhi Metro, Kolkata Metro is owned and operated
by Indian Railways instead of an autonomous body, and it relies solely on Indian Railways for every decision, from funding to route realignment. [175][176] In densely populated areas, there are no free spaces left to build elevated metro tracks and stations. As a result, underground systems are constructed in these areas. However, the construction of
an underground metro tunnel in the Bowbazar area has caused cracks in the houses of many residents. Consequently, the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people, leading to massive delays and slow development in the construction of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro authority had to evacuate the people of the metro author
transit in India List of rapid transit systems List of metro systems List of suburban and divisions of Indian Railways ^ "APAC Media | Connecting, Changing". 2 April 2025. ^ "METRO CARRIED 21.81 CRORE PASSENGERS IN 2024-25". Metro Railway, Kolkata Press Release. 2 April 2025. Retrieved 2
April 2025. ^ "Metro Railway Kolkata / Indian Railways Portal". mtp.indianrailways.gov.in. Archived from the original on 1 June 2019. Retrieved 29 July 2020. ^ "KOLKATA METRO NETWORK EXPANDED BY 25.34 KM SINCE 2014, ANOTHER
August 2014). "Metro missed the train to Piccadilly". The Telegraph. Archived from the original on 22 August 2020. Retrieved 8 August 2014. "The Print. Archived from the original on 30 March 2020. Retrieved 8 August 2014."
2020. ^ a b "Kolkata Metro Rail Corporation Ltd". Kmrc.in. Archived from the original on 2 June 2017. Retrieved 27 January 2016. ^ a b "Metro Railway - Kolkata, Route Map". 9 December 2004. Archived from the original on 9 December 2004. Retrieved 16 May 2020. ^ a b c d "Brief History of Construction of Metro Railway Kolkata"
mtp.indianrailways.gov.in. 15 January 2020. Archived from the original on 17 February 2019. Retrieved 20 May 2020. ^ "Metro Railway, Kolkata's". Business Standard India. Archived from the original on 30 December 2014. Retrieved 15 May 2020. ^ "Metro Railway, Kolkata's".
kolmetro.com. 10 September 2007. Archived from the original on 10 September 2007. Retrieved 30 May 2020. ^ a b Ghosal, Mainak (January 2018). "Challenges faced(then & now)during Kolkata Metro Construction - A Study". Structural Engineering Digest. Archived from the original on 22 August 2020. Retrieved 15 July 2020. ^ a b c d "Metro
Railway, Kolkata, the confluence of culture, technology and eco-friendliness". mtp.indianrailways.gov.in. 13 March 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original on 5 July 2019. Retrieved 20 May 2020. Archived from the original original on 5 July 2019. Retrieved 20 May 2020. Archived from the original or
February 2020). "West Bengal: Three drivers on roster to steer the first train". The Times of India. Retrieved 22 September 2021. ^ Kolkata Old Map.jpg "Archived copy". Archived copy". Archived from the original URL status unknown (link) Lt
Col Mark Wood's Map of Kolkata in 1784-85 showing the extent of the Maratha Ditch ^ Saha, Gouranga Prasad; Chaudhary, P.R. (1995). Calcutta Metro - Construction by 'Cut and Cover' and 'Shield Tunneling' Methods. Archived from the original on 22 August 2020. Retrieved 20 May 2020. ^ "Kolkata Metro on a Reform Roadmap".
mtp.indianrailways.gov.in. 4 December 2019. Archived from the original on 19 August 2013. Retrieved 10 May 2020. a b Chakraborty, Ajanta (25 December 2012). "From April, fly to Naoapara from Garia in 54 mins flat". The
Times of India. Archived from the original on 22 August 2020. A "Hindustan Times - Archived from the original on 10 October 2007. A a b c "Review of India. Retrieved 8 March 2022. The Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times of India. Retrieved 8 March 2022. A "Hindustan Times o
annual report and audited accounts of kolkata metro rail corporation limited (KMRCL) for the year 2016-17" (PDF). kmrc. Archived (PDF) from the original on 9 December 2019. "India's deepest Metro station comes up 30 m below Howrah railway station". The Times of India. Archived
from the original on 2 September 2019. Retrieved 23 May 2020. ^ a b "Kolkata Metro's TBM S639 Crosses Halfway Mark Under Hooghly". The Metro Rail Guy. 5 May 2017. Retrieved 14 February 2023. ^ Chakraborty, Ajanta (14 April 2018). "Kolkata metro: Kolkata metro: Kolkata metro: Kolkata metro tunnel boring hits steel wall at Esplanade". The Times of India. Archived from
the original on 22 August 2020. Retrieved 3 June 2020. ^ Shukla, Darshana (6 August 2018). "Kolkata Metro | KMRCL plans microsurgery to solve E-W
metro hurdle". Metro Rail News. Archived from the original on 3 June 2020. A gune 2020. A gune 2020. Subhajoy (6 August 2019). "Underground wall to halt subsidence in Bowbazar". The Telegraph. Archived from the original on 9 September 2019. Retrieved 16 May 2020.
tunnel hits water body". The New Indian Express. 6 September 2019. Archived from the original on 3 June 2020. A gives compensation to evacuated families". The Statesman. 8 September 2019. Archived from the original on 3 June 2020. A gives compensation to evacuated families. The Statesman. 8 September 2019. Archived from the original on 3 June 2020. A gives compensation to evacuated families.
sanctioned". mtp.indianrailways.gov.in. 8 May 2014. Archived from the original on 17 February 2019. Retrieved 19 May 2020. "Kolkata: Work on fast track as East-West Metro eyes new links in next two years | Kolkata News - Times of India. 10 June 2019. Archived from the original on 10 June 2019. Retrieved 10 June 2019. "a
b "Kolkata Metro Update: Commercial services on newly-launched sections to start in 7-10 days, says official". Financial express. 7 March 2024. A etrieved 8 March 2024. A etrieved 9 March 2024. A 
Metro section (part of Joka- Esplanade line)". Odisha Diary. 29 December 2020. Retrieved 7 March 2024. ^ "Kolkata Metro Commissioned 3rd Platform At Noapara on Friday". Kolkata Metro Commissioned 3rd Platform At Noapara on Friday". Kolkata Metro Commissioned 3rd Platform At Noapara on Friday".
Retrieved 20 May 2020. ^ mtp.indianrailways.gov.in . Retrieved 6 February 2025. {{cite web}}: Missing or empty |title= (help) ^ a b Chakraborty, Ajanta (13 August 2019). "India's deepest Metro station comes up 30 m below Howrah railway station". The Times of India. Archived from the original on 2 September 2019. Retrieved 20 May 2020. ^
Sanjay Mandal (2 January 2020). "East West Metro design in last leg". The Telegraph. Archived from the original on 2 August 2020. Setrieved 20 May 2020. Jayanta Gupta (6 July 2017). "Metro prepares completion calendar for
city projects". The Times of India. Archived from the original on 4 April 2019. Retrieved 29 July 2020. ^ Chakraborty, Ajanta; Gupta, Jayanta (5 February 2020). "Kolkata Metro: 8am on Valentine's Day; Your date with East-West Metro". The Times of India. Archived from the original on 5 February 2020. Retrieved 5 February 2020. ^ a b Ajanta
Chakraborty (4 February 2020). "On track: First phase of East-West Metro to roll out on February 2020. A "Expect East-West full run by next full run by next
puja, say Metro engineers". The Times of India. 22 October 2024. A "Furple Line gets green signal for IIM-Joka stn". The Times of India. 23 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 23 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 23 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 23 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 23 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 24 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 25 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 26 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 27 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 28 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 29 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 29 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 29 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 2024. A "Purple Line gets green signal for IIM-Joka stn". The Times of India. 20 November 20 Nove
 "Rlys sanctions 1k cr for Eden Gardens metro stn". Retrieved 11 March 2025. ^ "Airport metro dream may come true in March". The Times of India. 22 October 2024. Retrieved 23 October 2024. A "Noapara-Airport Metro in Kolkata Completes First Trial Run Successfully". www.constructionworld.in. Retrieved 5 February 2025. ^ a b "After airport
clearance, metro goes ahead with Birati extension". The Times of India. 6 August 2024. ISSN 0971-8257. Retrieved 5 February 2025. ^ a b c d e f g "New System Map of Kolkata Metro". mtp.indianrailways.gov.in. 5 December 2019. Archived from the original on 5 September 2019. Retrieved 17 May 2020. ^ "Budget boost: Metro eyes full Orange Line
ops by March '25". The Times of India. 26 July 2024. Retrieved 23 October 2024. A grant of India. 19 October 2024. Retrieved 23 October 2024. News18.
Retrieved 19 August 2024. ^ "Milestone". mtp.indianrailways.gov.in. 4 December 2019. Archived from the original on 5 July 2019. Retrieved 27 September 2019. Archived from the original on 27 September 2019. Retrieved 27 September 2019. ^
"Bengal has made up its mind for 'poriborton', says PM Modi in Hooghly". business-standard.com. 22 February 2021. Archived from the original on 24 November 2020.
upgrade". The Telegraph. Archived from the original on 3 November 2019. Retrieved 9 May 2020. "18 buildings damaged as Kolkata Metro tunnel-borer 'hits aquifer' - Times of India. 2 September 2019. Retrieved 9 May 2020. September 2019. Retrieved 2 March 2020. September 2019. Retrieved 9 May 2020. Under 2016 and India. 2 September 2019. Retrieved 9 May 2020. September 2019. Septemb
cost to shoot up to nearly Rs 9,000 cr". Business Standard India. Archived from the original on 19 August 2016. Retrieved 17 May 2020. ^ "Mixed bag for
Bengal in Railway Budget 2016; Kolkata gets new Metro route". 25 February 2016. Archived from the original on 27 September 2016. Archived from the original on 3 February 2020. Retrieved 3 February 2016. Archived from the original on 3 February 2020. Retrieved 3 February 2016.
2020. ^ "First underwater metro to begin services in Kolkata from February 2020. Retrieved 29 July 2020. ^ "Kolkata to get first underground metro station in 25 years". livemint. 4 October 2020. Archived from the original on 4 October 2020. Retrieved 4 July 2020. ^ "Kolkata to get first underground metro station in 25 years". livemint. 4 October 2020. Archived from the original on 4 October 2020. Retrieved 4 July 2020. ^ "Kolkata to get first underground metro station in 25 years". livemint. 4 October 2020. Archived from the original on 4 October 2020. Retrieved 4 July 2020. ^ "Kolkata to get first underground metro station in 25 years". livemint. 4 October 2020. Archived from the original on 4 October 2020. Retrieved 4 July 2020. ^ "Kolkata to get first underground metro station in 25 years". livemint. 4 October 2020. Archived from the original on 4 October 2020. Retrieved 4 July 2020. ^ "Kolkata to get first underground metro station in 25 years". livemint. 4 October 2020. Archived from the original on 4 October 2020. Archived from the original origi
Patrika. 4 October 2020. Archived from the original on 29 May 2021. Retrieved 8 October 2020. ^ "Metro Railways Portal". mtp.indianrailways.gov.in. Retrieved 8 March 2024. ISSN 0971-8257. Retrieved 8 March 2024.
 "Metro Railway Kolkata / Indian Railways Portal". mtp.indianrailways.gov.in. Retrieved 8 March 2024. ^ "Kolkata Metro to suspend trains on THESE 2 important routes for 45 days?". ET Now. 13 January 2025. Retrieved 13 January 2025. Netrieved 13 January 2025. Netrieved 13 January 2025. Metro links Howrah, Sealdah stations; travel time to reduce to 11 minutes". India Today. 12 January 2025.
2025. Retrieved 13 January 2025. ^ NANDI, SOUMITRA (30 January 2020). "Inability to procure land for depot leaves RVNL unsure of Joka-BBD Bag Metro's 1st phase commencement". www.millenniumpost.in. Archived from the original on 31 January 2020. Retrieved 17 May 2020. ^ "580 crore sanctions to build Joka-BBD Bag Metro depot - Rail
Analysis India". 18 June 2019. Archived from the original on 18 June 2019. Retrieved 17 May 2020. ^ a b Bandyopadhyay, Krishnendu (1 March 2019). "Work
begins at Joka Metro depot, wall built". The Times of India. Archived from the original on 22 August 2020. Retrieved 17 May 2020. Retrieved 17 May 2020. The Times of India. Archived from the original on 16 May 2020. Retrieved 17 May 2020. The Times of India. Archived from the original on 16 May 2020. Retrieved 17 May 2020. The Times of India. Archived from the original on 16 May 2020. The Times of India. Archived from the original on 16 May 2020. The Times of India. Archived from the original on 16 May 2020. The Times of India. Archived from the original on 16 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the original on 20 May 2020. The Times of India. Archived from the Original on 20 May 2020. The Times of India. Archived from the Original on 20 May 2020. The Times of India. Archived from the Original on 20 May 2020. The Times of India. Archived from the Original on 20 May 2020. The Times of India. 
Bids for Kolkata Metro Line-3's Joka Depot". The Metro Rail Guy. 28 April 2020. Archived from the original on 22 August 2020. Retrieved 17 May 2020. Archived from the original on 12 August 2020. Retrieved 17 May 2020. Archived from the original on 12 August 2020.
Retrieved 12 August 2020. ^ Chakraborty, Monotosh (10 July 2010). "Joka-Eplanade Metro on the anvil". The Times of India. Archived from the original on 20 February 2017.
Retrieved 17 May 2020. ^ a b Byandhopadhyay, Krishnendu (17 April 2016). "Kolkata's Mominpore station jinx broken, Joka-BBD Bag Metro rises again". The Times of India. Archived from the original on 31 January 2017. Retrieved 18 May 2020. ^ "RVNL invites bids for consultancy services for Kolkata Metro extension". Urban Transport News. 19
July 2019. Archived from the original on 22 July 2019. Retrieved 18 May 2020. Chakraborty, Ajanta (14 December 2020). "Kolkata metro plans to extend
 Joka-Esplanade Purple Line to Eden Gardens". Times of India. 11 March 2025. Statesman. Archived from the original on 9 June 2012. Sundary 2025. "Dum Dum-Barrackpore Metro project awaits state nod". The Statesman. Archived from the original on 9 June 2012.
 Retrieved 7 July 2012. ^ Mandal, Sanjay (7 December 2018). "Airport-Barasat metro line back to life". The Telegraph. Archived from the original on 2 November 2011. "PM nod for underground Metro averts eviction". The Telegraph. Archived from the original on 13 April 2021. Retrieved
(4 February 2021). "Kolkata: In election year, four Metro links get Rs 2,263 crore boost". The Times of India. Archived from the original on 13 April 2021. Retrieved 13 April 2021. Archived from the original on 30 March 2018. Retrieved 10 May 2020. Cupta, Jayanta (28 July 2018)
 "Airport Metro yard to be country's largest underground facility". The Times of India. Archived from the original on 2 August 2018. Retrieved 10 May 2020. Shah, Narendra (4 July 2020). "Railway Board approves Rs 527 crore for Kolkata Metro Line 6 corridor". Metro Rail News. Archived from the original on 8 July 2020. Retrieved 7 July 2020. "
Khare, Anushka (12 June 2020). "ITD bags balance civil work contract of Kolkata Metro's Airport Line". Urban Transport News. Archived from the original on 7 July 2020. a b c Mandal, Sanjay (21 April 2019). "Metro hub 150 m from Calcutta airport". The Telegraph. Archived from the original on 22 April 2019. Retrieved 16
May 2020. ^ a b Mandal, Sanjay (2 April 2012). "Track tweak for airport link". Archived from the original on 30 August 2017. Retrieved 13 December 2018. ^ Rupak Banerjee (2
December 2016). "2017 start for Howrah EW Metro". The Times of India. Archived from the original on 28 November 2018. Archived from the original on 30 July 2019. Retrieved 29 July 2020. ^ "Sneak peek into Kavi Subhas station, Kolkata's first
rapid transit hub". The Times of India. Bennett, Coleman & Co. Ltd. 9 February 2023. Retrieved 14 March 2025. Sanjay Mandal (18 July 2019). "East-West load on struggling Metro". The Telegraph. Archived from the original on 23 July 2019. Retrieved 20 May 2020. Sanjay Mandal (18 July 2019). "East-West load on struggling Metro". The Times of India. 29
December 2010. Archived from the original on 4 November 2012. Retrieved 29 December 2010. ^ "First/last train". mtp.indianrailways.gov.in. 12 April 2021. Archived from the original on 21 April 2021. Retrieved 13 April 2021.
 2021. ^ Chakraborty, Ajanta; Gupta, Jayanta (5 February 2020). "Kolkata Metro: 8am on Valentine's Day; Your date with East-West Metro". The Times of India. Archived from the original on 5 February 2020. Active drom the original on 5 February 2020. Retrieved 17 May 2020. Active drom the original on 5 February 2020.
22 August 2020. Retrieved 24 May 2020. ^ Subhro Niyogi (16 February 2019). "Metro timetable to remain but boards to display dynamic ETA". The Times of India. Archived from the original on 22 August 2020. ^ Ramachandran, M. (3 November 2011), "East-West Metro in Kolkata", Metro Rail Projects In India, Oxford
University Press, pp. 85-100, doi:10.1093/acprof:oso/9780198073987.003.0005, ISBN 978-0-19-8073987.003.0005, ISBN 978-0-19-807398.0005, ISBN 978-0-19-807
The Indian Express. 14 February 2020. Archived from the original on 27 July 2020. Archived from the original on 8 July 2020. Archived from the original on 8 July 2020. Archived from the original on 8 July 2020. The Indian Railways Schedules, Updated Bus and Metro Routes for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the original on 8 July 2020. The Indian Railways Schedules, Updated Bus and Metro Routes for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the original on 8 July 2020. The Indian Railways Schedules, Updated Bus and Metro Routes for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the original on 8 July 2020. The Indian Railways Schedules, Updated Bus and Metro Routes for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the original on 8 July 2020. The Indian Railways Schedules, Updated Bus and Metro Routes for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the original on 8 July 2020. The Indian Railways Schedules, Updated Bus and Metro Routes for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the original on 8 July 2020. The Indian Railways Schedules, Updated Bus and Metro Routes for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the original on 8 July 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the Original on 8 July 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2015. Archived from the Original Original on 8 July 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2020. The Indian Railways Schedules for 8 Cities. NDTV Gadgets 360. 12 May 2020. The Indian Railways Schedules
25 September 2024. {{cite web}}: Missing or empty | title= (help) ^ a b "Existing Features". www.mtp.indianrailways.gov.in. 15 January 2020. Archived from the original on 6 August 2013. ^ "Why we must still reserve seats for women on public transport". citizenmatters. 5 October 2017. Archived from the original on 21 June
2020. Retrieved 20 May 2020. ^ "Big cheer for commuters! First phase of Kolkata Metro East-West Corridor opens; top 10 salient features". The Financial Express. 14 February 2020. Archived from the original on 15 February 2020. Archived from the original o
Wayfarer". www.orangewayfarer.com. 13 October 2018. Archived from the original on 2 August 2020. ^ "Metro Railways Portal". mtp.indianrailways.gov.in. Archived from the original on 8 July 2019. Retrieved 28 February 2020. ^ a b Jayanta (31 July 2011). "Smart cards, tokens to replace Metro
tickets today". The Times of India. Archived from the original on 22 August 2020. Retrieved 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph. Archived from the original on 3 March 2020. ^ Sanjay Mandal (10 May 2011). "A token ride on the Metro". The Telegraph (10 May 2011). "A token ride on the Metro". The Telegraph (10 May 2011). "A token
www.outlookindia.com/outlooktraveller. 14 February 2020. Archived from the original on 5 July 2019. Retrieved 18 May 2020. ^ "For passenger convenience, Kolkata Metro introduces information
in Bengali on smart cards". The Financial Express. 8 May 2018. Archived from the original on 9 July 2020. Retrieved 7 July 2020. Retrieved 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "Kolkata Metro Web Based Card Recharge System". mtp.indianrailways.gov.in. 1 July 2020. A "K
of India. Archived from the original on 1 July 2020. Retrieved 1 July 2020. MP, Team (19 September 2019). "Kolkata Metro to run night-long Service During Durga Puja".
NDTV.com. 3 October 2018. Archived from the original on 11 August 2019. Retrieved 19 May 2020. ^ "Kolkata metro: Kolkata metro to install x-ray baggage scanners". Daily News and
Analysis. 5 October 2012. Archived from the original on 19 October 2012. Archived from the original on 17 February 2020. Archived from the original on 18 January 2020.
Advertising Media & Marketing News - exchange4media. 29 May 2017. Archived from the original on 22 August 2020. Archived from the original on 22 August 2020. Retrieved 18 May 2020. Three Wi-Fi at Metro
stations". The Telegraph. 14 October 2015. Archived from the original on 22 August 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. May 2020. May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Retrieved 24 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Retrieved 18 May 2020. Archived from the original on 9 July 2019. Archived from the original original on 9 July 2019. Archived from the original original original original original original original original original origin
mtp.indianrailways.gov.in. 11 September 2019. Retrieved 24 May 2020. ^ "Metro Services". mtp.indianrailways.gov.in. Archived from the original on 6 December 2019. Retrieved 19 May 2020. ^ "Metro Services". mtp.indianrailways.gov.in. Archived from the original on 12
August 2019. Retrieved 19 May 2020. ^ "Comprehensive Mobility Plan Back to Basics Kolkata Metropolitan Area" (PDF). Archived (PDF) from the original on 2 April 2013. Retrieved 19 May 2020. ^ "Performance of the Metro Railway, Kolkata for 2010-11" (PDF). indianrailways.gov.in. Archived (PDF) from the original on 2 April 2013. Retrieved 19 May 2020.
May 2020. ^ "Performance of the Metro Railway, Kolkata for 2009-10" (PDF). indianrailways.gov.in. Archived (PDF) from the original on 23 August 2014. Retrieved 19 May 2020. ^ Singh, Shiv Sahay (20 March 2020). "Sharp fall in Kolkata Metro traffic". The Hindu. ISSN 0971-751X. Archived from the original on 21 March 2020. Retrieved 19 May
2020. A Hossain, Shaheryar (23 November 2020). "Over 1 Lakh passengers avail Metro services on Nov 18". millenniumpost. Archived from the original on 27 November 2021. Chakraborty, Ajanta (8 August 2021). "Kolkata: Metro footfall crosses 2 lakh mark in 3 weeks". The Times of India. Retrieved 11 August 2021.
Ajanta Chakraborty (22 December 2021). "Kolkata Metro crosses 4 lakh daily ridership | Kolkata News - Times of India. Retrieved 21 February 2022. ^ Ministry of Railways (17 June 2024). "Kolkata Metro Ridership". Metro Railway Kolkata. Retrieved 17 June 2024. ^ [146][147][148][149][150][151][152][153] ^ "METRO
CARRIED 21.81 CRORE PASSENGERS IN 2024-25". Metro Railway, Kolkata Press Release. 2 April 2025. A granta Chakraborty. "E-W Metro ready for trial run between Central Park & Sec V". The Times of India. Archived from the original
on 27 July 2018. Retrieved 16 May 2020. ^ Mitra, Debraj (4 March 2019). "Metro rake from China off vessel". The Telegraph. Archived from the original on 29 May 2018.
Retrieved 16 May 2020. ^ Jayanta Gupta (7 October 2018). "Work gets going on Metro's airport station". The Times of India. Archived from the original on 3 April 2019. Retrieved 16 May 2020. ^ "Rail Vikas Nigam invites bids for Joka-Esplanade Metro Project". Construction Week Online India. 30 April 2020. Archived from the original on 22 August
2020. Retrieved 16 May 2020. ^ Mandal, Sanjay (26 May 2010). "Metro overshoots safety line - Platforms at two stations shorter than stipulated". The Telegraph. Archived from the original on 16
January 2014. Retrieved 30 June 2013. ^ "Existing Signalling System". mtp.indianrailways.gov.in. 1 January 2020. Archived from the original on 17 February 2019. Retrieved 20 May 2020. ^
 "Kolkata Metro East-West Corridor". Railway Technology. Archived from the original on 21 May 2020. Achived 18 May 2020. Achived 18 May 2020. Achived from the original on 7 March 2020. Retrieved 18 May 2020. Mandal, Sanjay (29 July 2019). "Kolkata East West Metro gets safety clearance for signalling systems". Urban Transport News. Archived from the original on 7 March 2020. Retrieved 18 May 2020. Mandal, Sanjay (29 July 2019). "Kolkata East West Metro gets safety clearance for signalling systems".
2020). "Smart signalling for swifter East-West". The Telegraph. Archived from the original on 22 August 2020. Retrieved 18 May 2020. ^ "Metro looks at driverless tech to extend services till late hours". Times of India. 23
May 2024. Retrieved 23 May 2024. ^ "Public Address System (PA System)". mtp.indianrailways.gov.in. 8 May 2014. Archived from the original on 17 February 2019. Retrieved 20 May 2020. ^ Jayanta Gupta (23 August 2019). "Kolkata Metro will continue to have problems with rakes, thanks to its construction". The Times of India. Archived from the
original on 27 January 2020. Retrieved 30 July 2020. ^ Gupta, Jayanta (12 June 2019). "After Monday's disruption, Kolkata Metro back to old rakes; services dip". The Times of India. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Times of India. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph. Archived from the original on 13 June 2019. "New trains with a history of snags". The Telegraph is the original on 13 June 2019. "New trains with a history of snags". The Telegraph is the original on 13 June 2019. "New trains with a history of snags".
the original on 22 August 2020. Retrieved 19 May 2020. ^ B, Krishnendu (18 April 2019). "Systemic faults behind East-West Kolkata Metro delay, says expert". The Times of India. Archived from the original on 22 August 2020. ^ Bhattacharya, Alokesh; J, Anand (9 January 2012). "DMRC MD E Sreedharan says many Indian
cities need metro rail urgently". www.businesstoday.in. Archived from the original on 10 November 2017. Retrieved 19 May 2020. ^ "Metro tunneling work in Kolkata's Bowbazar area: 140 evacuated as cracks surface in 10 houses". The Indian Express. 15 October 2022. Retrieved 5 May 2024. Wikimedia Commons has media related to Kolkata Metro.
Metro Railway Kolkata Kolkata Metro Rail Corporation Kolkata Metro on Twitter Portals: Trains Transport Engineering India Retrieved from "
```