

**Important Sections Commissioned by Central Organisation for Railway
Electrification in the last 10 years**

- **Hubballi-Chikkabanavara (456 RKM)** – With the electrification of this section, the entire main line connecting Bengaluru and Hubballi has become fully electrified, resulting in seamless end to end connectivity for running of Vande Bharat train.
- **Pratapgarh-Sultanpur-Ayodhya Cantt-Ayodhya Dham-Akbarpur (255 RKM)**- Following the electrification of the Pratapgarh-Sultanpur-Ayodhya Cantt-Ayodhya Dham-Akbarpur section, train operation up to Ayodhya Dham has been freed from traction change. Now passenger trains from Prayagraj to Ayodhya Dham via Sultanpur are operating on electric traction.
- **Jalandhar – Jammu Tawi – Udhampur – Katra (300 RKM)** – An important electrified link has been achieved with the electrification of this section, which has facilitated operation of electric trains up to Shri Mata Vaishno Devi Katra.
- **Basti-Domingarh and Burhwal-Sitapur Cantt-Roza (241 RKM)** – With the commissioning of this section, electric traction between Chhapra-Gorakhpur-Burhwal-Sitapur-Moradabad-New Delhi-Katra has been opened. With this, the facility of electric train operation has been made available from eastern region Chhapra to northern region New Delhi and Katra.
- **Itarsi-Katni-Chheoki (655 RKM)** – Due to electrification of this section, it has become possible to operate trains on the electrified route from Patna to Mumbai via Prayagraj.
- **Jabalpur -Nainpur -Gondia (229 RKM)** - Due to electrification of this section, trains going towards South India are now going through Gondia instead of Jabalpur -Itarsi, due to which there is immense saving in time and cost.
- **Mahoba-Udaipura (196 RKM)** - With the electrification of this section, Mahoba-Khajuraho-Ishanagar-Udaipura railway route has been electrified, thereby providing an important electrified route to Bhopal via Prayagraj-Mahoba. World famous tourist destination Khajuraho is now directly connected to Prayagraj, Jhansi and Kanpur on electrified route.
- **Delhi Sarai Rohila-Ajmer-Palanpur (928 RKM)** - With the electrification of this section, important section from Delhi to Ahmedabad has now become completely electrified. Additionally, CORE has commissioned 7.57 meter high contact wire OHE in Rewari-Rings-Pheula section, suitable for running double stack container trains. It is the first rail-section commissioned on Indian Railways with a contact wire height of 7.57 metres.
- **Jhansi-Kanpur (240 RKM)** – Due to electrification of this section, operation of electric trains has become possible on this route from Lucknow to Mumbai via Kanpur, Jhansi.
- **Varanasi-Unchahar-Prayagraj (207 RKM)** - Due to electrification of this section, trains are being operated on electric traction on the route from Varanasi to Mumbai via Prayagraj.
- **Jhansi-Manikpur-Khairatpur including Bhimsen (408 RKM)** – This electrified rail section provides an alternate electrified route from Prayagraj to Jhansi via Mahoba, whereby trains are now running from Howrah to Gwalior via Jhansi and Prayagraj to Mumbai via Bhopal .

- **Bhandai – UdiMor (102 RKM)**- Due to electrification of this section, trains from Gwalior to Etawahare now running on electric traction. Apart from this, electrification of Etawah–UdiMor-Bhandai section has resulted in alternate electrified route from Prayagraj to Agra. Introduction of this electrified route has led to significant time savings in the operation of passenger trains from eastern parts of the country to Agra and Rajasthan.
- **Tiruchchirappalli – Virudunagar (214 RKM):** With the electrification of this section, the entire section from Tiruchirappalli to Virudunagar via Karaikkudi, Manamadurai is now fully electrified. This has helped in smooth operation of trains without any change in traction. Seamless connectivity on electric traction from Chennai to Kanyakumari is now available and various tourist destinations can be reached from stations along the way.
- **Manmad-Mudkhed-Dhone(774 RKM)**
- With the electrification of this section, an additional electrified route has been created connecting Western India to Southern India via Manmad-Secunderabad-Dhone. Along with this, Aravali South Link Corridor (HUN-9) has also been completed.



- **Suratgarh-Phalodi-Bhildi (909 RKM)**
- With the electrification of this section, an additional electrified route has been created from Ahmedabad to Mumbai via Suratgarh-Phalodi-Jodhpur-Bhildi. Along with this, Sagar Sutlej Link Corridor (HUN-4) has also been completed.

