



Railway Electrification Work done of Katni -Satna section

The 95 km long patch between Katni and Satna is the last remaining un-electrified section on the Mumbai-Howrah (via Prayagraj) route connecting Western India with Eastern India. Although, the Howrah-Prayagraj portion of this route was electrified in the late 60s and Mumbai-Itarsi portion in phases by 1993 but the Itarsi-Jabalpur-Katni-Satna-Prayagraj section remained un-electrified. Considering its importance, Railway Board sanctioned the Electrification of Itarsi-Katni-Manikpur-Allahabad in 2012-13 at a total cost of Rs.866.12 crores. At present electrification of Itarsi-Katni-Satna-Prayagraj section including Satna-Rewa Branch line has been completed and commercial train operations on electric traction are under way.

Now with the balance electrification of Katni-Satna section seamless electric traction would be available between Mumbai-Howrah via Prayagraj. At present, around 40 electric trains are plying with Diesel traction between Katni-Satna leading to delay in operation and a loss of 45 minutes to 01 hour per train for change in traction.

In view of its importance, the electrification work was undertaken during this COVID-19 crisis duly observing the prescribed precautions and the section is now ready for Passenger train operations and consequent sanction from Commissioner of Railway Safety. However, Goods Operation was started in May 2020. For feeding electrical supply in Katni-Satna section, two traction sub-station (TSS 132/25 kV) at Patwara and Bhadanpur have been commissioned alongwith 06 switching stations. Supervisory control (SCADA) is also commissioned for remote operation through Traction Power controller at Jabalpur. For the reliable maintenance of Overhead Equipments, GPS mapping of the section has also done.

This is the most important link, electrification of which will give seamless electric traction from Itarsi to DDU. Trains from all over India from south and west pass thru this section. Immense savings of diesel, loco link, crew link and loco changing time.

Till date, approximately 1000 Goods and Empty Shramik Special trains run on this route with electric traction. The sanction by Commissioner of Railway Safety will enable passenger train operations on the section leading to saving of foreign exchange on Diesel and will also reduce the carbon footprint of Indian Railways.

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