



Indian Railways Approves Major Projects Across India to Enhance Capacity, Safety, and Operational Efficiency

Barbenda–Damrughutu Doubling and Damrughutu–Bokaro Steel City 3rd & 4th Lines in Jharkhand to Strengthen Energy, Mineral, and Cement Corridor

Electronic Interlocking Rolled Out at 34 Railway Stations of Northern Railways to Enhance Safety and Train Frequency

Rajpura Bypass Line Approved to Streamline Freight Movement and Ease Congestion on Ambala–Jalandhar Section

Alappuzha–Ambalapuzha Doubling to Improve Passenger and Freight Efficiency on Key Kerala Route; Palakkad Bypass Project in the State to Cut Passenger and Freight Detention, Ease Congestion at Busy Junction

Irugur–Podanur Doubling Set to Transform Chennai–Coimbatore–Podanur Corridor in Tamil Nadu into High-Capacity Four-Line Route

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Indian Railways has approved a comprehensive set of rail infrastructure projects aimed at eliminating congestion, enhancing line capacity, improving safety systems, and enabling faster, more reliable passenger and freight movement across the country. These approvals span Southern, Northern and South Eastern Railways, covering line doubling, third and fourth lines, bypass corridors, and advanced electronic interlocking systems.

Barbenda–Damrughutu Doubling & Damrughutu–Bokaro Steel City 3rd & 4th Lines: ₹815.32 crore

Barbenda–Damrughutu Doubling and Damrughutu–Bokaro Steel City 3rd & 4th Lines in Jharkhand are major capacity expansion projects under South Eastern Railway and a cornerstone of India's Energy, Mineral, and Cement Corridor. Currently, the line operates at 108% utilisation, with train detention

ranging between 90-150 minutes, handling 78 trains daily (38 passenger and 40 freight) and supporting a freight throughput of 35.22 MTPA. Without intervention, utilisation was projected to reach 132% by 2028–29.

The project strengthens connectivity to key industrial and energy hubs, including Central Coalfields, cement and steel plants, Hindustan Petroleum Corporation Limited Depot, Bharat Petroleum Corporation Limited Depot, and the Bokaro Steel City industrial ecosystem. By enhancing capacity, the expansion will directly improve energy logistics, industrial output, and the efficiency of national supply chains.

Electronic Interlocking on High-Density Network (HDN) and Highly Utilized Network (HUN) Routes: ₹421.41 crore

To further enhance safety and operational efficiency, Indian Railways has approved the implementation of Electronic Interlocking (EI) at 34 stations across Northern Railway routes where Kavach is being rolled out. This includes 21 stations in the Delhi Division at a cost of ₹292.24 crore and 13 stations in the Ambala Division costing ₹129.17 crore.

These upgrades will enable faster and safer train operations, improve the reliability of signalling systems, support higher train frequencies on high-density routes, and complement modern train protection systems.

Rajpura Bypass Line (13.46 km), Northern Railway: ₹411.96 crore

The approval of the Rajpura Bypass Line will significantly enhance capacity and operational efficiency on the Ambala–Jalandhar section, one of the busiest corridors on Northern Railway. The project will provide direct rail connectivity between New Shambhu Dedicated Freight Corridor (DFC) station and Kauli station on the Rajpura–Bathinda line, enabling freight trains to bypass the congested Rajpura Yard. This will streamline freight movement, ease pressure on existing lines, and support the projected rise in traffic demand, while ensuring smoother integration with the DFC and more reliable passenger and freight operations across the region.

Alappuzha–Ambalapuzha Doubling (12.66 km): ₹324.16 crore

This strategically important project removes a critical single-line constraint on the Ernakulam–Turavur–Kayankulam route. Once completed, it will enable nine additional passenger trains per day in each direction, add 2.88 million tonnes per annum (MTPA) of freight capacity, and generate additional annual earnings of ₹3.23 crore. The project will significantly improve operational efficiency by reducing detention for both passenger and freight trains.

By addressing the last remaining single-line stretch on this corridor, it ensures smoother and uninterrupted train movement, enhancing travel reliability for long-distance passengers and strengthening inter-State freight flows within Kerala, while decongesting major junctions for faster, seamless travel.

Palakkad Town–Parli Bypass Line (1.80 km): ₹163.57 crore

The Palakkad bypass project provides immediate operational and passenger benefits by eliminating engine reversal at Palakkad Junction in Kerala for multiple train services. It reduces average detention of passenger trains by 40-44 minutes and cuts freight detention by up to 120 minutes per train, while also supporting additional passenger services planned from Palakkad Junction.

By streamlining train movements, the bypass will significantly improve punctuality on routes connecting Shoranur, Thiruvananthapuram, and Pollachi, while easing congestion at one of Southern Railway's busiest junctions.

Irurugur–Podanur Doubling (10.77 km): ₹277.42 crore

One of the most significant developments for Tamil Nadu is the approval for the doubling of the Irugur–Podanur section, a crucial link on the Chennai–Thiruvananthapuram corridor. This project will allow the operation of 15 additional passenger trains per day and increase freight capacity by 3.12 million tonnes per annum (MTPA), with annual net earnings expected to rise by ₹11.77 crore.

Currently, line capacity utilisation stands at 60%, but with this expansion, it is projected to reach 131% by 2027–28, highlighting the urgency and strategic importance of the project. With multiple quadruplication projects already completed or underway on adjoining stretches, the doubling of this section will ensure that the entire Chennai–Coimbatore–Podanur belt transforms into a high-capacity, four-line corridor. This will directly benefit industrial hubs such as Coimbatore, improve terminal operations at Podanur, and support new train services to northern destinations.

These approvals reaffirm that Indian Railways remains fully prepared to deliver world-class rail infrastructure at scale. With timely cooperation from State Governments, these projects will translate into faster journeys, higher freight efficiency, improved safety, and sustained economic growth.

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