

Izatnagar Division

Action Plan for removal of PSRs

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 18-19 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 18-19 if any (Status)	TDC	Type of PSR Possible/ Impossible	Remarks
Sr. DEN/MZN													
1	E	LKU-KPV	LKU Yd	0/0	1/0	50	Due to 5.15 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
2	E	LKU-KPV	LKU-KPV	-	-	50	On facing point of all station yards for all run through trains, due to Std.-I interlocking	Yes	Nil	Nil	31.12.18	Possible	Due to Std.-I interlocking. Std.-III interlocking work is being done by S&T/Con. PSRs in yards GUB, BPZ will be removed after interlocking of Std.-III is done.
3	E	LKU-KPV	BPZ-KPV	57/6	58/2	65	Due to 3.5 ⁰ & 5 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
4	E	RMU-KGM	RMU-CHRU	2/0	2/7	80	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
5	E	RMU-KGM	RUPC-HLDD	51/3	52/3	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
6	E	RMU-KGM	RUPC-HLDD	56/4	56/9	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
7	E	RMU-KGM	HLDD-LKU	60/5	61/2	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
8	E	RMU-KGM	HLDD-LKU	65/0	65/7	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
9	E	RMU-KGM	LKU-KGM	66/6	89/1	10	Due of steep gradient of 1 in 70, 10 Kmph at every Km for goods train & for passenger trains 50 Kmph in Dn direction as per spl. Instruction.	No	Nil	Nil	Nil	Impossible	1. Due to steep gradient. 2. Non availability of land. 3. Built-up area. Removal not feasible.
10	E	RMU-KGM	LKU-HDW	81/3	81/6	50	Due to 4.25 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
11	E	RMU-KGM	LKU-HDW	82/4	82/8	50	Due to 5.73 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
12	E	RMU-KGM	HDW-KGM	83/0	83/5	50	Due to 5.73 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
13	E	RMU-KGM	HDW-KGM	88/3	88/6	50	Due to 6 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
14	E	MB-RMR	RMR Yard	75/6	76/3	90	1 in 8.5 turnout taking out from curve no - 14.	No	Nil	Nil	Nil	Impossible	

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 18-19 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 18-19 if any (Status)	TDC	Type of PSR Possible/ Impossible	Remarks
15	E	BPR-PBE	BPR-STH	299/5	300/0	30	Due to 5 ⁰ sharp curve at BPR yard.	No	Nil	Nil	Nil	Impossible	On one end of curve no transation length provided. It can not be ease out due to land constraint and built up area on one side of railway track.
16	E	PBE-TPU	PBE Yard	0/4-5	0/6-7	30	Due to 6.92 ⁰ sharp curve at Pilibhit Yard.	No	Nil	Nil	Nil	Impossible	It can not be ease out due to land constraint and built up area on one side of railway track.
17	E	PBE-TPU	PBE Yard	0/6-7	1/0-1	60	Due to 4.73 ⁰ sharp curve at Pilibhit Yard.	No	Nil	Nil	Nil	Impossible	

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 18-19 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 18-19 if any (Status)	TDC	Type of PSR Possible/Impossible	Remarks
Sr. DEN//ZN													
1	E	CPA-FBD	KAP - MDA	16/8	16/15	90	Due to 3.3 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
2	E	CPA-FBD	JDA - GHJ	100/11	101/4	70	Due to 3.75 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
3	E	CPA-FBD	KLJ - FGR	132/11	133/3	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
4	E	CPA-FBD	FGR - FBD	133/9	133/14	40	Due to 7.5 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
5	E	CPA-FBD	FGR - FBD	134/12	135/2	60	Due to 4 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
6	E	CPA-FBD	FGR - FBD	135/5	135/9	60	Due to 4 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
7	E	CPA-FBD	FBD Yard	137/10	138/1	10	Due to 4.7 ⁰ sharp curve on Line No. 2 & 3.	No	Nil	Nil	Nil	Impossible	
8	E	FBD-KSJ	FBD-SSD	138/13	139/1	50	Due to 6.5 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
9	E	FBD-KSJ	BHK-KSJ	244/4	245/1	50	Due to 6 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	
10	E	FBD-KSJ	KSJ Yard	245/1	245/7	10	Due to sharp curve in Line no. 3, 4, 17 & 18 on 1:8½ T/Out	No	Nil	Nil	Nil	Impossible	
11	E	KSJ-MTJ	KSJ-MHA	249/7	250/0	50	Due to 2.5 ⁰ sharp curve in Curve No. 194.	Yes	Work sanctioned in PWP 2016-17	30.06.18	Possible	Work completed, PSR removed.	
12	E	KSJ-MTJ	HTC-MSN	309/7	310/7	75	Due to heavy tress pass. Construction of 1000m long boundary wall.	No	Nil	Nil	31.03.19	Possible	Work to be proposed and sanctioned.
13	E	KSJ-MTJ	MSN-SYZ	323/8	323/10	80	Due to reverse curve no. 251 & 252.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
14	E	KSJ-MTJ	SYZ-RAYA	336/0	336/4	50	Due to 4.5 ⁰ sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible. 3. Law & order problem.
15	E	KSJ-MTJ	MRT-MTJ	349/6	350/6	30	Due to point & crossing on transition portion of sharp curve of 7.5 ⁰	No	Nil	Nil	Nil	Impossible	

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 18-19 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 18-19 if any (Status)	TDC	Type of PSR Possible/ Impossible	Remarks
DEN/HQ/IZN													
1	E	BC-LKU	BC Yard	317/2	317/4	75	Taking of 1:12 Point and crossing from 2 degree curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
2	E	BC-LKU	IZN - BC	316/2	316/8	65	Sharp curve of 4 Degree.	No	Nil	Nil	Nil	Impossible	
3	E	BC-LKU	IZN - BC	315/4	315/8	40	Sharp curve & virtual transition in 4.5 Degree.	No	Nil	Nil	Nil	Impossible	
4	E	BC-LKU	IZN - BC	315/2	315/4	75	Inadequate transition in 2 degree curve.	No	Nil	Nil	Nil	Impossible	
5	E	BC-LKU	IZN - BC	312/8	313/1	50	Sharp curve & virtual transition in 4 Degree.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
6	E	BC-LKU	IZN - BC	311/9	312/2	50	Sharp curve & virtual transition in 3 Degree curve.	No	Nil	Nil	Nil	Impossible	
7	E	BC-LKU	BHI-KHH	43/3	44/4	50	Sharp curve of 5 & 6 Degree.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
8	E	BC-LKU	PBW-LKU	63/0	63/1	SD+10	Unauthorised trespassing, CRS report no 502/i/a/Opg/PT/1582-1585 dt 07.01.13	No	Nil	Nil	31.03.20	Possible	Due to huge public agitation, can not be closed. Subway is possible if state government permits to construct road in forest deptt vacant land & fund is being provided by MPLAD.
9	E	RGB-KSJ	RGB-BMY	326/4	326/5	15	Approach in Point no. 86B, Br. No. 355A & Turn in curve.	No	Nil	Nil	31.12.18	Possible	Due to point no. 86 exist in approach of Bridge No. 365 and in turn in curve.
10	E	RGB-KSJ	MQP-GTP	341/6	341/7	30	Unauthorised tress passing on Unmanned LC No. 264 as per CRS sanction.	Yes	Nil	Nil	31.03.19	Possible	Will be removed after manning of LC.
11	E	RGB-KSJ	BTRI-MPG	394/8	395/5	60	Rough bearing in Br. No. 409.	No	Nil	Nil	31.03.19	Possible	Being proposed for sanction.

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 18-19 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 18-19 if any (Status)	TDC	Type of PSR Possible/ Impossible	Remarks
12	E	RGB-KSJ	BTRI-MPG	398/5	399/5	70	Due to 2 ^o & 3 ^o sharp curve & inadequate transition portion.	No	Nil	Nil	31.12.19	Possible	Construction on new bridge on deep foundation (3x6.1m) and change of alignment.
13	E	BE-BC	BE-BC	317/9	318/1	30	Due to 7.5 ^o sharp curve & non transition portion	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.