

**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 20-21 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 20-21 if any (Status)	TDC	Type of PSR Possible/Impossible	Remarks
<b>Sr. DEN//IZN</b>													
1	E	LKU-KPV	LKU Yd	0/0	1/0	50	Due to 5.15 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
2	E	LKU-KPV	BPZ-KPV	57/6	58/2	65	Due to 3.5 <sup>0</sup> & 5 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
3	E	RMU-KGM	RMU-CHRU	2/0	2/7	80	Due to 3 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
4	E	RMU-KGM	RUPC-HLDD	51/3	52/3	90	Due to 3 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
5	E	RMU-KGM	RUPC-HLDD	56/4	56/9	90	Due to 3 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
6	E	RMU-KGM	HLDD-LKU	60/5	61/2	90	Due to 3 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
7	E	RMU-KGM	HLDD-LKU	65/0	65/7	90	Due to 3 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
8	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	
9	E	RMU-KGM	LKU-HDW	81/3	81/6	50	Due to 4.25 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
10	E	RMU-KGM	LKU-HDW	82/4	82/8	50	Due to 5.73 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
11	E	RMU-KGM	HDW-KGM	83/0	83/5	50	Due to 5.73 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
12	E	RMU-KGM	HDW-KGM	88/3	88/6	50	Due to 6 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
13	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	
14	E	BPR-PBE	BPR-STH	299/6	300/1	30	Due to 5 <sup>0</sup> sharp curve at BPR yard.	No	Nil	Nil	Nil	Impossible	On one end of curve no transition length provided. It can not be ease out due to land constraint and built up area on one side of railway track.
15	E	PBE-TPU	PBE Yard	0/4	0/6	30	Due to 6.92 <sup>0</sup> 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.
16	E	PBE-TPU	PBE Yard	0/7	1/0	60	Due to 4.73 <sup>0</sup> sharp curve at Pilibhit Yard.	No	Nil	Nil	Nil	Impossible	
17	E	PBE-TPU	KHMA Yard	37/9	38/2	30	Due to point & crossing in curve.	No	Nil	Nil	Nil	Possible	After precuring of switches.

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 20-21 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 20-21 if any (Status)	TDC	Type of PSR Possible/ Impossible	Remarks
<b>Sr. DEN/II/IZN</b>													
1	E	CPA-FBD	KAP - MDA	16/8	16/15	90	Due to 3.3 <sup>0</sup> 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 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
3	E	CPA-FBD	KLJ - FGR	132/11	133/3	90	Due to 3 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
4	E	CPA-FBD	FGR - FBD	133/9	133/14	40	Due to 7.5 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
5	E	CPA-FBD	FGR - FBD	134/12	135/2	60	Due to 4 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
6	E	CPA-FBD	FGR - FBD	135/5	135/9	60	Due to 4 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
7	E	CPA-FBD	FBD Yard	137/10	138/1	10	Due to 4.7 <sup>0</sup> 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 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	
9	E	FBD-KSJ	BHK-KSJ	244/4	245/1	50	Due to 6 <sup>0</sup> 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	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.
12	E	KSJ-MTJ	SYZ-RAYA	336/0	336/4	50	Due to 4.5 <sup>0</sup> sharp curve.	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible. 3. Law & order problem.
13	E	KSJ-MTJ	MRT-MTJ	349/6	350/6	30	Due to point & crossing on transition portion of sharp curve of 7.5 <sup>0</sup>	No	Nil	Nil	Nil	Impossible	

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 20-21 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 20-21 if any (Status)	TDC	Type of PSR Possible/Impossible	Remarks
<b>DEN/HQ/IZN</b>													
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	Yes	Nil	Nil	31.12.20	Possible	Due to huge public agitation, cannot be closed by providing rail fencing. CRS application submitted to CRS office on 04.10.2019 for creation of new gate, as per CCRS inspection note.
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	Nil	Possible	Due to point no. 86b (Now point no 81b after NI of Ramganga Br. Station) has been packed by off track tamper and leveling of Track of cross over of main line NR and NER and track parameter have been provided as per IRPWM. Request made to HQ to remove the PSR vide Letter no. W/340/PSR/W-2/403 dated 09.11.18. Sent to GKP vide letter no E/340/PSR/W-2/932 dated 23.1.19.
10	E	RGB-KSJ	BTRI-MPG	394/8	395/5	70	Misalignment of Track.	Yes	Nil	Nil	31.03.21	Possible	Letter written to HQ for relaxation of speed from 70 kmph to 80 kmph.

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 20-21 (Yes/No)	Proposal for removal if any (Status)	Removal through PWP 20-21 if any (Status)	TDC	Type of PSR Possible/ Impossible	Remarks
11	E	RGB-KSJ	BTRI-MPG	398/5	399/5	70	Due to 2° & 3° sharp curve & inadequate transition portion.	Yes	Nil	Nil	31.03.21	Possible	Work for construction of new bridge on deep foundation (2x12.20m) on permanent diversion recently sanctioned in Umbrella work in 2019-20.
12	E	BC-RGB	BE-BC	317/7	318/6	50	Due to less transition length in sharp curve of 6.47° & 4.49°	No	Nil	Nil	Nil	Impossible	1. Non availability of land. 2. Built-up area. Removal not feasible.
13	E	BC-RGB	BE-BC	318/9	319/2	50	Due to less transition length in sharp curve of 4.49° & 3.99°	No	Nil	Nil	Nil	Impossible	
14	E	BC-RGB	BE-RGB	319/8	320/5	75	Due to less transition length in sharp curve of 2.0°	No	Nil	Nil	Nil	Impossible	