

Izzatnagar Division
Action Plan for removal of PSRs

S. No.	Route	Major Section	Block Section	From Km	To Km	SR	Reason of PSR	Targetted in 21-22 (Yes/No)	Proposal for removal if any (Status)	TDC	Type of PSR Possible/ Not possible	Remarks
Sr. DEN//IZN												
1	E	LKU-KPV	LKU Yd	0/0	1/0	50	Due to 5.15 ⁰ sharp curve.	No	Nil	Nil	Impossible	It can not be removed due to land constraint and more ove not much gain in time is expected in this is in approach of Lalkuan station and Lalkuan is important Junction stoppage of all trains is there in LKU.
2	E	LKU-KPV	BPZ-KPV	57/6	58/2	65	Due to 3.5 ⁰ & 5 ⁰ sharp curve.	No	Nil	Nil	Impossible	It can not be removed due to less transition on one side of curve and 1 in 8½ point starts from the end point of curve. Lan constraint & private built up area along railway boundary. Not much gain in time is expected as 1 is on approach of Kashipur station where all trains stop.
3	E	RMU-KGM	RMU-CHRU	2/0	2/7	80	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Impossible	Land constraint is there and ROB has been built in km 2/1-2.
4	E	RMU-KGM	RUPC-HLDD	51/3	52/3	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Impossible	Land constraint is there and CHAP yard starts just after end of curve.
5	E	RMU-KGM	RUPC-HLDD	56/4	56/9	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Impossible	Land constraint and major bridge no175 is there near LKU end of curve.
6	E	RMU-KGM	HLDD-LKU	60/5	61/2	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Impossible	Land constraint is there, high bank.
7	E	RMU-KGM	HLDD-LKU	65/0	65/7	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Impossible	Land constraint & it is on approach of Lalkuan Station where all trains stop.
8	E	RMU-KGM	LKU-KGM	66/6	89/1	50	Due of sleeper gradient of 1:70, 50 kmph for passenger train in DN direction as per special instruction.	No	Nil	Nil	Impossible	Station has been designed as per ruling gradient of 1:70 as such thr gradient of 1 in 70 can not be eased out due to geographical constraint of the section.
9	E	RMU-KGM	LKU-HDW	81/3	81/6	50	Due to 4.25 ⁰ sharp curve.	No	Nil	Nil	Impossible	It can not be removed due to land constraint and built-up area along one side of railway land boundary. No gain by removal of PSR as It is on approach of Haldwani station where all trains stop.
10	E	RMU-KGM	LKU-HDW	82/4	82/8	50	Due to 5.73 ⁰ sharp curve.	No	Nil	Nil	Impossible	It can not be removed due to land constraint and presence of Gola river on one side of yard. No gain by removal of PSR as it is in Haldwani station yard where all trains stop.

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11	E	RMU-KGM	HDW-KGM	83/0	83/5	50	Due to 5.73 ⁰ sharp curve.	No	Nil	Nil	Impossible	It can not be removed due to land constraint and built-up area along the railway boundary. No gain by removal of PSR as it is on approach of Haldwani station where all trains stop.
12	E	RMU-KGM	HDW-KGM	88/3	88/6	50	Due to 6 ⁰ sharp curve.	No	Nil	Nil	Impossible	It can not be removed as there is space constraint at approach of KGM and Gola river is flowing parallel to track. On other side of track, Highway runs parallel to track. No gain by removal of PSR as it is in approach of Kathgodam station which is a terminal station.
13	E	MB-RMR	RMR Yard	75/6	76/3	90	Due to turnout of 1:8½ taking off from curve no. 14	No	Nil	Nil	Impossible	It can not be removed due to less transition on one side of curve no. 14 and 1:8.5 turnout starting from one end of curve. Land constraint private build up area. No gain in time as Ramnagar is termination station and all trains stop at this station.
14	E	BPR-PBE	BPR-STH	299/6	300/1	30	Due to 5 ⁰ sharp curve at BPR yard.	No	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 ⁰ sharp curve at Pilibhit Yard.	No	Nil	Nil	Impossible	It can not be ease out due to land constraint and built up area on one side of railway track. Not much gain of time as it is in approach of Pilibhit station where all trains stop.
16	E	PBE-TPU	PBE Yard	0/7	1/0	60	Due to 4.73 ⁰ sharp curve at Pilibhit Yard.	No	Nil	Nil	Impossible	It can not be ease out due to land constraint and built up area on one side of railway track. Not much gain of time as it is in approach of Pilibhit station where all trains stop.

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Sr. DEN/III/IZN												
1	E	CPA-FBD	KAP - MDA	16/8	16/15	90	Due to 3.3 ⁰ sharp curve.	No	Nil	Nil	Impossible	Land constraint due to GT road on right hand side & on left hand side due to non availability of railway land.
2	E	CPA-FBD	JDA - GHJ	100/11	101/4	70	Due to 3.75 ⁰ sharp curve.	No	Nil	Nil	Impossible	Due to non availability of railway land & National highway running parallel to railway track..
3	E	CPA-FBD	KLJ - FGR	132/11	133/3	90	Due to 3 ⁰ sharp curve.	No	Nil	Nil	Impossible	This can not be removed due to non availability of railway land. Main line where PSR exists is platform line and it is not possible to ease out the curve being situated in FGR yard between two platform.
4	E	CPA-FBD	FGR - FBD	133/9	133/14	40	Due to 7.5 ⁰ sharp curve.	No	Nil	Nil	Impossible	Due to non availability of railway land and municipal road running parallel to the track & due to built-up area land acquisition is not possible.
5	E	CPA-FBD	FGR - FBD	134/12	135/2	60	Due to 4 ⁰ sharp curve.	No	Nil	Nil	Impossible	Due to built-up area land acquisition is very difficult
6	E	CPA-FBD	FGR - FBD	135/5	135/9	60	Due to 4 ⁰ sharp curve.	No	Nil	Nil	Impossible	No railway land is available on either side of track. Due to built-up area in some part of curve land acquisition is not possible.
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	Impossible	The curve falls in FBD yard. Location of points and crossing can not be changed due to near by private buildings.
8	E	FBD-KSJ	FBD-SSD	138/13	139/1	50	Due to 6.5 ⁰ sharp curve.	No	Nil	Nil	Impossible	Due to non availability of railway land, due to built-up area adjacent to railway land.

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9	E	FBD-KSJ	BHK-KSJ	244/4	245/1	50	Due to 6 ⁰ sharp curve.	No	Nil	Nil	Impossible	Not possible due to existing layout of yard. The curve exist in KSJ yard. Due to large number of lines, it is not possible to change the layout. Not much gain in time is expected. All trains stop here.
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	Impossible	Not possible to change yard layout, due to its typical arrangement.
11	E	KSJ-MTJ	MSN-SYZ	323/8	323/10	80	Due to reverse curve no. 251 & 252.	No	Nil	Nil	Impossible	Due to residential area of village & Adjacent link road and highway.
12	E	KSJ-MTJ	SYZ-RAYA	336/0	336/4	50	Due to 4.5 ⁰ sharp curve.	No	Nil	Nil	Impossible	Non availability of land due to built up area.
13	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	Impossible	Not possible due to built-up area on either side. No significant gain in time as it is approach of Mathura Station and all train stops here.

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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	Impossible	Curve is situated in BC yard in highly populated area.
2	E	BC-LKU	IZN - BC	316/2	316/8	50	Inadequate transition in sharp curve of 4.3 Degree.	No	Nil	Nil	Impossible	Acquisition of land and remodelling of BC yard. Not much gain of time as it is in approach of Bareilly City station where all trains stops.
3	E	BC-LKU	IZN - BC	315/4	315/8	40	Sharp curve & virtual transition in 4.5 Degree.	No	Nil	Nil	Impossible	Situated in highly dense populated area of Bareilly District HQ.
4	E	BC-LKU	IZN - BC	315/2	315/4	75	Inadequate transition in 2 degree curve.	No	Nil	Nil	Impossible	Situated in highly dense populated area of Bareilly city of Bareilly District HQ.
5	E	BC-LKU	IZN - BC	312/8	313/1	50	Sharp curve & virtual transition in 4 Degree.	No	Nil	Nil	Impossible	Situated in highly dense populated area & near ROB. Not much gain in time as it is situated in approach of Izzatnagar station where all train stops.
6	E	BC-LKU	IZN - BC	311/9	312/2	50	Sharp curve & virtual transition in 3 Degree curve.	No	Nil	Nil	Impossible	Not much gain in time as all trains stop at Izzatnagar.
7	E	BC-LKU	BHI-KHH	43/3	44/4	50	Sharp curve of 5 & 6 Degree.	No	Nil	Nil	Impossible	Less length of transition curve provided at site.
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	30.06.22	Possible	Forest Deptt. is not giving clearance for LHS construction. Commissioner has been requested for providing clearance. After permission, LHS construction shall take time & target be shifted to next year. TDC-30/6/22.

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9	E	RGB-KSJ	RGB-BMY	326/4	326/5	15	Due to point no. 86B exist in approach of Bridge No. 355 A and in turn in curve.	No	Nil	Nil	Impossible	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 03.1.19.
10	E	RGB-KSJ	BTRI-MPG	394/8	395/5	80	Rough bearing on Br. No. 409.	Yes	Nil	30.09.21	Possible	Speed relaxed from 70 kmph to 80 kmph. TDC-30/8/21.
11	E	RGB-KSJ	BTRI-MPG	398/5	399/5	70	Due to 2 ⁰ & 3 ⁰ sharp curve & inadequate transition portion.	Yes	Nil	30.09.22	Possible	Tender invited. Scope of work is large and work can be completed by next year. TDC - 30/09/22
12	E	BC-RGB	BE-BC	317/7	318/6	50	Due to less transition length in sharp curve of 6.47 ⁰ & 4.49 ⁰	No	Nil	Nil	Impossible	Curve is situated in BC yard in highly populated area.
13	E	BC-RGB	BE-BC	318/9	319/2	50	Due to less transition length in sharp curve of 4.49 ⁰ & 3.99 ⁰	No	Nil	Nil	Impossible	Curve is situated in BRY yard in highly populated area. Not much gain of time as it is in approach of Bareilly station where all trains stops.
14	E	BC-RGB	BE-RGB	319/8	320/5	75	Due to less transition length in sharp curve of 2.0 ⁰	No	Nil	Nil	Impossible	Curve is situated in BRY Yd. In highly populated area. Not much gain of time as it is in approach of Barielly station where all trains stops.