

- Legend**
- Removable and sanctioned
 - Removable but not sanctioned
 - Not removable

As On 08.07.11

(3) PSR MORE THAN 50 KMPH ON NORTH EASTERN RAILWAY

S. No.	Div.	Between stations	Kms.		Speed Km/h	Reason	Remarks
			From	To			
Section 'A' - Main Line (Chhapra Ky. - Barabanki)							
1	LJN	GKP-DMG (DN Line)	504/15	509/1	80	Due to Sharp Curves.	Not possible due to many sharp curves in the section.
2	LJN	GKP-DMG (UP Line)	506/0	506/8	80	Due to inadequate transition length of curves no. 1, 2 & 3.	Due to Cant deficiency and short transition length.
3	LJN	GKP-DMG (UP Line)	506/8	506/10	85	Due to inadequate transition length of curve no. 4.	Due to inadequate transition length of curve no. 4.
4	LJN	GKP-DMG (UP & DN Line)	508/11	509/09	60	Due to sharp curve of 3.5 ⁰ .	Bridge and location of yard are at obligatory point which cannot be removed.
5	LJN	GKP-DMG (UP Line)	509/12	510/01	60	Due to sharp curve	Bridge and location of yard are at obligatory point which cannot be removed.
6	LJN	DMG-JTB	510/4	510/8	90	Due to short transition length at curve No.9	Due to inadequate transition length of curve No.9
7	LJN	DMG-JTB	512/12	513/5	100	Due to short transition length of curve No.10	Due to short transition length of curve No.10
8	LJN	JTB-SWA	516/0	516/7	60	Due to short transition length of curve No.12	Due to short transition length of curve No.12 which will be relaxed after Doubling work between DMG - JTB.
9	LJN	BST-GOVR	568/12	569/9	90	Due to short transition length of curve No. 24 & 24A	Due to short transition length of curve No. 24 & 24A

S. No.	Div.	Between stations	Kms.		Speed Km/h	Reason	Remarks
			From	To			
Section 'B' - Other Than Main Line							
10	LJN	KEA-AY	36/1	36/8	70	Due to inadequate transition length on curve.	Due to sharp curve.
11	BSB	HTW - THE	19/3	19/10	75	Due to sharp curve of 3°.	Involving acquisition of Private Land.
12	BSB	BTT-SRU	1/0	3/4	75	Short transition length and sharp reverse curve of 3°.	Easement of curve & shifting of transition Point of Curve, not feasible due to built up area near BTT yard.
13	BSB	MHO-ARJ	125/4	125/6	60	Due to short transition length of curve No. 14	Easement of curve & shifting of Transition point of curve, high bank requiring huge earthwork.
14	BSB	SRNT-BCY	196/2	196/9	90	Due to sharp curve of 3°.	Easement of curve, not feasible due to built up areas near BCY yard.
15	BSB	SRNT-BCY	199/3	199/6	90	Due to sharp curve of 3°.	Easement of curve, not feasible, due to built up area near BCY yard.
16	BSB	SRNT-BCY	199/9	201/8	75	Due to sharp curve of 3.8°.	Not feasible. Easement of curve, not feasible due to built up areas near BCY yard & NR track crossing over existing track.
17	BSB	BCY-BSB	201/0	201/9	70	Due to sharp curve of 2.7°.	Involving acquisition of Private Land.
18	BSB	BCY-BSB	202/4	202/7	60	Due to sharp curve of 2.7°.	Involving acquisition of Private Land.
19	BSB	BCY-BSB	202/7	203/1	80	Due to sharp curve of 1.9°.	Involving acquisition of Private Land.
20	BSB	BSB-MUV	206/4	206/13	70	Due to short transition length of 3.8° curve	Constraint of land availability, in built up areas.
21	BSB	MUV-HDT	209/8	210/6	95	Due to short transition length of 2.75° on curve no. 7	Shifting of tangent point of curve is required.
22	BSB	GTST -BKLA	12/8	13/2	80	Due to insufficient transition length and sharp reverse curve of 3°	Private buildings coming in the easement of curve.
23	BSB	BKLA-SIP	24/4	25/2	90	Due to sharp curve of 3°	Private land involved.
24	BSB	SIP-ROI	36/5	37/2	65	Due to sharp reverse curve of 2.75°	Elimination of curve by shifting track to old alignment, huge earthwork & rebuilding of bridge is required.

S. No.	Div.	Between stations	Kms.		Speed Km/h	Reason	Remarks
			From	To			
25	BSB	YFP-SBK	110/10	110/12	75	Due to turnout taking off from outside of a 3° curve.	Due to cant deficiency, Private Land and yard remodelling required.
26	BSB	SBK-GCT	128/6	129/6	75	Due to short transition length and sharp reverse curve of 2.25° and 2.86°	Easement of curve & shifting of Transition Point of curve, huge earthwork required due to filling up of pond.
27	BSB	MAU-KRT	0/5	1/5	60	Due to 3.37° sharp curve.	Not feasible due to built up areas near Mau yard.
28	BSB	GKC-UNLA	389/7	390/11	75	Due to inadequate transition length on curve No.13 & 14 of 2.5° each.	Not feasible due to heavy built up area.
29	BSB	CPJ - GH	355/7	356/6	85	Due to Inadequate Transition length on Curve.	
30	BSB	VKNR-PNYA	300/1	300/6	65	Due to sharp curve of 3° & 3.5 °.	
31	IZN	RMU-CHRU	2/0	2/12	80	Due to 3° sharp curve	Huge Earth work and acquisition of Pvt. Land involved.
32	IZN	RUPC-HLDD	51/6	52/5	90	Due to 3° sharp curve	Huge Earth work and acquisition of Pvt. Land involved.
33	IZN	RUPC-HLDD	56/7	56/15	90	Due to 3° sharp curve	Huge Earth work and acquisition of Pvt. Land involved.
34	IZN	HLDD-LKU	60/8	61/2	90	Due to 3° sharp curve	Huge Earth work and acquisition of Pvt. Land involved.
35	IZN	HLDD-LKU	65/1	65/12	90	Due to 3° sharp curve	Huge Earth work and acquisition of Pvt. Land involved.
36	IZN	BPZ-KPV	57/6	58/2	85	Due to 3.5° sharp curve	
37	IZN	KAP-MDA	16/8	16/15	90	Due to 3.3° sharp curve	Involving acquisition of private Land.
38	IZN	JDA-GHJ	100/11	101/4	70	Due to 3.75° sharp curve	Involving acquisition of private Land.
39	IZN	KLJ-FGR	132/11	133/3	90	Due to 3° sharp curve	Involving acquisition of private Land.
40	IZN	FGR-FBD	134/12	135/2	60	Due to 4° sharp curve	Involving acquisition of private Land.
41	IZN	FGR-FBD	135/5	135/9	60	Due to 4° sharp curve	Involving acquisition of private Land.
42	IZN	HTC-MSN	309/7	310/7	75	Due to heavy tresspass.	New PSR after G. C.

S. No.	Div.	Between stations	Kms.		Speed Km/h	Reason	Remarks
			From	To			
Section 'C' - Within Station Yard							
43	LJN	GD-GDK (UP line)	657/14	658/13	90	Due to inadequate cant and due to Point no. 131 A, exists on curve No. 1.	Due to inadequate cant and due to Point no. 131 A, exists on curve.
44	LJN	GD-GDK (DN line)	657/14	658/13	80	Due to inadequate cant and due to Point no. 135 A, exists on curve No. 1	Due to inadequate cant and due to Point no. 135 A, exists on curve
45	LJN	CKG-BUW (UP&DN line)	718/0	718/8	75	Due to inadequate cant and due to Point no. 219 A & 220 B, exists on curve no. 1	Due to inadequate cant and due to Point no. 219 A & 220 B, exists on curve no. 1
46	LJN	BNZ-DAL	773/4 & 7/16	774/4 & 7/22	80	Due to inadequate cant and due to point no. 51 A & 53 A, exist on curve.	Gomti Br. Approach.Track is passing through thickly populated area.
47	LJN	BUW-SDAM	0/8	1/9	60	Due to inadequate cant and due to Point no. 201 A, exists on 3° curve.	Acquisition of Pvt. Land & huge E/W require. This is for trains towards Sitapur.
48	BSB	MUV Yd	208/5	208/11	80	Due to short transition length of Curve No.4 & 5	Major yard remodeling involved.
49	BSB	SIP Yd.	29/0	29/14	75	Due to turnout taking off, from outside of 3° reverse curve.	Pvt. land required for easement of curve.
50	IZN	RMR Yd.	75/11	76/3	90	Due to 1 in 8.5 T/O taking off, from Curve no.14.	
51	IZN	CPA Yard	1/0	1/8	60	Due to 6° sharp curve	Involving acquisition of private Land.