

ROADMAP OF 3RD LINE BETWEEN CHANDIL AND BURNPUR

PHASE I

Section	Anara - Purulia
Capacity Utilisation (%)	E:151 + D:19
Capacity Required (track wise)	UP: 75, RL:75, DN: 75
Signalling Required	Smart 1000m span Full Auto Centralised.
Additional Work (if any)	<ul style="list-style-type: none"> a. Additional loops as per requirement at CHRA, KSU, BGA and ANR. b. Remodelling of Anara yard to eliminate PSR and increase through traffic speed up to section MPS. c. Construction of additional platforms at ANR, KSU, BGA, CHRA and PRR as per requirement. d. Requirement of additional power substation.

PHASE II-A

Section	Joychandi Pahar - Anara
Capacity Utilisation (%)	E:119 + D:5
Capacity Required (track wise)	UP: 75, RL:75, DN: 75
Signalling Required	Smart 1000m span Full Auto Centralised.
Additional Work (if any)	<ul style="list-style-type: none"> a. Additional loops as per requirement at GRB and JOC. b. Construction of additional platforms at GRB and JOC

PHASE II-B

Section	Damodar - Joychandi Pahar
Capacity Utilisation (%)	E:126 + D:15
Capacity Required (track wise)	UP: 75, RL:75, DN: 75
Signalling Required	Smart 1000m span Full Auto Centralised.
Additional Work (if any)	<ul style="list-style-type: none"> a. Additional loops as per requirement at BERO, RKI, MDF and MDKD. b. Remodelling of RKI to increase through MPS from existing 80 kmph to section MPS. c. Remodelling of DMA to support through traffic to MOH side. d. Construction of major bridge over Damodar river capable of handling 25T load and through MPS with side pathway. e. Construction of additional platforms at BERO, RKI, MDF, MDKD and DMA. f. Requirement of additional power substation.

PHASE III

Section	Purulia – Chandil
Capacity Utilisation (%)	E:122 + D:11
Capacity Required (track wise)	UP: 75, RL:75, DN: 75
Signalling Required	Smart 1000m span Full Auto Centralised.
Additional Work (if any)	<ul style="list-style-type: none">a. Additional loops as per requirement at TAO, KTD, BBM, BRMD and NIM.b. Construction of railway bridge over Kangsabati river capable of handling 25T load and through MPS with side pathway.c. Construction of additional platforms at TAO, KTD, BBM, BRMD and NIM.d. Requirement of additional power substation.

Summary:

Revised ROR of the project has been found to be more than 20%. Revised budgetary allocation of 1936 cr. was proposed and sanctioned in the year 2021-22. This section has very high PPM figure along with very high freight movement. End to end displacement to distance efficiency is above 95%. Proposed EWDFC RAJKHARSAWAN ANDAL will run parallel to this section. Provision to have DFFCIL link at multiple major points incl. Raghunathpur Industrial Park (part of **ADKIC**) will need extra allotment.

Sectional Profile:

Code	Stations	Passenger Halt	Passenger Terminal	Freight Terminal
BURN	Burnpur	Y	N	Y
DMA	Damodar	Y	N	Y
MDKD	Madhukunda	Y	N	Y
MDF	Muradi	Y	N	N
RKI	Ramkanali	Y	N	Y
BERO	Bero	Y	N	N
JOC	Joychandi Pahar	Y	N	Y
GRB	Garhhrubesar	Y	N	N
ANR	Anara	Y	N	Y
BGA	Bagalia	Y	N	N
KSU	Kustaur	Y	N	N
CHRA	Chharra	Y	N	Y
PRR	Purulia	Y	Y	Y
TAO	Tamna	Y	N	N
KTD	Kantadih	Y	N	N
URMA	Urma	Y	N	N
BBM	Barabhum	Y	Y	Y
BRMD	Biramdihi	Y	N	N
NIM	Nimdihi	Y	N	Y
CNI	Chandil	Y	N	Y