

	मध्य रेलवे मंडल प्रबंधक कार्यालय विद्युत परिचालन विभाग, TRO Branch भुसावल - 425201 ई मेल : bsldrdeetro@gmail.com	 एक कदम स्वच्छता की ओर
भुसा.टी.आर.ओ. अनुदेश-51		दिनांक :- 06.06.2023

सभी संबंधित  
भुसावल मंडल

**सामान्य अनुदेश-16/2023**

Sub: Raising of sectional speed from 110 kmph to 130 kmph on IGP-BSL-BD UP main line & DN main line (length – 526 km) (excluding 3<sup>rd</sup> and 4<sup>th</sup> line ) electrified section of Bhusawal Division of Central Railway.  
Ref: Sr. DEN/CO/BSL, L. No. BSL/W/525/W/High Speed dtd 31.05.2023

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With reference to the above, a letter received from Sr. DEN/Co/BSL regarding raising of sectional speed from 110 kmph to 130 kmph on IGP-BSL-BD UP main line & DN main line (length – 526 km) (excluding 3<sup>rd</sup> and 4<sup>th</sup> line ) electrified section of Bhusawal Division, which is self-explanatory is enclosed herewith.

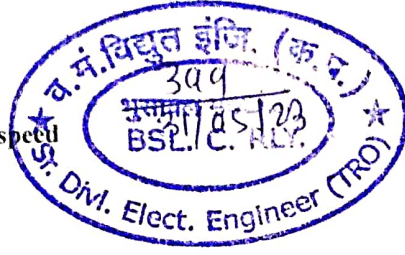
All CLIs are advised to counsel the staff accordingly.

DA: As above

  
Sr DEE/TRO/BSL  
6/6/23

C/- All CLIs, Depot Incharges : for n/a  
C/- CTLC, CLI/Trg : for n.a.

Central Railway  
No. BSL/W/525/W/High speed



Divisional Office  
Engineering Branch,  
Bhusaval.  
Date:- 31.05.2023

Sr. DOM BSL

Sub:-Raising of sectional speed from 110 kmph to 130 kmph on IGP-BSL-BD UP main line & DN main line (length- 526 km) (excluding 3rd and 4th line) electrified section of Bhusawal Division of Central Railway.

- Ref:- i) Sanctioned accorded by CRS/CC vide letter no. C-18(7)/2022/902, Dt. 14.09.2022.  
ii) Notification issued by CTE CR vide letter no. W.226/Raising of speed/130 Kmph/ IGP-BD, Dt. 30.11.2022

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In connection with the above subject, CRS sanction vide above referred letter has been received. And notification for raising of sectional speed between IGP-BD section has been issued by CTE CR on dated 30.11.2022.

In view of the above, Permanent speed restriction to be observed for 130 kmph between IGP-BD section is tabulated below. you are requested to take needful action please and to make changes in working time table.

List of PSR to be observed for 130 KMPH in IGP-BSL-BD section on DN Road.

IGP-BSL DN Road-

SN	Between Station	Line	PSR From	PSR To	Total	TP From	TP To	PSR (KMPH)	Reason	Remarks
1	IGP-GO	DN	140.03	146.034	6.004	140/0	146/3	110	Sharp Curve and T/out on Curve	
2	GO-PI	DN	146.48	147.09	0.61	146/7	147/3	95	Sharp Curve	Existing PSR
3	GO-PI	DN	150.206	151.699	1.493	150/05	151/31	110	Sharp Curve	
4	GO-PI	DN	152.94	155.009	2.069	152/25	155/1	85	Sharp Curve	Existing PSR
5	PI-LT	DN	155.036	170.818	15.782	155/01	170/31	110	Sharp Curve and T/out on Curve	
6	LT-DVL	DN	170.903	171.917	1.014	170/35	171/43	100	Sharp Curve	Existing PSR
7	LT-DVL	DN	172.004	176.78	4.776	172/0	176/35	110	Sharp Curve	
8	DVL-NKRD	DN	186.17	186.41	0.24	186/7	186/11	85	Inadequate TL	
9	DVL-NKRD	DN	186.32	187.892	1.572	186/13	187/39	110	Inadequate TL	
10	NKRD-OD	DN	192.1	193.14	1.04	192/05	193/05	115	Sharp Curve	
11	NKRD-OD	DN	205.45	205.63	0.18	205/13	205/23	110	Tout on Curve	
12	KBSN-UGN	DN	215.06	222.096	7.036	215/01	222/05	110	Sharp Curve and T/out on Curve	
13	NR-UGN	DN	225.197	226.175	0.978	225/05	226/07	115	Inadequate Cant	
14	UGN-LS	DN	230.503	234.465	3.962	230/13	234/17	115	Inadequate TL	
15	LS-SUM	DN	241.58	241.96	0.38	241/15	241/29	110	Sharp Curve	
16	LS-SUM	DN	248.303	248.703	0.4	248/7	248/25	110	T/out on Curve	
17	SUM-MMR	DN	258.17	258.58	0.41	258/03	258/19	110	Sharp Curve	
18	PNV-HSL	DN	265.43	265.93	0.5	265/13	265/33	110	T/out on Curve	
19	HSL-PIN	DN	278.42	287.04	8.62	278/11	287/3	110	Sharp Curve and T/out on Curve	
20	NGN-PKE	DN	293.15	293.88	0.73	293/5	293/15	100	Sharp Curve	Existing PSR
21	NGN-PKE	DN	293.93	296.94	3.01	293/35	296/29	110	Inadequate TL & T/out on Curve	
22	NI-HPR	DN	305.398	305.748	0.35	305/17	305/25	80	T/out between Two reverse curve	Existing PSR
23	NI-HPR	DN	313.586	313.836	0.25	313/19	313/27	120	Inadequate TL	
24	NI-HPR	DN	315.77	319.33	3.56	315/21	319/11	110	Sharp Curve & T/out on Curve	
25	NI-HPR	DN	345.903	347.055	1.152	346/0	347/03	110	Inadequate TL	
26	NGD-GAA	DN	355.04	355.39	0.35	355/1	355/23	110	Sharp Curve	

Letter 21-22

255

*Noted*  
*2/5*  
*26/23*



SN	Between Station	Line	PSR From	PSR To	Total	TP From	TP To	PSR (KMPH)	Reason	Remarks
27	NGD-GAA	DN	360.371	361.151	0.78	360/9	361/7	110	T/out on Curve	
28	GAA-PC	DN	366.496	367.226	0.73	366/13A	367/11	110	Sharp Curve	
29	GAA-PC	DN	371.78	372.03	0.25	371/23	372/1	110	T/out on Curve	
30	PC-PHQ	DN	377.895	382.786	4.891	377/25	382/29	105	Sharp Curve	Existing PSR
31	PHQ-MWD	DN	385.135	392.4	7.265	385/3	392/13	110	T/out on Curve & Bad formation	
32	MYJ-MWD	DN	396.65	400.335	3.685	396/17	400/11	110	Bad formation and T/out on Curve	
33	MWD-SS	DN	403.496	404.501	1.005	403/11	404/21	95	Sharp Curve	Existing PSR
34	SS-JL	DN	411.979	412.555	0.576	411/29	412/21	120	Inadequate TL	
35	SS-JL	DN	419.402	419.618	0.216	419/11	419/17	65	DDS with Curve at both approach	Existing PSR
36	BDI-BSL	DN	443	443.76	0.76	442/27	443/35	100	Inadequate TL	

**BSL-BD DN Road-**

SN	Between Station	Line	PSR From	PSR To	Total	TP From	TP To	PSR (KMPH)	Reason	Remarks
1	BSL-VNA	DN	447.64	447.7	0.063	447/32	447/34	75	Special Diamond Crossing	Existing PSR
2	VNA-ACG	DN	456.87	457.52	0.65	456/32	457/20	110	T/out on Curve	
3	ACG-BDWD	DN	463.79	467.14	3.35	463/24	467/06	115	Inadequate TL	
4	ACG-BDWD	DN	467.39	468.85	1.46	467/14	468/22	100	Sharp Curve	Existing PSR
5	ACG-BDWD	DN	469.13	470.3	1.17	469/4	470/10	90	Reverse Curve	Existing PSR
6	ACG-BDWD	DN	470.3	471.03	0.73	470/10	471/10	100	Sharp Curve & Inadequate cant	Existing PSR
7	ACG-BDWD	DN	472	475.53	3.53	471/28	474/38	105	Inadequate cant	Existing PSR
8	KMKD-MKU	DN	485.605	486.065	0.46	485/18	486/04	110	Sharp Curve	
9	KMKD-MKU	DN	493.58	493.88	0.3	493/22	493/36	100	T/out on Curve	Existing PSR
10	MKU-WDD	DN	494.6	494.91	0.31	494/20	494/34	110	T/out on Curve	
11	WDD-BIS	DN	507.244	507.894	0.65	507/22	507/26	120	Inadequate TL	
12	BIS-KJL	DN	512.337	513.773	1.436	512/10	513/36	115	Sharp Curve	
13	KJL-NN	DN	521.352	525.136	3.784	521/12	525/06	110	Bridge and T/out on Curve	
14	NN-JM	DN	531.663	532.202	0.539	531/20	532/10	115	Inadequate TL	
15	JM-SEG	DN	541.066	545.9	4.834	541/02	545/32	110	Inadequate Cant	
16	SEG-NGZ	DN	546.218	546.972	0.754	546/6	547/6	90	T/out on Curve & Inadequate cant, PF line with reverse curve	Existing PSR
17	NGZ-PS	DN	555.049	558.059	3.01	555/02	558/04	90	Inadequate TL & falling on Bridge	Existing PSR
18	PS-GAO	DN	563.528	563.831	0.303	563/24	563/36	115	Inadequate TL	
19	PS-GAO	DN	564.033	564.163	0.13	564/12	564/14	90	Inadequate TL	Existing PSR
20	PS-GAO	DN	564.193	564.333	0.14	564/26	564/40	105	Inadequate TL	Existing PSR
21	GAO-AK	DN	577.247	577.607	0.36	577/08	577/24	115	Inadequate TL	
22	GAO-AK	DN	583.308	583.408	0.1	583/12	583/20	70	Curve without Cant	Existing PSR
23	GAO-AK	DN	583.521	584.261	0.74	583/24	584/10	110	Inadequate Cant	
24	YAD-BGN	DN	601.69	602.415	0.725	601/26	602/18	105	Inadequate Cant	Existing PSR
25	KTP-MZR	DN	620.38	620.62	0.24	620/12	620/24	90	Curve without TL	
26	KTP-MZR	DN	621.5	621.73	0.23	621/16	621/28	75	Inadequate TL	Existing PSR
27	MUN-MADH	DN	633.69	634.9	1.21	633/26	634/32	110	Bad formation and T/out on Curve	
28	MADH-KUM	DN	646.21	646.99	0.78	646/6	646/34	105	Inadequate Cant	Existing PSR
29	TKI-BD	DN	657.45	662.233	4.783	657/14	662/10	110	Bad formation & T/out on Curve	
30	TKI-BD	DN	662.3	662.59	0.29	662/16	662/20	45	Sharp Curve	Existing PSR
31	BD-PLO	DN	662.9	663.19	0.29	662/42	663/10	30	T/out on Curve	Existing PSR
32	BD-PLO	DN	663.445	664.285	0.84	663/13	664/11	100	Sharp Curve	



List of PSR to be observed for 130 KMPH in BD-BSL-IGP section on UP Road.  
**BD-BSL UP Road-**

SN	Between Station	Line	PSR From	PSR To	Total	TP From	TP To	PSR (KMPH)	Reason	Remarks
1	PLO-BD	UP	664.25	663.4	0.85	664/11	663/17	100	Inadequate TL	
2	PLO-TKI	UP	662.222	657.45	4.772	662/9	657/13	110	T/out on Curve & Bad formation	
3	MADH-MUN	UP	634.9	632.77	2.13	634/31	632/27	110	Bad Formation and T/out on Curve	
4	MZR-KTP	UP	621.56	620.49	1.07	621/19	620/13	75	Curve without Cant	Existing PSR +Other
5	YAD-AK	UP	584.081	583.513	0.568	584/03	583/25	110	Inadequate Cant	
6	YAD-AK	UP	583.476	583.366	0.11	583/21	583/15	75	Curve without Cant	Existing PSR
7	PS-NGZ	UP	561	556.797	4.203	561/0	556/33	110	Bad formation & Inadequate TL	
8	PS-NGZ	UP	556.752	555.922	0.83	556/33	555/21	90	Inadequate TL	Existing PSR
9	NGZ-SEG	UP	555.620	555.070	0.55	555/27	555/1	115	Inadequate TL	
10	NGZ-SEG	UP	546.985	546.095	0.890	547/5	546/3	90	Inadequate Cant & T/out on curve	Existing PSR
11	SEG-JM	UP	545.9	542.348	3.552	545/31	542/9	110	Inadequate Cant & Bridge	
12	JM-NN	UP	532.2	531.663	0.537	532/9	531/19	120	Inadequate TL	
13	JM-NN	UP	525.134	522.602	2.532	525/05	522/27	110	Bridge and Curve with Inadequate TL	
14	KJL-BIS	UP	513.785	511.65	2.135	513/35	511/17	110	Sharp Curve	
15	BIS-WDD	UP	507.894	507.244	0.65	507/25	507/21	120	Inadequate TL	
16	WDD-MKU	UP	494.94	493.58	1.36	494/33	493/21	110	T/out on Curve	
17	MKU-KMKD	UP	486.075	485.615	0.46	486/1	485/19	115	Sharp Curve	
18	KLHD-BDWD	UP	475.53	474.62	0.91	475/21	474/25	100	Inadequate TL	Existing PSR
19	BDWD-ACG	UP	473.94	472	1.94	474/01	472/01	110	T/out on Curve	
20	BDWD-ACG	UP	471.03	469.99	1.04	471/03	469/03	95	Inadequate cant & reverse curve	Existing PSR +Other
21	BDWD-ACG	UP	468.72	467.39	1.33	468/39	467/13	105	Sharp Curve	Existing PSR
22	BDWD-VNA	UP	464.75	460.85	3.9	464/29	460/23	115	Inadequate TL	
23	ACG-VNA	UP	457.53	456.87	0.66	457/19	456/31	110	T/out on Curve	
24	VNA-BSL	UP	447.473	447.113	0.36	447/31	447/29	75	Special diamond Crossing	Existing PSR

**BSL-IGP UP Road-**

SN	Between Station	Line	PSR From	PSR To	Total	TP From	TP To	PSR (KMPH)	Reason	Remarks
1	BSL-BDI	UP	443.76	443	0.76	443/36	443/02	100	Inadequate TL	
2	JL-SS	UP	419.618	419.35	0.268	419/18	419/8	100	T/out on Curve	Existing PSR
3	JL-SS	UP	412.555	411.979	0.576	412/18	411/30	120	Inadequate TL	
4	SS-MWD	UP	404.501	403.496	1.005	404/22	403/12	95	Sharp Curve	Existing PSR
5	SS-MWD	UP	400.331	396.65	3.681	400/12	396/18	110	Bad Formation and T/out on Curve	
6	MWD-PHQ	UP	392.4	385.135	7.26	392/14	388/12	110	Bad formation and Tout on Curve	
7	MYJ-GAA	UP	382.776	377.895	4.881	382/30	377/26	105	Sharp Curve	Existing PSR +Other
8	GAA-PC	UP	372	371.776	0.224	372/0	371/24	110	T/out on Curve	
9	PHQ-GAA	UP	367.226	366.496	0.73	367/12	366/14	110	Sharp Curve	
10	GAA-NGD	UP	355.367	354.993	0.374	355/16	354/36	110	Inadequate TL	
11	NGD-KJ	UP	347.104	345.905	1.199	347/04	346/0	110	Inadequate TL	
12	HPR-NI	UP	319.361	313.59	5.771	319/14	313/20	110	T/out on Curve & Sharp Curve	
13	NI-PKE	UP	306.558	305.403	1.155	306/20	305/12	110	T/out on Curve	

SN	Between Station	Line	PSR From	PSR To	Total	TP From	TP To	PSR (KMPH)	Reason	Remarks
14	PKE-NGN	UP	296.945	293.15	3.795	296/32	293/6	110	T/out on Curve & Sharp Curve	
15	PKE-PJN	UP	287.03	278.42	8.61	287/4	278/12	110	T/out on Curve & Sharp Curve	
16	HSL-PNV	UP	265.9	265.43	0.47	265/32	265/14	110	T/out on Curve	
17	MMR-SUM	UP	258.58	258.17	0.41	258/20	258/4	110	Sharp Curve	
18	MMR-SUM	UP	248.703	248.483	0.22	248/26	248/16	110	T/out on Curve	
19	SUM-LS	UP	241.96	241.58	0.38	241/30	241/16	110	Sharp Curve	
20	LS-UGN	UP	234.465	232.324	2.141	234/18	232/12	110	Inadequate TL and T/out on Curve	
21	LS-UGN	UP	226.175	225.945	0.23	226/6	225/30	115	Inadequate TL	
22	UGN-NR	UP	222.096	221.514	0.582	222/6	221/18	115	Inadequate TL	
23	UGN-NR	UP	219.499	202	17.499	219/22	202/0	110	Bad Formation and T/out on Curve	
24	OD-NKRD	UP	193.14	192.1	1.04	193/8	192/6	80	Inadequate TL	Existing PSR
25	OD-NKRD	UP	187.895	187.234	0.661	187/40	187/8	80	Sharp Curve	Existing PSR
26	NKRD-DVL	UP	186.535	186.161	0.374	186/26	186/8	110	T/out on Curve	
27	DVL-LT	UP	180.29	165.383	14.907	180/12	165/12	110	Sharp Curve	
28	LT-AV	UP	163	162.119	0.881	163/0	162/4	110	Inadequate TL and Bad Formation	
29	AV-PI	UP	161.436	160.692	0.744	161/22	160/22	75	Bad formation & Sharp Curve	Existing PSR +Other
30	AV-PI	UP	160.142	157.383	2.759	160/8	157/14	100	Sharp Curve	
31	AV-PI	UP	157.12	155.581	1.539	157/6	155/18	95	Sharp Curve	Existing PSR
32	PI-GO	UP	155.01	152.939	2.071	155/2	152/26	85	Sharp Curve	Existing PSR
33	PI-GO	UP	151.698	150.478	1.22	151/32	150/14	110	Sharp Curve	
34	PI-GO	UP	147.072	146.481	0.591	147/4	146/6	90	Sharp Curve	Existing PSR
35	GO-IGP	UP	144.869	140.021	4.848	144/38	140/0	110	Sharp Curve	

Sr. DEN (S) BSL

वरिष्ठ मंडल इंजीनियर (दक्षिण) भुसावल  
Sr. Divl. Engineer (South) C. R. Bel

C/- DRM BSL for information please.

C/- ADRM BSL for information please.

C/- Sr. DSTE, Sr. DEE (TRD), Sr. DEE (TRO), Sr. DME BSL for information and please

Sr. DEN (N) BSL

वरिष्ठ मंडल इंजीनियर (उत्तर)  
मध्य रेल, भुसावल  
Sr. Divisional Engineer (North)  
C.Rly., Bhusawal

वरिष्ठ मंडल इंजीनियर (पूर्व) भुसावल  
Sr. DEN (E) BSL

Sr. DEN (Co) BSL

वरिष्ठ मंडल इंजीनियर (समन्वय)  
Sr. Divisional Engineer (Co.)

मध्य रेल, भुसावल  
C. Rly., Bhusawal

आ. नि. सं. (आ. नि. सं.)	दि.
आ. नि. सं.	
व. म. सं. सं.	