



सेन्ट्रल कोलफील्ड्स लिमिटेड

(भारत सरकार का एक उपक्रम)

(दरभंगा हाउस, राँची-834029)

CENTRAL COALFIELDS LIMITED

(Govt. of India Undertaking)

CCL

Darbhang House, Ranchi- 834 029

(A Miniratna Cat- 1 Company) फोन/Phone: (0651) 2360184 फैक्स/Fax: (0651) 2360184,

वेबसाइट/Website: http://www.ccl.gov.in

Letter No.: CCL/HOD (F)/2018/

Dated:

Justification for North Urimari Railway Siding Project located in the forest area of North Urimari OCP, Urimari OCP and Sayal D colliery

Details of North Urimari Railway Siding

Land Details in North Urimari Railway siding in Ha									
	Notified Forest	GMK JJ	Total Forest	Non Forest	Total Land	Forest land already applied for Change in Land Use	Forest Land Under Fresh application		
							NF	GMK JJ	Total Forest
North Urimari OCP	0	2.96	2.96	4.82	7.78	2.96	0	0	0
Urimari OCP	6.48	8.27	14.75	9.60	24.35	6.48	0	8.27	8.27
Sayal D	16.18	2.84	19.02	2.32	21.34	16.18	0.00	2.84	2.84
Total	22.66	14.07	36.73	16.74	53.47	25.62	0.00	11.11	11.11

Details of Forest land already available in Ha				
	Notified Forest	GMK JJ	Total Forest	Remarks
North Urimari OCP	0	2.96	2.96	8-54/2008-FC dtd. 3.8.11
Urimari OCP	6.48	0	6.48	8-68/2004-FC dtd. 13.9.04.
Sayal D	16.18	0	16.18	8-66/2004-FC Dtd. 17.7.08.
Total	22.66	2.96	25.62	

The North Urimari Railway Siding has been approved by CCL Board, in its 442nd meeting (no. 09 of 2017) on dtd. 24.04.17.

In the Detailed Project Report For Provision Of Rail Route To Serve North Urimari Ocp Of Barka Sayal Area At Patraru prepared by RITES (pp 15 of 60)

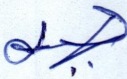
North urimari Railway Siding was earlier planned to construct the coal loading siding with provision of RLS at the North Urimari area by extending the buffer end of unused Sayal-D siding which was connected with the PD branch line at kms.3/040.99 from CSB of Patraru on the erstwhile „Twin Single Line“ section between Patraru East cabin and Sounda cabin. Presently, the North line is defunct and the South line is operative as a single line section. A number of colliery sidings of CCL e.g.; (i) Giddi A (Raw coal & Washery), (ii) Central Sounda, (iii) Sounda B (iv) Bhurkunda and (v) Sirka are worked through this single (South) line which is also electrified with 25 KV AC traction.

1.4.2 Although, the existing track structure of the erstwhile Sayal-D siding is found to be unusable, it was planned that the proposed siding would be connected with the North line by restoration of the defunct take-off point of Sayal-D siding at kms.3/040.99 from CSB of

सोमिता सिंह
SOMITRA SINGH
उपनिर्देशक (विन एवं प)
राँची

Patratu station with additional provisions of suitable cross-overs with the South line. This point was shown earlier in the FSR as „0“ chainage for the purpose of calculating onward locations of the siding. The existing North line for this portion between Patratu and Sounda was proposed for complete renovation to meet up the purpose.

On detailed survey, it is now found that restoration of erstwhile take-off point of the Sayal-D siding which was taken off within a falling grade of 1 in 141.47 is considered technically not feasible due to grade constraint. Taking off the siding from another location of the North line is also not possible due to present grade condition of the North line. Hence, it is now planned to connect the proposed North Urimari siding directly in continuation of the unused North line and for the purpose of construction, the starting / take point of the will be from North line at km.3/040.99 from CSB of Patratu station.


PROJECT OFFICER
BIRSA PROJECT C. C. L.


HOD (E&F)
CCL, Ranchi
सौमित्र सिंह
SOUMITRA SINGH
उप महाप्रबंधक/विभागाध्यक्ष (वन एवं पर्यावरण)
सी० सी० एल०, राँची
Dy. GM/HOD (Env. & Forest)
C.C.L., Ranchi