

Length	174 Kms
Cost	Rs.47,851 lakhs
State	Orissa
Division	Sambalpur
Chief Engineer	CE/C/III/BBS
Progress (Physical)	100%
Progress (Financial)	99.21%

This is a major railway project of East Coast Railway completed and inaugurated formally on 15th August, 1998 by the Hon'ble Minister of Railways. The flagging off of Rourkela-Bhubaneswar Express, the first passenger train of the section on that date by the Hon'ble Minister of Railways fulfilled the long cherished dream of the people of Orissa to have a silken thread for cultural, emotional and socio-economic integration of eastern and western parts of the State. This rail link, apart from relieving congestion of Kharagpur-Jharsguda and Kharagpur-Berhampur trunk routes,

reduces the distances from Cuttack, Bhubaneswar and Puri, the Commercial, Political and Cultural capitals of Orissa respectively, to important Indian towns of Western and Northern India such as Mumbai, New Delhi etc. by 380 km.

Signalling and Telecommunication system on Talcher-Sambalpur line

The importance of efficient signalling and fast telecommunication system for fast safe and punctual train services needs no emphasis. Hence, Talcher-Sambalpur new broad gauge line opened recently has been provided with Standard-III panel interlocking with multiple aspect colour light signals. In this system, colour light signals are provided with electrically driven motors for point operation and all the signals and points are operated from a central panel located in the Station Master's office. The use of high visibility colour light signals allows the driver of an approaching train to see the signal sufficiently in advance even in disturbed weather conditions. Multiple aspect signalling pre-warns the driver the aspect of the signal in advance of the signal sighted by him. Entire portion of the track under the jurisdiction of a station is provided with track circuiting which indicates the occupancy of the track by train to the Station Master in his chamber on the panel on real time basis. The central operation of signals and points from an operation-cum-indication panel enables the Station Master to plan the operation more efficiently and negate the possibility of human error due to involvement of multiple operators. The fail-safe interlocking arrangements of Standard-III variety ensures that all safety requirements are fully met before the signal is taken 'off' for movement of the trains. Presence and occupancy of block section between stations by train is monitored continuously by axle counters which count the number of axles in the block section at the entry and exit ends by track mounted transducers. This line has also been provided with a State of Art optical fibre communication system to provide noise free and instant communication

between the train controlling office at Sambalpur and various stations. Telephone sockets have been provided at every kilometre distance along side the track to provide communication between train controlling office at Sambalpur and the maintenance staff in the section. and also with the train crew in the event of any eventuality like accidents etc. Instant mobile communication is also being planned between train crew and the train controlling office and also between the maintenance staff in the section to the stations and train controlling office. All manned level crossing gates have been provided with communication facility with the stations to ensure closure of gates before the passage of the train.

Progress of Work

- i. Project has been completed & commissioned.
- ii. RRI works at Sambalpur has been completed & commissioned.
