

Trains that Orissa government should push for in the near future (beyond 2006) Railway budget (some are probably already in their list)

Chitta Baral. April 20th 2006.

2007

New Trains:

1. [TB] Introduce a new Tata-Bhubaneswar (42+262+24+92=420kms) intercity express via Keonjhar. (*Needed for fast connection between Keonjhar and Bhubaneswar. Also serves as a day time train between Bhubaneswar and Tata, the second most important city in the neighbouring state of Jharkhand.*)
2. [CB] Introduce a new Chakradharpur-Bhubaneswar passenger via Keonjhar. (*Needed for convenience of the people living in the newly opened Jakhapura-Bansapani line.*)
3. [HH] Introduce a biweekly Hyderabad-Tata/Hatia express via Koraput, Rayagada, Titlagarh, Sambalpur, and Rourkela. (*Neither Tata nor Ranchi is connected to Hyderabad and there is a demand from people in west Orissa for a train to Hyderabad. This solves both issues.*)
4. [VKD] Introduce a biweekly Vizag-Koraput-Delhi express via Koraput, Balangir, Sambalpur, Rourkela, Rajkarsuan, Allahabad and Kanpur. (*Vizag is not connected to Allahabad and Kanpur and there is a demand from people in west Orissa – Balangir – for a train to Allahabad and Delhi. This addresses both issues. This can run on the days the Vizag-Amritsar train does not run.*)
5. [PC] Introduce a weekly Puri-Cape express running through Cochin and Trivendrum. (*Alternatively the weekly Bhubaneswar-Chennai express may be extended to Cape. This helps in establishing Puri in the minds of people in Kerala.*)
6. [BP] Introduce a Barbil(0)-Padapahar(27)-Keonjhar-Jakhapura(234)-Bhubaneswar(326)-Puri(389) intercity express. (*The Barbil Janshatabdi reaches Barbil at 13:10 while passing through Padapahar around noon and leaves Barbil at 13:30 passing through Padapahar around 14:30. This train should leave and reach Barbil around the same time so that people from Keonjhar can change train and take the Janshatabdi to Howrah . Alternatively, the rake coming from Howrah to Barbil can continue on to Puri while the rake coming in from Puri to Barbil can continue on to Howrah.*)

7. [BJ] Introduce a Biramitrapur(0)-Rourkela(27)-Rajkharswan(148.5)-Keonjhar-Jakhapura(434.5)-Jajpur Rd(443) intercity express. *(This will be a day train between Jajpur Rd and Rourkela. It will also connect Keonjhar to Rourkela.)*

Extensions:

8. [BM1] Extend Visakha express to Mumbai. *(Currently Bhubaneswar is connected to Mumbai by the daily Konark Express and a weekly express. Visakhapatnam is connected to Mumbai only by Konark express. Konark express has a huge backlog in reservations. Hence, a new daily connection to Mumbai from Bhubaneswar is immediately needed. Extending Visakha express to Mumbai would serve that need with minimal new cost. Alternatively do 19.)*
9. [BM2] Extend Bhubaneswar-Sambalpur-Titlagarh-Raipur express to Mumbai via Nagpur. *(As mentioned above, this connection will alleviate the demand between Bhubaneswar and Mumbai. In addition, Bhubaneswar and Sambalpur are inadequately connected with Nagapur, which is very close to western Orissa. This connection will alleviate that problem. In addition this connection will increase connectivity between western Orissa towns such as Sambalpur, Balangir and Titlagarh and Mumbai.)*
10. [HB] Extend Hatia/Tata-Jammu Tawi express to Bhubaneswar via Keonjhargarh. *(Bhubaneswar is not connected to Jammu-Tawi. This connection will alleviate that problem. In addition it will create links between Keonjhargarh and northern India cities such as Allahbad and Delhi. It seems to have capacity and extra bogies can be added. If this does not work then definitely push 14 and 15 below.)*
11. [BBM] Extend Bhubaneswar-Bangalore express to Mysore. *(This is a no-brainer.)*
12. [BR] Extend Bhubaneswar-Sambalpur express to Rourkela, still having it as an Intercity. *[BBSR-Rourkela distance is Rourkela-Jharsuguda (102) + Jharsuguda-Sambalpur (49) + Sambalpur-Talcher(175) + Talcher-Barang(98) + Barang-BBSR (16) = 440km. So a BBSR-Howrah (437 km) Janashtabdi/Dhauli kind of timing, or the BBSR-Vizag (443km) Intercity timing would be ok. For example: If it starts from BBSR at 6 AM then using the 8413 timing it can reach Sambalpur by 11 AM and can reach Rourkela by 2:00 PM. Then it can leave Rourkela by 3:00 PM and reach BBSR by 11:00 PM. If this is successful then have another train with the opposite timing. I.e., leaving Rourkela at 6 AM reaching BBSR at 2:00 PM and leaving BBSR at 3:00 PM and reaching Rourkela at 11:00 PM can then be introduced.]*
13. [PJ] Extend Puri-Sambalpur express to Jharsuguda *(This will lead to a connection between Howrah-Mumbai line and BBSR-CTC as well as Anugul-Talcher resulting in people in these areas having more options to go to Mumbai and Pune by changing trains at Jharsuguda.)*

14. [PCH] Extend 8475 Puri-New Delhi Neelachal express (via Tata) to Chandigarh (*This train runs on T, F, Su and reaches Delhi four hours later than the 2815 train on the other days. This will satisfy the demands of Oriyas in Chandigarh.*)
15. [PJT] Extend 2815 Puri-New Delhi express (via Adra) to Jammu Tawi (*This train runs on M,W,Th, Sa and reaches Delhi four hours earlier than the 8475 train. This extension will connect Jammu Tawi with Bhubaneswar.*)

Frequency increases (possibly with small extensions):

16. [BBP] Make Baripada-Bhubaneswar express daily and extend it to Puri. Run it as an intercity express.
17. [PHO] Increase the frequency of the new Puri-Howrah train from biweekly to daily. (*This will be based on the demand of this train. The existing two daily night trains have a heavy backlog.*)
18. [PJD] Increase frequency of Puri-Jodhpur express to twice or thrice a week or more. (*This is the only train that links Bhubaneswar with Bhopal, the capital of MP. By increasing the frequency of this train there will be more frequent connections of Bhubaneswar-Bhopal and Bhubaneswar-Jaipur connecting state capitals.*)
19. [BLT] Make BBSR-LTT express daily. (*Same reasoning as for 8 and 9. If necessary use the rake for this train to do 9 and eliminate this train.*) Like the Puri-Adi trains, on some days it should go via Vijainagaram-Rayagada and some other days via Visakhapatnam-Koraput-Rayagada.

Rerouting:

20. Reroute Utkal-Kalinga express to go via Keonjhar.

2008

1. Introduce Gunupur-Bhubaneswar express.

2009

2. Extend Bhubaneswar-Baripada express to Bangiriposi and call it Similipal Express.

2010

3. Sambalpur-Rayagada is split to go towards Junagarh (via Bhawanipatna) at Lanjigarh Rd.

4. Howrah-Koraput is split to go towards Junagarh (via Bhawanipatna) at Lanjigarh Rd.
5. Bhubaneswar-Koraput is split to go towards Junagarh (via Bhawanipatna) at Lanjigarh Rd.

2011

6. Run one of the Howrah-Mumbai express through Jakhapura-Sukinda-Talcher-Sambalpur. (KGP -Jakhapura: 232, Jakhapura- Sukinda Rd: 8, Sukinda Rd – Angul :90 , Angul – Sambalpur:157, Sambalpur – Jharsuguda :49 = 537 kms while KGP-Tata-Rourkela-Jharsuguda is 399 kms.)

2013

7. Introduce Junagarh-Bhubaneswar express through Balangir-Khurda line.

2014

8. Introduce two intercity Puri-Rourkela express through the Talcher-Bimlagarh line.
9. Change the Puri/Bhubaneswar-Sambalpur-Jharsuguda-Rourkela expresses to end at Jharsuguda.

2015

10. Run Koraput-Bhubaneswar express through Theruvali and Gunupur.
11. Extend Gunupur-Bhubaneswar express to Rayagada.
12. Extend Similipal express to Tata.
13. Reroute some of the BBSR-Kharagpur-Delhi trains to go via Baripada.

2016

14. Extend Koraput-Howrah and Koraput-Bhubaneswar trains to go to Nabarangpur (via Jeypore)

2017

15. Introduce Digha-Puri Express.

2018

16. Extend many of the express that terminate in Puri to Konark.
17. The expresses that ended at Nabrangpur (via Jeypore) are changed so as to end in Malkangiri. (So we have Malkangiri-Jeypore-Koraput-Howrah express and Malkangiri-Jeypore-Koraput-Theruvalli-Gunupur-Bhubnaeswar express.)
18. Introduce Jeypore-Nabarangpur-Rourkela express.
19. Introduce Jeypore-Nabarangpur-Balangir-Phulbani-Bhubaneswar expresses.