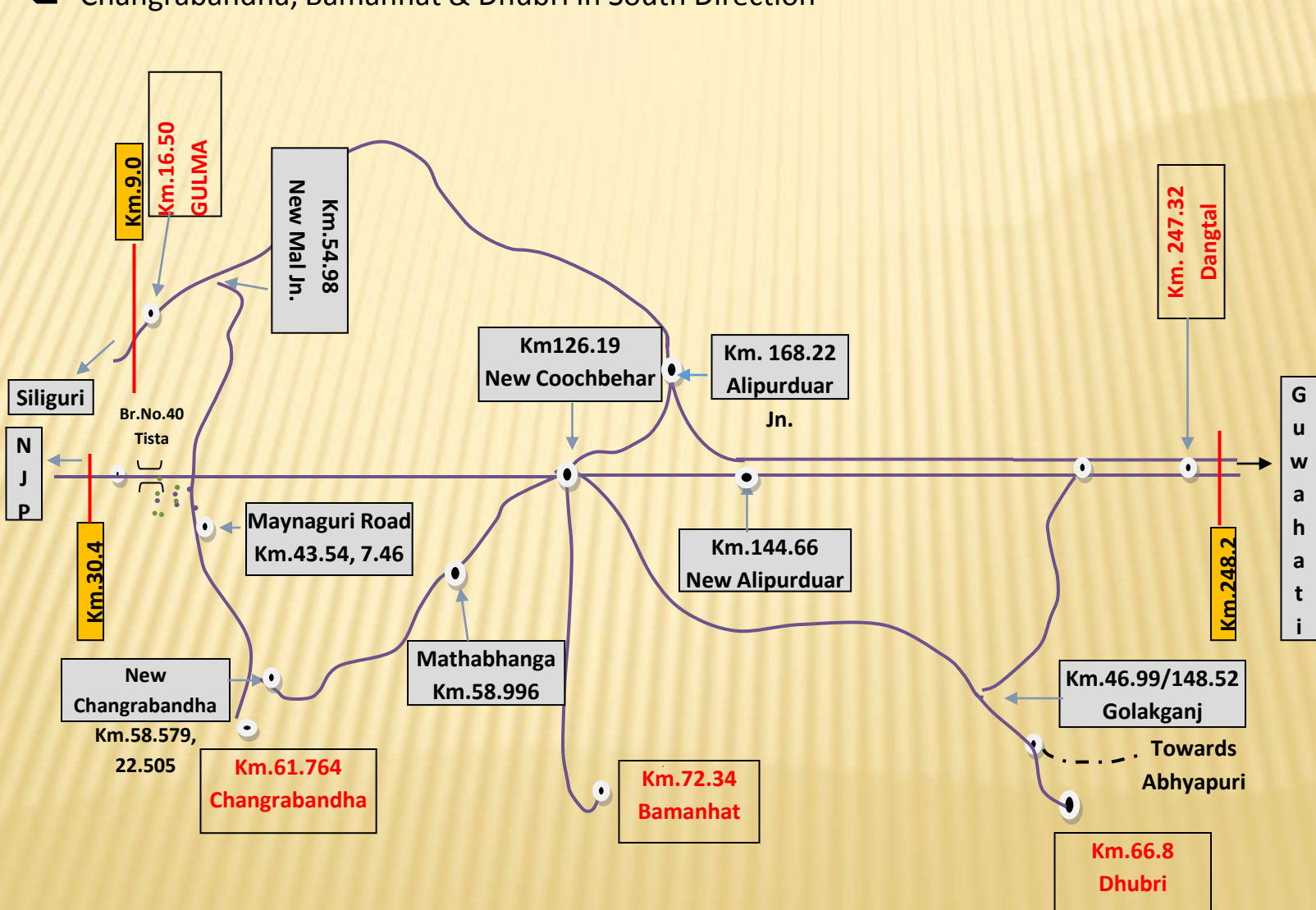


# Terminal Stations of APDJ Divison (shown in red)

- Jalpaiguri Road and Gulma in the West direction
- Dangtal in the East direction
- Changrabandha, Bamanhat & Dhubri in South Direction



## Sections under operation

- The main line track of the Division is divided into three major alignments as below :

Section	Length	Location	Remarks
<b>New Jalpaiguri – New Bongaigaon</b> (NJP-NBQ)	217.8 Km	From Km 30.4 on NJP end up to Km 248.2 on NBQ end.  SPEED POTENTIAL : 110 kmph	Double line for 171.8 Km  Doubling work is in progress for the balance stretch
<b>Siliguri Jn. – Samuktala Road Jn.</b> (SGUJ-SMTA)	172.2 km	Originates at Km 9.0 on SGUJ end and meets the NJP-NBQ line at SMTA (Km 181.2)  SPEED POTENTIAL : 100 kmph	The track runs through Five Reserve forest/ Sanctuaries. There are a number of Elephant corridors in this stretch of track and train-elephant conflict is eminent feature of this section. To reduce the incidence of elephant dashing, trains have to operate at restricted speed on almost all over the stretch.
<b>New Jalpaiguri – Abhayapuri</b>	148 Km  In this Divn.	Takes off from YLSC on NJP-NBQ line and runs uptoGauripurbefore it crosses the boundary of APDJ Divn.  SPEED POTENTIAL : 100 kmph	This section has recently been opened as an alternate route for GHY from NJP end. The portion under the physical jurisdiction of APDJ Division has been commissioned and trains coming from NJP end lands on NJP-NBQ MAIN LINE at Fakiragram to reach Guwahati.

- In addition to these three major alignments, there are following three branch lines also. All these lines are directed from North to South and ends up near the International Border of Bangladesh.

Section	Length	Location	Remarks
Alipurduar Jn. – Coochbehar – Bamanhat (APDJ-COB-BXT)	71.0 Km	From Km 1.5 (APDJ excl.) up to Km 72.5 at BXT  SPEED POTENTIAL : 60kmph	Converted to Broad Gauge in the year 2007
Fakiragram Jn. – Golakganj – Dhubri (FKM-GKJ-DBB)	69.0 Km	From Km 0.0 (FKM excl.) up to Km 69.0 at DBB  SPEED POTENTIAL : 50kmph	Converted to Broad Gauge in the year 2010
New Mal Jn. – Domohoni – Changrabandha (NMZ-DOI-CBD)	62.0 Km	From Km 0.0 (NMZ excl.) up to Km 62.0 at CBD  SPEED POTENTIAL : 100kmph	Converted to Broad Gauge in the year 2015

It is pertinent that **these three branch lines have the legacy of pre-independence Railway**, much before the present main line sections have even been contemplated



## Salient features

<b>Total Route Kilometre</b>	<b>724.23 Km.</b>	<b>West Bengal 559.82 km., Assam 164.41 Km.</b>
<b>Total Track Kilometre</b>	890.00 Km	'D' Route - 61%, 'E' Route - 39%
<b>Total number of Bridges</b>	1373 nos.	Important Bridge: 13 nos. Major Bridge: 246 nos. Minor Bridge: 901 nos. Road Over Bridge : 27 Road Under Bridge :186 Longest Bridge : Bridge No.73, 1096.8 mtr, (24 x 45.7 m) at km.61.248- between Mathabhanga & Chapaguri
<b>Number of Level Crossings</b>	268 (all manned)	
<b>Number of Stations</b>	85 nos.	
<b>Number of Passenger Carrying Trains run per day</b>	In BG1= 36 In BG2= 46 In BG3= 18	
<b>Goods Train</b>	In BG1= 34 In BG2= 32 In BG3= 6	
<b>Important Loading Point</b>	<ol style="list-style-type: none"> <li>1. Gossaigaon hat- Bamboo</li> <li>2. Dhuppuri- Potato</li> <li>3. Dalgaon- Dolomite</li> <li>4. Fakiragram Jn- Bamboo</li> <li>5. Falakata- Stone Chips &amp; Potato</li> <li>6. Salbari- Potato</li> </ol>	
<b>Important dedicated siding</b>	<ol style="list-style-type: none"> <li>1. <b>NTPC siding at Salakati</b></li> <li>2. <b>Military siding at Binnaguri</b></li> <li>3. <b>IOC siding at Hasimara</b></li> </ol>	