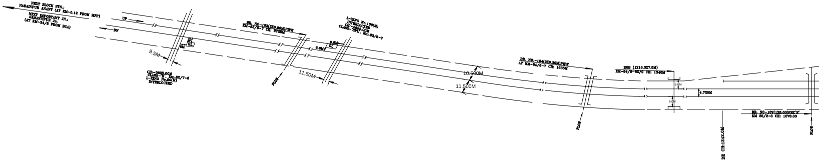
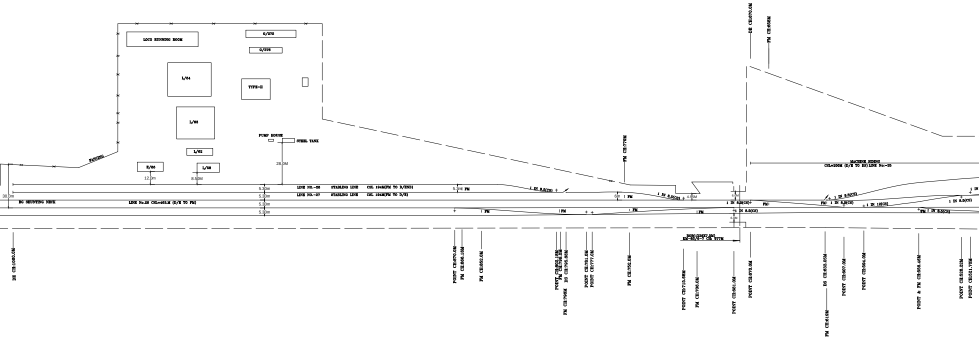
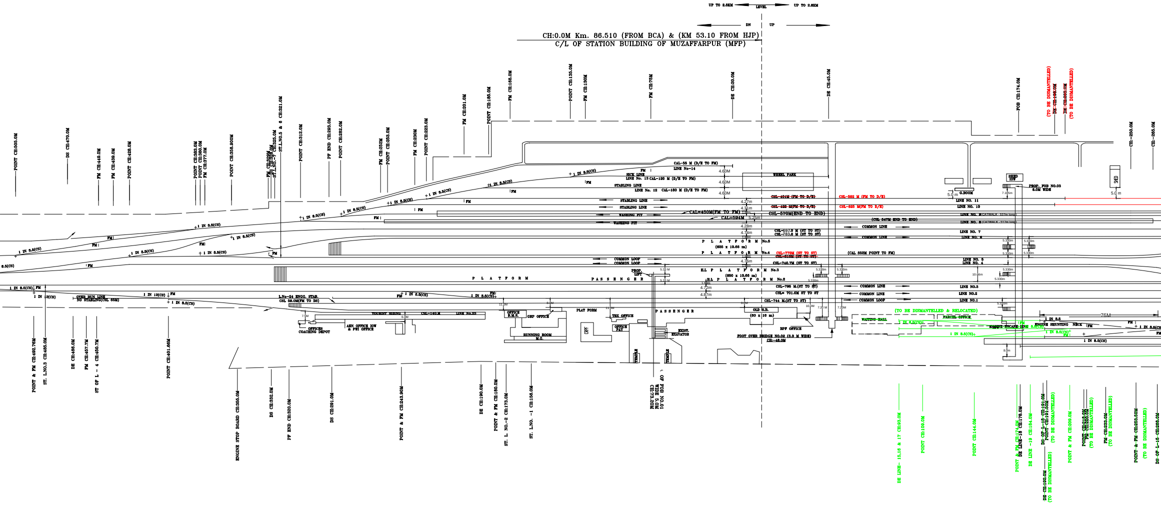
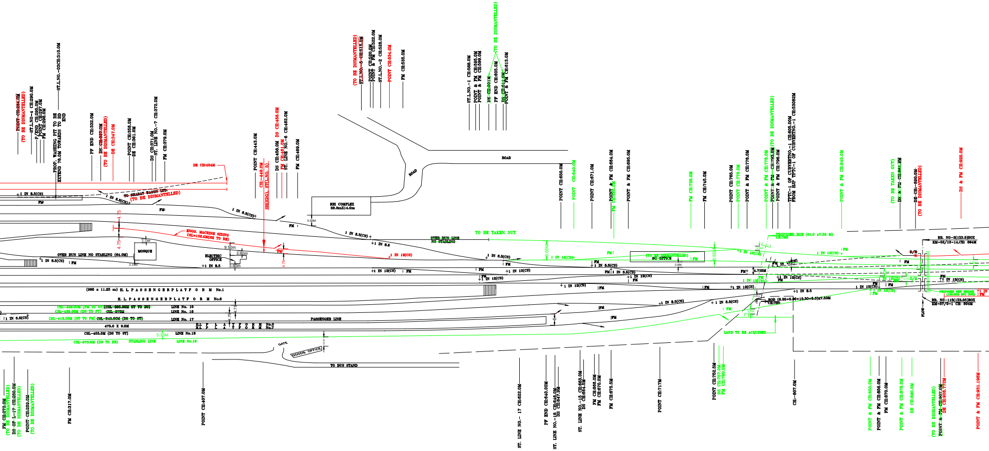

NEXT BLOCK STN.:
NARAINPUR ANANT (AT KM-5.12 FROM MFP)
NEXT IMPORTANT JN.:
SAMASTIPUR Jn.
(AT KM-34/8 FROM BCA)
UP
DN
6M
GL
9.5M
CH:-3605.00M
CLASS-'B', Km.82/7-8
L-XING No.99(M)
INTERLOCKED
BR. NO-103(2X0.90M)PIPE
KM-83/6-7 CH: 2725M
FLOW
11.50M
L-XING No.100(M)
INTERLOCKED
CH:-2695.00M
CLASS-'SPL', Km.83/6-7
6.0M
6.0M
GL
10.500M
11.500M
BR. NO.-104(2X0.30M)PIPE
AT KM-84/6-7 CH: 1635M
FLOW
ROB (1X18.3X7.5M)
KM-84/9-85/0 CH: 1340M
6.0M
6.0M
4.725M
DE CH:1242.0M
BR. NO-107(1X6.00)PRC'S'
KM 85/2-3 CH: 1070.00
FLOW

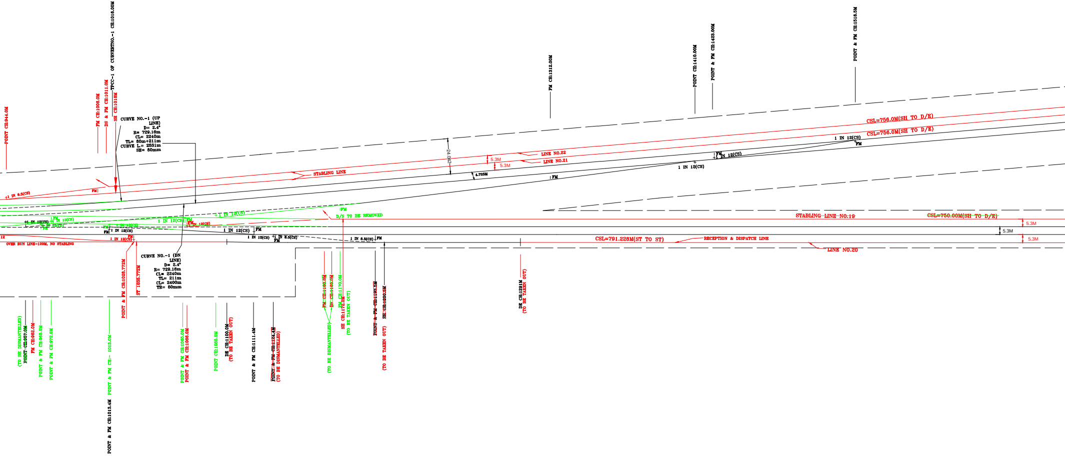
DETAILS OF L-XING

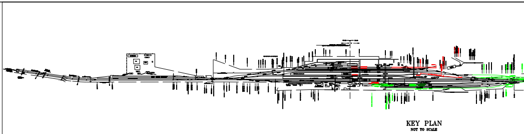
S. NO.	L.C. NO.	CLASS	M/UM	LOCATION	BLOCK SECTION	TELE. CONN.	CENSUS AS ON 2020	E/T	INTERLOCKED
1.	100	A	M	83/6-7	MFP-NRPA	NRPA	47213	ENG.	YES
2.	99	B2	M	82/7-8	MFP-NRPA	NRPA	200151	ENG.	YES
3.	98	B2	M	82/0-1	MFP-NRPA	NRPA	23909	TRAF.	YES


LOCO RUNNING ROOM
G/275
G/276
L/64
TYPE-II
L/63
PUMP HOUSE
STEEL TANK
L/62
E/86
L/58
FANCING
12.0m
8.50M
28.0M
30.0m
5.30m
5.30m
5.30m
5.30m
BG SHUNTING NECK
LINE No.26 CSL=463.M (D/E TO FM)
LINE NO.-28 STABLING LINE CSL 194M(FM TO D/END)
LINE NO.-27 STABLING LINE CSL 194M(FM TO D/E)
5.3m
FM
1 IN 8.5(CS)
FM CH:779M
6m
FM
1 IN 8.5(CS)
4.95M
6.0M
6.0M
1 IN 8.5(CS)
1 IN 8.5(CS)
FM
FM
FM
FM
FM
DE CH:670.0M
FM CH:658M
MACHINE SIDING
CSL=200M (D/E TO DS) LINE No:-25
1 IN 8.5(CS)
FM
FM
1 IN 8.5(CS)
1 IN 12(CS)
1 IN 8.5(CS)
1 IN
FM
1 IN 8.5(CS)
ROB(1X26X7.5M)
KM-65/6-7 CH: 677M
DE CH:1060.0M
POINT CH:870.0M
FM CH:866.16M
FM CH:852.0M
POINT CH:802.18M
FM CH:799.0M
DS CH:795.68M
FM CH:796M
POINT CH:781.0M
POINT CH:777.0M
FM CH:752.0M
POINT CH:715.66M
FM CH:706.0M
POINT CH:681.0M
POINT CH:670.0M
DS CH:633.05M
FM CH:619M
POINT CH:607.0M
POINT CH:594.0M
POINT & FM CH:556.46M
POINT CH:528.22M
POINT CH:521.70M


UP TO 2.8KM
LEVEL
UP TO 2.8KM
DN
UP
CH:0.0M Km. 86.510 (FROM BCA) & (KM 53.10 FROM HJP)
C/L OF STATION BUILDING OF MUZAFFARPUR (MFP)
POINT CH:505.0M
DS CH:470.0M
FM CH:449.0M
FM CH:439.0M
POINT CH:428.0M
POINT CH:383.0M
POINT CH:380.0M
FM CH:377.0M
POINT CH:355.900M
ST.L.NO.5 & 6 CH:321.0M
POINT CH:312.0M
PF END CH:293.0M
POINT CH:282.0M
FM CH:252M
POINT CH:253.0M
FM CH:230M
POINT CH:223.0M
FM CH:201.0M
POINT CH:185.0M
FM CH:168.0M
POINT CH:135.0M
FM CH:130M
FM CH:75M
DE CH:20.0M
DE CH:45.0M
FOB CH:174.0M
(TO BE DISMANTELLED)
(TO BE DISMANTELLED)
CH:-250.0M
CH:-265.0M
CAL-55 M (D/E TO FM)
LINE No-14
SICK LINE
LINE No. 13 CAL-120 M (D/E TO FM)
STABLING LINE
LINE No. 12 CAL-180 M (D/E TO FM)
WHEEL PARK
4.60M
4.60M
4.60M
STABLING LINE
STABLING LINE
WASHING PIT
WASHING PIT
CAL=450M(FM TO FM)
CAL=594M
CSL-570M(END TO END)
~~CSL-401M (FM TO D/E)~~
~~CSL-422 M(FM TO D/E)~~
CSL-592 M (FM TO D/E)
CSL-625 M(FM TO D/E)
(CSL 547M END TO END)
G.ROOM
5.0 m
LINE NO. 11
LINE NO. 10
LINE NO. 9 CATWALK - 537m long
LINE NO. 8 CATWALK - 537m long
COMMON LINE
COMMON LINE
LINE NO. 7
LINE NO. 6
PROP. FOB NO.03 6.0M WIDE
SHED
4.27m
4.31m
5.25m
4.28m
4.74m
4.76m
CSL-697.0 M (ST TO ST)
CSL-783.0 M (ST TO ST)
PLATFORM No.5
(625 x 10.66 m)
PLATFORM No.4
CSL-770M (ST TO ST)
~~CSL-816M (ST TO ST)~~
CSL-740.7M (ST TO ST)
(CAL 852M POINT TO FM)
LINE NO. 5
LINE NO. 4
COMMON LOOP
COMMON LOOP
PLATFORM
PASSENGER
PROP. LIFT
H.L PLATFORM No.3
(650 x 10.66 m)
H.L PLATFORM No.2
5.33 M
5.330m
10.66m
4.72m
4.87m
CSL-795 M.(ST TO ST)
CSL= 701.0M ST TO ST
CSL-744 M.(ST TO ST)
COMMON LINE
COMMON LINE
COMMON LOOP
LINE NO.3
LINE NO.2
LINE NO.1
1 IN 8.5(CS)
1 IN 12(CS)
FM
OVER RUN LINE
NO STABLING(CSL 65M)
L.No-24 ENGG. STAB.
CSL 58.0M(FM TO DS)
TOURIST SIDING
CSL-140 M
LINE No.23
OFFICES COACHING DEPOT
AEN OFFICE IOW & PWI OFFICE
OFFICE R.M.S.
GRP OFFICE
RUNNING ROOM M.G.
PLAT FORM
TRX OFFICE
OFFICE PAY
CRPF
EXIST. EXAVATOR
TEMPLE
TEMPLE
PASSENGER
OLD S.B.
(60 x 10 m)
RPF OFFICE
FOOT OVER BRIDGE NO.02 (3.0 M WIDE)
CH:-48.0M
(TO BE DISMANTELLED & RELOCATED)
~~WAITING HALL~~
~~PARCEL OFFICE~~
ENGINE ESCAPE LINE
ENGINE SHUNTING NECK
76M
11.0M
10.0M
7.20 M
7.20M
8.0M
POINT & FM CH:492.70M
ST. L.NO.3 CH:485.0M
DE CH:466.0M
FM CH:457.7M
ST OF L - 4 CH:450.7M
POINT CH:401.65M
ENGINE STOP BOARD CH:355.0M
DS CH:332.0M
PF END CH:320.0M
DS CH:291.0M
POINT & FM CH:243.90M
DE CH:190.0M
POINT & FM CH:180.0M
ST. L NO.-2 CH:173.0M
ST. L.NO. -1 CH:156.0M
℄ OF FOB NO.01 WIDE 5.0M CH:73.20M
DE LINE- 15,16 & 17 CH:93.0M
POINT CH:109.0M
POINT CH:144.0M
POINT & FM CH:174.0M
DE LINE-18 CH:178.0M
DE LINE -19 CH:184.0M
DS CH:192.0M
(TO BE DISMANTELLED)
DS OF L-18 CH:191.0M
POINT CH:191.50M
(TO BE DISMANTELLED)
POINT & FM CH:209.0M
FM CH:233.0M
(TO BE DISMANTELLED)
POINT & FM CH:253.50M
(TO BE DISMANTELLED)
DS OF L-15 CH:265.0M

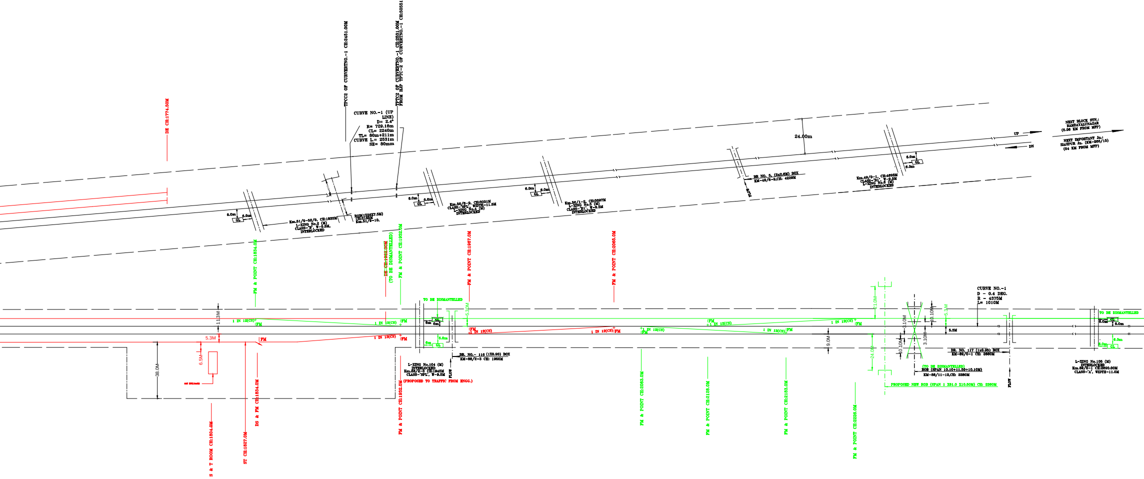

POINT CH:284.0M
(TO BE DISMANTELLED)
ST.L.NO-4 CH:290.0M
P/END CH:295.0M
POINT CH:297.0M
FM CH:298.0M
PROP. WASHING PIT TO BE EXTEND 76.0M TOWARDS TO RD END
ST.L.NO.-03CH:310.0M
PF END CH:332.0M
DS CH:337.0M
(TO BE DISMANTELLED)
DE CH:347.0M
POINT CH:358.0M
DE CH:361.0M
DS CH:371.0M
ST. LINE NO.-7 CH:372.0M
FM CH:379.0M
DE CH:424M
TO BHARAT WAGON LTD.
(TO BE DISMANTELLED)
POINT CH:443.0M
CH:-449.0M
SH(SDG), ST(L.NO. 5)
DS CH:456.0M DS CH:456.0M
FM CH:461.0M
ST. LINE NO.-6 CH:462.0M
FM CH:469.0M
(TO BE DISMANTELLED)
ST.L.NO.-5 CH:515.0M
POINT CH:520.0M
POINT & FM CH:522.0M
ST.L.NO.-2 CH:528.0M
POINT CH:534.0M
FM CH:535.0M
ST.L.NO.-1 CH:588.0M
POINT & FM CH:595.0M
POINT & FM CH:599.0M
DE CH:601M
PF END CH:605.0M
(TO BE DISMANTELLED)
DS CH:611.0M
POINT & FM CH:613.0M
ROAD
ROAD
RRI COMPLEX
28.0mX14.0m
5.50M
POINT CH:650.0M
POINT CH:640.0M
POINT CH:671.0M
POINT & FM CH:684.0M
FM CH:685.0M
POINT & FM CH:695.0M
FM CH:738.0M
FM CH:745.0M
POINT CH:765.0M
POINT CH:770.0M
POINT & FM CH:776.0M
POINT & FM CH:778.0M
POINT & FM CH:793.0M (TO BE DISMANTELLED)
POINT & FM CH:796.0M
TPTC-1 OF CURVERTNO.-1 CH:805.00M
FROM HJP TPTC-1 OF CURVERTNO.-1 CH:53062M
POINT & FM CH:840.0M
(TO BE TAKEN OUT)
DS & FM CH:881.8M
DE CH:-890.0M
(TO BE DISMANTELLED)
DS & FM CH:925.0M
1 IN 8.5(CS)
FM
1 IN 8.5(CS)
FM
1 IN 8.5(CS)
FM
4.75
4.75
ENGG. MACHINE SIDING
CSL=102.0M(SH TO DE)
MOSQUE
2.73M
2.15M
OVER RUN LINE NO STABLING (64.0M)
1 IN 8.5(CS)
FM
ELECTRIC OFFICE
9.50m
3.80m
3.80m
1 IN 8.5
FM
4.75
1 IN 8.5(CS)
1 IN 8.5
1 IN 12(CS)
OVER RUN LINE
NO STABLING
TO BE TAKEN OUT
1 IN 8.5(CS)
FM
1 IN 12(CS)
FM
1 IN 12(CS)
FM
1 IN 12(CS)
1 IN 12(CS)
9.65M
1 IN 12(CS)
FM
(TO BE DISMANTELLED)
SG OFFICE
FM
3.6M
8.65M
FM
1 IN 8.5(CS)
FM
1 IN 8.5(CS)
1 IN 12(CS)
FM
1 IN 12(CS)
FM
4.725M
PROPOSED ROB (61.0 x7.50 M)
CH:768
3.5M
1 IN 12(CS)
1 IN 12(CS)
FM
1 IN 12(CS)
FM
1 IN 12(CS)
1 IN 8.5
1 IN 12(CS)
1 IN 12(CS)
D/E
D/E
FM
BR. NO-2(1X3.5)BOX
KM-52/13-14,CH: 894M
PROPOSED NEW BRIDGE
(1X3.05M RCC BOX)
1 IN
FM
BR. NO-115(1X3.05)BOX
KM-87/0-1 CH: 894M
FLOW
ROB (9.85+9.90+10.30+5.0)x7.50M
CH:780
3.5M
LAND TO BE ACQUIRED
1 IN 8.5(CS)
1 IN 8.5(CS)
FM
FM
FM
(960 x 11.25 m) H. L. PASSENGER PLATFORM No.1
H. L. PASSENGER PLATFORM No.6
CSL-489.00M (FM TO ST)(CSL-335.00M ST TO DS)
CSL-436.00M (DS TO PT) CSL-379M
LINE No. 15
LINE No. 16
1 IN 8.5(CS)
CSL-413.00M (ST TO FM) CSL-342.00M (DS TO ST)
LINE No. 17
4.75
4.75
PASSENGER LINE
475.0 X 9.5M
H.L PLATFORM No.8
H.L PLATFORM No.7
CSL-455.0M (DS TO ST)
5.30M
LINE No.18
CSL-573.0M (DS TO DE)
STABLING LINE
LINE No.19
6
GATE
GOODS OFFICE
TO BUS STAND
FM CH:273.0M
(TO BE DISMANTELLED)
DS OF L-17 CH:280.0M
(TO BE DISMANTELLED)
POINT CH:289.0M
(TO BE DISMANTELLED)
FM CH:317.0M
POINT CH:407.0M
ST. LINE NO.- 17 CH:622.0M
PF END CH:640.00M
ST. LINE NO.-18 CH:646.0M
DS CH:647.9M
ST. LINE NO.-15 CH:663.0M
DS CH:664.5M
FM CH:668.0M
FM CH:670.0M
FM CH:675.5M
POINT CH:717M
POINT CH:752.5M
DS CH:757.0M
FM CH:760.0M
CH:-807.0M
POINT & FM CH:850.0M
POINT & FM CH:856.0M
FM CH:870.0M
POINT & FM CH:878.0M
DE CH:890.0M
(TO BE DISMANTELLED)
POINT & FM CH:907.0M
DE CH:908.772M
POINT & FM CH:931.198M


POINT CH:944.0M
FM CH:1006.0M
DS & FM CH:1011.0M
SH CH:1018M
TPCC-1 OF CURVENO.-1 CH:1016.00M
CURVE NO.-1 (UP LINE)
D= 2.4°
R= 729.16m
CL= 2240m
TL= 80m+211m
CURVE L.= 2531m
SE= 80mm
FM CH:1312.00M
POINT CH:1410.00M
POINT & FM CH:1423.00M
POINT & FM CH:1516.5M
CSL=756.0M(SH TO D/E)
CSL=756.0M(SH TO D/E)
LINE NO.22
LINE NO.21
5.3M
5.3M
24.042
4.725M
STABLING LINE
+1 IN 8.5(CS)
FM
1 IN 12(CS)
FM
1 IN 12(CS)
FM
FM
+1 IN 12(CS)
+1 IN 12(CS)
+1 IN 12(CS)
FM
FM
1 IN 12(CS)
FM
1 IN 12(CS)
1 IN 12(CS)
FM
FM
1 IN 12(CS)
+ 1 IN 12(CS)
FM
D/S TO BE REMOVED
FM
1 IN 12(CS)
FM
1 IN 12(CS)
FM
1 IN 12(CS)
1 IN 8.5(CS)
FM
1 IN 8.5(CS)
FM
12
OVER RUN LINE-120M, NO STABLING
~~STABLING LINE NO.19~~
~~CSL=750.00M(SH TO D/E)~~
5.3M
5.3M
5.3M
CSL=791.228M(ST TO ST)
RECEPTION & DISPATCH LINE
LINE NO.20
CURVE NO.-1 (DN LINE)
D= 2.4°
R= 729.16m
CL= 2240m
TL= 211m
CL= 2400m
TR= 80mm
POINT & FM CH:1028.772M
ST 1035.772M
(TO BE DISMANTELLED)
POINT CH:957.0M
FM CH:962.0M
POINT & FM CH:965.0M
POINT & FM CH:972.0M
POINT & FM CH:- 1013.0M
POINT & FM CH:1013.4M
POINT & FM CH:1065.0M
POINT & FM CH:1066.0M
POINT CH:1085.0M
DE CH:1100.0M
(TO BE TAKEN OUT)
POINT & FM CH:1111.4M
POINT & FM CH:1124.4M
(TO BE DISMANTELLED)
FM CH:1160.0M
DS CH:1165.0M
(TO BE DISMANTELLED)
FM CH:1170.0M
SH CH:1172.0M
(TO BE TAKEN OUT)
POINT & FM CH:1193.5M
SH CH:1200.5M
(TO BE TAKEN OUT)
DE CH:1291M
(TO BE TAKEN OUT)



KEY PLAN

NOT TO SCALE

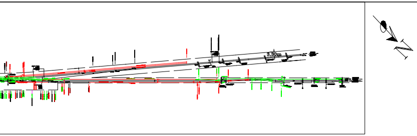

DE CH:1774.50M
TPCC2 OF CURVETNO.-1 CH:2451.00M
TPTC2 OF CURVETNO.-1 CH:2531.00M
FROM HJP TPTC-2 OF CURVETNO.-1 CH:50551M
CURVE NO.-1 (UP LINE)
D= 2.4°
R= 729.16m
CL= 2240m
TL= 80m+211m
CURVE L.= 2531m
SE= 80mm
24.00m
UP
DN
NEXT BLOCK STN.:
RAMDAYALUNAGAR
(5.06 KM FROM MFP)
NEXT IMPORTANT Jn.:
HAJIPUR Jn. (KM-266/15)
(54 KM FROM MFP)
6.0m
GL
Km.51/9-52/0, CH:1832M
L-XING No.2 (M)
CLASS-'B', W-9.5M.
INTERLOCKED
ROB(1X26X7.5M)
CH:2165M
Km.51/9-10.
Km.50/8-9, CH:3031M
CLASS-'SPL', WIDTH-11.5M
L-XING No.4 (M)
INTERLOCKED
Km.50/1-2, CH:3697M
L-XING No.5 (M)
CLASS-'B1', W-9.5M
INTERLOCKED
BR NO. 5, (2x2.6M) BOX
KM-49/8-9,CH: 4229M
FLOW
Km.49/0-1, CH:4698M
CLASS-'B1', W-9.5M
L-XING No.6 (M)
INTERLOCKED
FM & POINT CH:1834.0M
~~DE CH:1922.00M~~
(TO BE DISMANTELLED)
FM & POINT CH:1932.0M
FM & POINT CH:1967.0M
FM & POINT CH:2065.0M
TO BE DISMANTELLED
11.3M
5.3M
6.5M
38.0M
1 IN 12(CS)
FM
6m
6.0m
5.30M
L-XING No.104 (M)
INTERLOCKED
Km.88/2-3 CH:1945M
CLASS-'SPL', W-9.5M
(PROPOSED TO TRAFFIC FROM ENGG.)
BR. NO.- 116 (1X0.90) BOX
KM-88/2-3 CH: 1955M
S & T ROOM CH:1804.0M
ST CH:1827.0M
DS & FM CH:1834.0M
FM & POINT CH:1932.0M
FM & POINT CH:2063.0M
FM & POINT CH:2128.0M
FM & POINT CH:2183.0M
FM & POINT CH:2226.0M
9.0M
21.0M
24.0M
3.10M
10.10M
5.3M
CURVE NO.-1
D - 0.4 DEG.
R - 4375M
L= 1010M
(TO BE DISMANTELLED)
ROB (SPAN 10.10+11.50+10.10M)
KM-88/11-12,CH: 2280M
PROPOSED NEW ROB (SPAN 1 X61.0 X10.50M) CH: 2280M
BR. NO. 117 (1x0.95) BOX
KM-89/0-1 CH: 2580M
L-XING No.105 (M)
INTERLOCKED
Km.89/0-1 CH:2690.00M
CLASS-'A', WIDTH-11.5M

LIST OF L.C. GATE BETWEEN MFP AND ~~KVC~~ (NEW CABIN)

S. NO.	L.C. NO.	CLASS	M/UM	LOCATION	BLOCK SECTION	TELE. CONN.	CENSUS AS ON 2020	E/T	INTERLOCKED
1.	104	SPL	M	88/2-3	MFP-~~KVC~~ NEW CABIN	MFP	131118	~~ENG.~~ (TRAFFIC)	YES
2.	105	SPL	M	89/0-1	MFP-~~KVC~~ NEW CABIN	MFP	90017	ENG.	YES
3.	106	SPL	M	90/0-1	MFP-~~KVC~~ NEW CABIN	MFP	83856	ENG.	YES

LC DETAIL BETWEEN MFP-JUBS

S. NO.	L.C. NO.	CLASS	M/UM	LOCATION	TELE. CONN.	CENSUS AS ON 2020	E/T	INTERLOCKED
1.	1	C	M	5.450	MFP-JUBS	16604/APRIL/2021	E	NON INTERLOCKED
2.	2	C	M	6.975	MFP-JUBS	30548/APRIL/2021	E	NON INTERLOCKED



LEGENDS :–

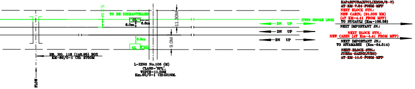
1. EXISTING WORKS SHOWN THUS	▬
2. PROPOSED WORK SHOWN THUS	🟥
3. DISMANTLING WORKS SHOWN THUS	– – – – – –
4. PROPOSED FUTURE WORK SHOWN THUS	🟩

NOTE:–

1. THE OLD EXISTING POINT NO. 114 AT CH: 534 WHICH WAS DISMANTALED DURING PHASE-1 WORK, WILL NOW BE RECOUPED BY DIVISION AT SAME LOCATION.
2. PROVISION OF S & T RELAY HUT OF DIMENSION 15 x 6M IN THE VICINITY OF LC NO. 104.
3. EXTENSION OF LINE NO. 10 & 11 WILL BE DONE BY DIVISION.
4. FOR MASTER PLAN FOLLOWING REQUIREMENTS TO BE FULFILLED.

4.1 DISMANTLING OF GATE LODGE OF LC.NO. 104,105,106 IS REQUIRED & TO BE SHIFTED TOWARDS SMI LINE. DUE TO CONSTRAINT OF LAND.
4.2 EXISTING BR.NO. 116,117 & 118 IS REQUIRED TO BE EXTENDED.
4.3 NEW BRIDGE NO. 2 IS REQUIRED TO BE CONSTRUCTED HAVING SINGLE BARREL LENGTH.
4.4 NEW ROB AT DAMODARPUR & MARIPUR IS REQUIRED TO BE CONSTRUCTED HAVING SINGLE SPAN.
4.5 THE EXISTING BUILDING/STRUCTURE COMING IN ALINGMENT IS REQUIRED TO BE DISMANTALED.
4.6 LAND ACQUISITION IS REQUIRED FOR CONSTRUCTION OF LINE NO. 19 NEAR CH: 850.00.
4.7 UP & DOWN RD – MFP LINE IS ON CURVE (2.4 DEG). SLEWING OF TRACK IS REQUIRED.
4.8 NEW RRI BUILDING OF SUITABLE DIMENSIONS & LOCATION IS REQUIRED.

5. THIS MASTER PLAN IS BASED ON EARLIER APPROVED DRG.NO. ECR/CE'S DRG NO-Y-20-2015 (ALT-1 & 2) AND PREPARED ON BASIS OF SANCTION WORK OF RRI AS UMBRELLA
6. THIS DRAWING SUPERSEDE EARLIER APPROVED ESP.
7. ALL ANGLE OF CROSSINGS ARE 1 IN 12 EXCEPT AS MENTIONED IN ESP.
8. THIS DRG SUPERSEDE EARLIER APPROVED DRG. NO.-CE'S DRG NO.- Y-62-2020.
9. NO CHANGE OF GRADIENT WITHIN 30M OF POINT & XING AS PER IRSOD.
10. NO POINT IS TAKING OFF FROM TRANSITION PORTION OF CURVE AS PER IRPWM.
11. ALL DIMENSIONS ARE IN MM OTHERWISE SPECIFIED.
12. LAND ACQUISITION IS REQUIRED AS MARKED.
13. ALL SWITCHES ARE CS UNLESS UNTIL SPECIFIED.
14. FOR THE PROPOSED 1 IN 8.5 POINTS NECESSARY APPROVAL OF PCE/ECR WILL BE TAKEN.
15. NECESSARY CONDONATION FOR KEEPING PROPOSED TRACK CENTER 4.75M & 5.30M WILL BE TAKEN.
16. PASSENGER AMENITIES SHOULD BE PROVIDED AS PER RAILWAY BOARD LATEST GUIDELINE.
17. APPROVAL OF CTE WILL BE OBTAINED AS PER PARA 410 OF IRPWM.
18. NECESSARY APPROVAL OF COMPITENT AUTHORITY WILL BE TAKEN BEFORE EXECUTION OF WORK FOR DISMANTALING/CONSTRUCTION OF PROPOSED NEW ROB.


5.3 M
TO BE DISMANTELLED
GL
6.0m
6.0m
6.0m
GL
6.0m
11.30M
9.0M
(TWIN SINGLE LINE)
DN UP
DN UP
DN UP
~~NEXT BLOCK STN.: KAPARPURA(KPC),(KM96/8-7) AT KM 7.24 FORM MFP~~
NEXT BLOCK STN.: NEW CABIN, (91.300 KM) (AT KM-4.41 FROM MFP)
TO SUGAULI (Km-100.58)
NEXT IMPORTANT JN.:
NEXT BLOCK STN.: NEW CABIN (AT Km-4.41 FROM MFP)
NEXT IMPORTANT JN.: TO SITAMARHI (Km-64.514)
~~NEXT BLOCK STN.: JUBBA SAHNI(JUBS) AT KM 11.0 FORM MFP~~
BR. NO. 118 (1x0.95) BOX KM-89/0-1 CH: 2750M
L-XING No.106 (M) CLASS-'SPL'. WIDTH-11.50M Km.90/0-1 CH:4219M.
FLOW

CPDE/ECR	BRIJESH KUMAR SINGH Date: 2022.02.28 14:09:48 +05'30'	CE/C/NW/MHX	Sushil Kumar
CTPM/ECR	NEERAJ AMBASTHA 2022.02.28 12:07:57+05'30'	CSTE/C/N/MHX	PAWAN KUMAR SUMAN 2022.02.22 14:19:54+05'30'
DRM/SEE	NILMANI	CEE/C/N/MHX	BINAY KRISHNA SINGH
ADRM/II/SEE	MURLI MANOHAR PRASAD	DY.CE/C/HJP-1	ASHISH KUMAR
Sr.DEN/Cord./SEE	SANJAY KUMAR SINGH	DY.CEE/C/N/MHX	RAMNATH PRASAD
Sr.DOM/SEE	RAJEEV RANJAN	DY.CSTE/C/N/II/MHX	RAJNISH KUMAR SINGH
Sr.DSTE/SEE	ABHISHEK KUMAR	XEN/CON/MFP	VIKAS KUMAR
Sr.DEE/TRD/SEE	SANJAY KUMAR PASWAN	ASTE/CON/RRI/MFP	RAJIVA SHEKHAR
Sr.DEN/III/SEE	MANTU KUMAR	AEE/CON/MHX	ZAKKI ANWAR
Sr.DEE/G/SEE	KUMAR PRAKASH NAVEEN	SSE/CON/P.WAY/HJP	SUNIL KUMAR SINGH
Sr.DCM/SEE			

पूर्व मध्य रेल
EAST CENTRAL RAILWAY
निर्माण संगठन
CONSTRUCTION ORGANISATION

SONEPUR DIVISION सोनपुर मंडल

MUZAFFARPUR STATION (MFP)

MASTER YARD PLAN OF MUZAFFARPUR IN CONNECTION WITH YARD REMODELING WORK

सामान्य नक्शा व्यावस्था
मास्टर स्टेशन यार्ड प्लान मुजफ्फरपुर

AUTHORITY OF WORK:- PB NO. 117 OF 2021 - 22
CAO/CON/MHX DRG NO.- 1866/PM/ESP MFP/2022
DRM/ENGG/SEE DRG NO.- Y/05/2022
CE's DRG .NO.- Y - 30 - 2022

SCALE:– 1:1000	ALTERATION NO.	DATE:–

LIST OF L.C. GATE BETWEEN MFP AND RD

S. NO.	L.C. NO.	CLASS	M/UM	LOCATION	BLOCK SECTION	TELE. CONN.	CENSUS AS ON 11/2020	E/T	INTERLOCKED
1.	6	A	M	49/0-1	RD-MFP	RD	41392	ENG.	YES
2.	5	SPL	M	50/1-2	RD-MFP	RD	60463	ENG.	YES
3.	4	SPL	M	50/8-9	RD-MFP	MFP	127842	ENG.	YES
4.	2	SPL	M	51/9-52/0	RD-MFP	MFP	67713	TRA.	YES

PREPARED & CHECK BY
SSE/P-WAY/C/HJP