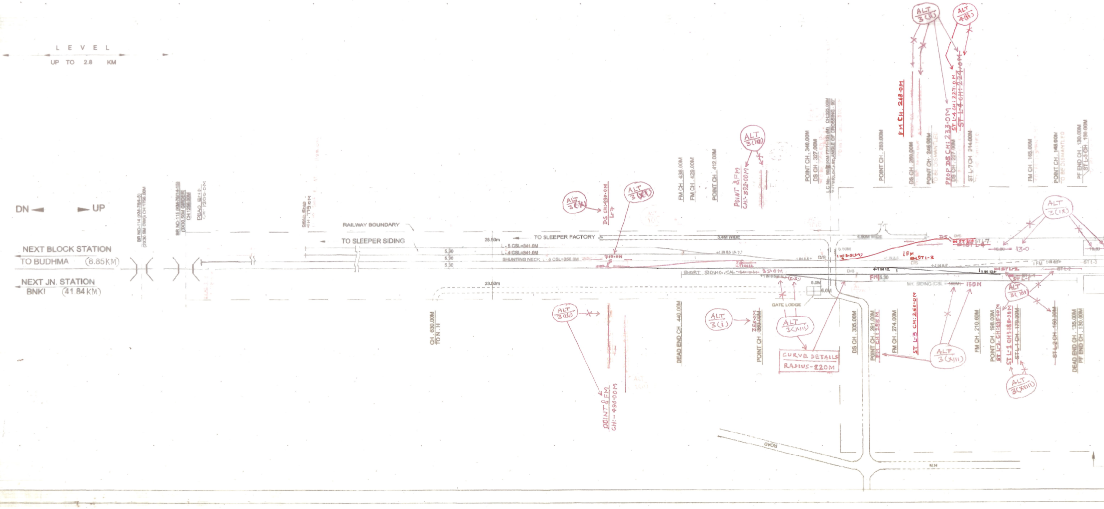
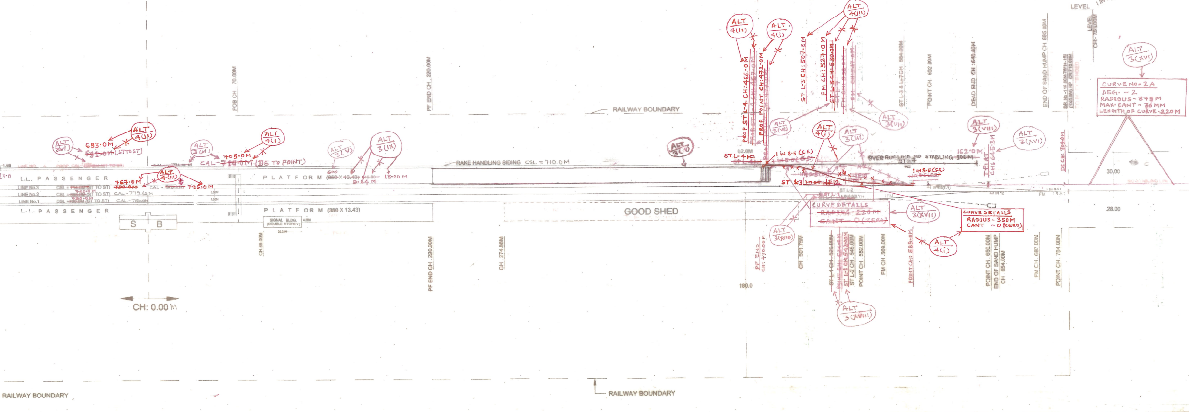

LEVEL
UP TO 2.8 KM
DN
UP
NEXT BLOCK STATION
TO BUDHMA (8.85KM)
NEXT JN. STATION
BNKI (41.84KM)
BR NO-114 (KM-76/4-5) (2X30.5M OWG CH-1756.00M
BR NO-115 (KM-76/14-15) (3X30.50M GIRDER) CH.1256.00M
DEAD END CH: 1200.0M
DEAD END CH: 779.0M
RAILWAY BOUNDARY
TO SLEEPER SIDING
TO SLEEPER FACTORY
28.50m
23.52m
5.30
L - 5 CSL=341.0M
L - 4 CSL=341.0M
SHUNTING NECK L - 6 CSL=350.0M
CH. 630.00M TO N.H
ALT 3(X)
DS CH: 450.0M L-7
ALT 3(XI)
710.0M
1 IN 12
ALT 3(IV)
POINT & FM CH:- 490.00M
DEAD END CH. 440.00M
FM CH. 438.00M
FM CH. 429.00M
POINT CH. 412.00M
ALT 3(III)
POINT & FM CH:- 392.00M
3.4M WIDE
1 IN 8.5 (S.Y.)
1 IN 8.5
D/S
FM 1 IN 12
SHORT SIDING CAL ~~60.0M~~ 85.0M
1 IN 8.5 (S.Y.) (C.S.)
ALT 3(i)
POINT CH. 355.0M ~~380.00M~~
6.0M
6.0M
GATE LODGE
ALT 3(XIII)
CURVE DETAILS
RADIUS-220M
POINT CH. 340.00M
DS CH. 327.00M
LC No.- 90/B (KM-77/11-12) (M) CH:325.00M INTERLOCKED ANGLE OF CROSSING - 90°
ROAD
N.H
DS CH. 305.00M
4.60M WIDE
5.50M
1 IN 8.5 (S.Y)
POINT CH. 283.00M
ALT 3(II)
ALT 4(II)
FM CH. 268.0M
DS CH. 260.00M
POINT CH. 246.00M
TO BE DISMANTLED
PROP DS CH: 233.0M
DS CH. 227.00M
ST L-4 CH: 227.0M
~~ST L-4 CH: 224.0M~~
ST L-7 CH. 214.00M
DS
D/S
ST L-7
ST L-4
1 FM
ST L-3
FM 5.30
1 IN 12
1 IN 12
ST L-2
ST L-1
M/C SIDING (CSL = ~~180M~~) 150M
POINT CH. 291.00M
FM CH: 285 M
FM CH. 274.00M
ST L-3 CH: 260.0M
ALT 3(XIII)
FM CH. 210.60M
FM CH. 165.00M
POINT CH. 148.00M
TO BE DISMANTLED
PF END CH. 130.00M
ST L-3 CH. 130.00M
ALT 3(IX)
16.80
13.0
16.80
1 FM 1 IN 8.5
ST L-3
ST L-2
ALT 3(XII)
POINT CH. 198.00M
ST L-2 CH: 195.00M
ST L-1 CH: 188.00M
ST L-1 CH. 179.00M
ALT 3(XVIII)
ST L-2 CH. 150.00M
DEAD END CH. 135.00M
PF END CH. 130.00M

ALTERATION - 4

ALT NO.	DESCRIPTION OF WORK	SIGNATURE OF OFFICERS
4	FOLLOWING CHANGES IN APPROVED ESP ALT-3 IS BEING DONE. (i) CROSSOVER LINE SHOWN IN RED FROM POINT AT CH: 477.0M TO CH: 589.0M IS TO BE TAKEN OUT. POINT AT CH: 477.0M IS TO BE SHIFTED AT CH: 472.0M AND A NEW CROSSOVER 1 in 8.5 WITH CURVE RADIUS 350M IS BEING PROPOSED FROM CH: 472.0M TO CH: 589.0M IN BYP END. ACCORDINGLY CAL OF L-4 IS TO BE CHANGE FROM 710M to 705M. (ii) ST-4 TO BE SHIFTED FROM CH: 467.0M TO CH: 466.0M IN BYP END AND FROM CH: 224.0M TO CH: 227.0M IN BUDHMA END. ACCORDINGLY CSL TO BE CHANGE FROM 691.0M TO 693.0M. (iii) FM TO BE SHIFTED FROM CH: 538.0M TO CH: 527.0M. ACCORDINGLY ST L-3 TO RESHIFTED FROM CH: 530.0M TO CH: 507.0M. CSL & CAL TO BE CHANGE FROM 730.0M TO ~~8~~ 767.0M AND FROM 815.0M TO 795.0M RESPECTIVELY OF LINE No.3.	BRIJESH KUMAR SINGH Date: 2021.12.15 12:41:52 +05'30' (B. K. Singh) CE/P&D/ECR/HJP NEERAJ AMBASTHA 2021.12.10 16:43:56 +05'30' (NEERAG AMBASTHA) CTPM/HJP ANURAG KUMAR (ANURAG KUMAR) DY.CE/GELF

ALT NO.	DESCRIPTION OF WORK	SIGNATURE OF OFFICER
3	(i.) POINT CHAINAGE CH:380.0M TO BE CORRECTED AS CH: 355.0M ON SHORT SIDING IN BUDHMA END ALONG WITH CAL FROM 60M TO 85.0M. (ii) CHAINAGE OF PROPOSED DS AT CH: 260.0M AND ST L-4 AT CH: 256.0M TO BE CHANGE AS CH: 233.0M AND CH: 224.0M RESPECTIVELY IN BUDHMA END. (iii) CROSSOVER LINE SHOWN IN RED FROM CH: 534.0M TO CH: 589.0M IS TO BE TAKEN OUT IN BYP END AND A NEW X-OVER FROM CH: 477M TO CH: 589.0M PROPOSED. (iv) PROP. POINT & FM AT CH: 475 (L-2) AND AT CH: 377 (L-3) IS TO BE CHANGE AS CH 490 AND CH 392 RESPECTIVELY AT BDMA END. (v) PLATFORM NO 2 IS EXTENDED FROM CH: 220M TO CH: 470M AS EXISTING AT SITE SHOWN IN BLACK. PLATFORM LENGTH HAS BEEN ALSO CHANGED FROM 350.0M TO 600.0M (vi) STARTER TO BE SHIFTED ~~AT~~ FROM CH: 530.0M TO CH: 467.0M OF L-4 IN BYP END. CSL AND CAL TO BE CHANGED FROM 786M TO 691.0M AND 734M TO 710M RESPECTIVELY. (vii) FM TO BE SHIFTED FROM CH: 547M TO CH: 538.0M. (viii) LENGTH ~~OF~~ OVERRUN LINE TO BE CHANGE FROM 106M TO 162M OF L-4 IN BYP END. (ix) AS PER SITE MEASUREMENT PF. WIDTH AND TRACK CENTRE OF LINE NO. 3 & 4 HAS BEEN CORRECTED FROM 13.43M TO 9.64M AND 16.80M TO 13.0M RESPECTIVELY. (X) DS AT CH: 475.0M TO BE SHIFTED AT CH: 490M (XI) CSL OF L-7 TO BE CHANGED FROM 725M TO 710M. (XII) ST L-2 TO BE SHIFTED FROM CH: 150M TO CH: 195M IN BUDHMA END ACCORDINGLY CSL CHANGED AS 740M OF L-2	BRIJESH KUMAR SINGH (BRIJESH KR SINGH) CPDE/HJP NEERAJ AMBASTHA Digitally signed by NEERAJ AMBASTHA Date: 2021.11.02 17:18:16 +05'30' (N. AMBASTHA) CTPM/HJP 25/6/21 (C. N. SINGH) CAO/GLP 21/6/21 DRM/SPJ (ASHOK MAHESHWARI) Sr DEN/C/SPJ (RN JHA) (ASHUTOSH JHA) 21/5/2021 Sr DEE/TRD/SPJ 19/3/2021 Sr. DSTE/SPJ (RAHUL DEO) 20/05/21 Sr. DOM/SPJ (RUPESH KUMAR) 15/03/21 Sr DEN/III/SPJ (MAYANK AGRAWAL) (PRABHAT KUMAR) DY CEE/GLP (ANURAG KUMAR) DYEE/GLP 14/03/21 ADEN/SHC CUM AEN/GLP (MANOJ KUMAR)

ALT NO.	DESCRIPTION OF WORK
3	(xiii) THE FM NEED TO BE SHOWN AT CH: 285M BETWEEN MACHINE SIDING AND LINE No.1 IN BUDHMA END AND ACCORDINGLY CSL OF M/C SIDING TO BE CORRECTED AS 150M INSTEAD OF 180M. THE TERM S.Y. TO BE CHANGED AS C.S. IN THE TURNOUT 1 IN 8.5 AT CH: 355M. CURVE DETAILS ARE SHOWN. (XIV) CURVE DETAILS IS TO BE SHOWN AT CH: 1389.0 IN BYP END (XV) SPECIAL NOTE NO. 1 & 2 HAS BEEN ADDED. (XVI) CURVE DETAILS OF CURVE No. 1A AND 2A HAS BEEN SHOWN BEETWEEN THE CH: 895.3M AND CH: 1035.3M AND BEETWEEN THE CH: 645.3M AND CH: 865.3M IN BYP END RESPECTIVELY. (XVII) THE CURVE DETAILS OF TURN-IN CURVE BETWEEN THE LINE No. 3 AND 4 IS BEING SHOWN IN BYP END. (XVIII) ST L-1 AT CH: 173.00M IS TO BE SHIFTED TO CH: 188.00M IN BUDHMA END. ST L-4 IN BYP END AT CH: 529.0M IS TO BE SHIFTED TO CH: 542.0M. ACCORDINGLY CSL OF LINE NO.-1 CHANGED FROM 708.0M TO 730.0M.


LEVEL
℄ OF
DAURAM MADHEPURA (DMH) STATION BUILDING
AT CH- 0.00 M (78.300 KM FROM PRNA)
DN
UP
FOB CH. 70.00M
PF END CH. 220.00M
RAILWAY BOUNDARY
ALT 3(vi)
ALT 4(ii)
693.0M
~~691.0M~~ (ST TO ST)
ALT 3(vi)
ALT 4(i)
705.0M
CAL-~~710.0M~~ (DS TO POINT)
ALT 3(V)
ALT 3(IX)
600
9.64M
13.00M
ALT 4(iii)
767.0M
~~730.0M~~
795.0M
L.L. PASSENGER
LINE No.3
LINE No.2
LINE No.1
CSL = (ST TO ST)
CAL-779.60M
740.0M
730.0M
PLATFORM (350 X 13.43)
L.L. PASSENGER
PLATFORM (350 X 13.43)
S B
SIGNAL BLDG. (DOUBLE STOREY)
CH.89.00M
PF END CH. 220.00M
CH. 274.86M
CH: 0.00 M
RAKE HANDLING SIDING CSL = 710.0M
ALT 3(i)
GOOD SHED
ALT 4(ii)
ALT 4(i)
ALT 4(iii)
PROP ST L-4 CH: 466.0M
PROP POINT CH: 472.0M
ST L-3 CH: 507.0M
FM CH: 527.0M
~~ST L-3 CH: 530.0M~~
ST L-3 & L-7 CH. 584.00M
POINT CH. 602.00M
DEAD END CH: 640.00M
END OF SAND HUMP CH. 695.00M
ALT 3(VII)
ALT 3(VIII)
ALT 3(XVI)
ALT 3(iii)
ST L-4
1 in 8.5 (C.S)
ST L-3 FM
OVER RUN LINE NO STABLING 162.0M
1 IN 8.5 (CS)
T. POINT CH: 645.3M
DS CH: 709.0M
LEVEL CH:- 755.00M
CURVE DETAILS ~~RADIUS 220M~~ ~~CANT - 0 (ZERO)~~
ALT 3(XVII)
CURVE DETAILS RADIUS - 350M CANT - 0 (ZERO)
ALT 4(i)
ALT 3(XVIII)
PF END CH: 470.00M
CH. 501.75M
ST L-1 CH. 529.00M
ST L-1 CH: 542.00M
ST L-2 CH. 545.00M
POINT CH. 552.00M
FM CH. 569.00M
POINT CH: 589.0M
POINT CH. 650.00M
END OF SAND HUMP CH. 654.00M
FM CH. 687.00M
POINT CH. 704.00M
180.0
ALT 3(XVI)
CURVE No. 2A
DEG. - 2
RADIOUS - 875M
MAX. CANT - 30 MM
LENGTH OF CURVE - 220M
30.00
28.00
1 IN 230

PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

…NNING OF ~~M~~ LC NOS
…,94,94A 96,97 AND
… BETWEEN BYP …
… TILL LHS COMMISSIONING

(A.K. SINHA)
CPDE …

(SANJAY KR)
CTPM/HJP

R 27/6/18
(R.K. JAIN)
DRM/SPJ

22/6/18
(B.K. SINGH)
SR DEN/C/SPJ

21/06/18
(ABHISHEK KR)
SR. DSTE/SPJ

27/6/18
(AMARESH KR)
DOM/INCH/SPJ

22/6/18
(SANJAY KR)
SR DEN/III/SPJ

DESCRIPTION OF WORK	SIGNATURE

… LETTER NO. …/224 … 2017
… DT … 2017 …

(iii) DS AT CH: 438.00M IN L/S LC
… AT CH: 475.00M …
… PROVIDED FOR ISOLATION
(iii) DS AT CH:-327.00M TOWARDS
BDMA END TO BE TAKEN OUT
(iv) KM OF L.C NO. 90 CHANGED
(v) INTERLOCKING OF MANNED L.C
NO 95 AT KM-84/5-6 BET. BYP-DMH
(SANCTIONED VIDE - P.B. NO 2016-17
ITEM NO-147)

① (vi) L.C NO. 93,94,94A,96,97 AND
98 TO BE ELIMINATED BY LHS
(SANCTIONED IN LAW(HQ)-
2012-13)

(A.K. SINHA)
CPDE …

(G.K. PRASAD)
COM/HJP

R 28/4/18
DRM/SPJ

SR. DEN/CO-ORD/SPJ

SR. DSTE/SPJ

DOM/INCH/SPJ

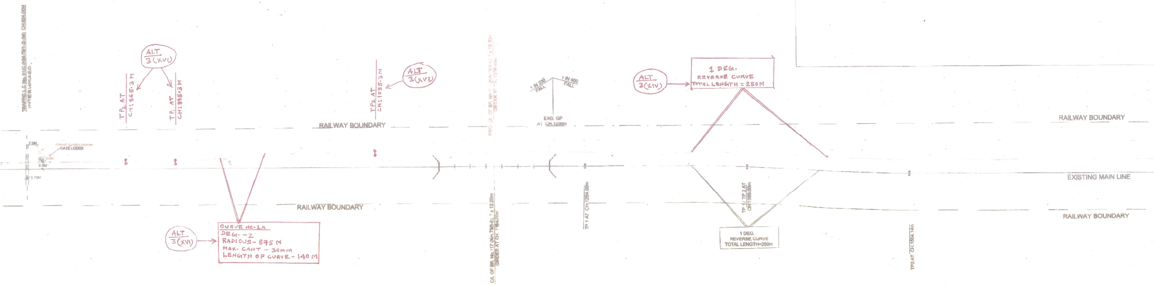
SR. DEN/III/SPJ

ALT No	DESCRIPTION OF WORK	SIGNATURE

DETAILS OF LCs IN BLOCK SECTION ON EITHER SIDE OF DAURAM MADHEPURA STN.

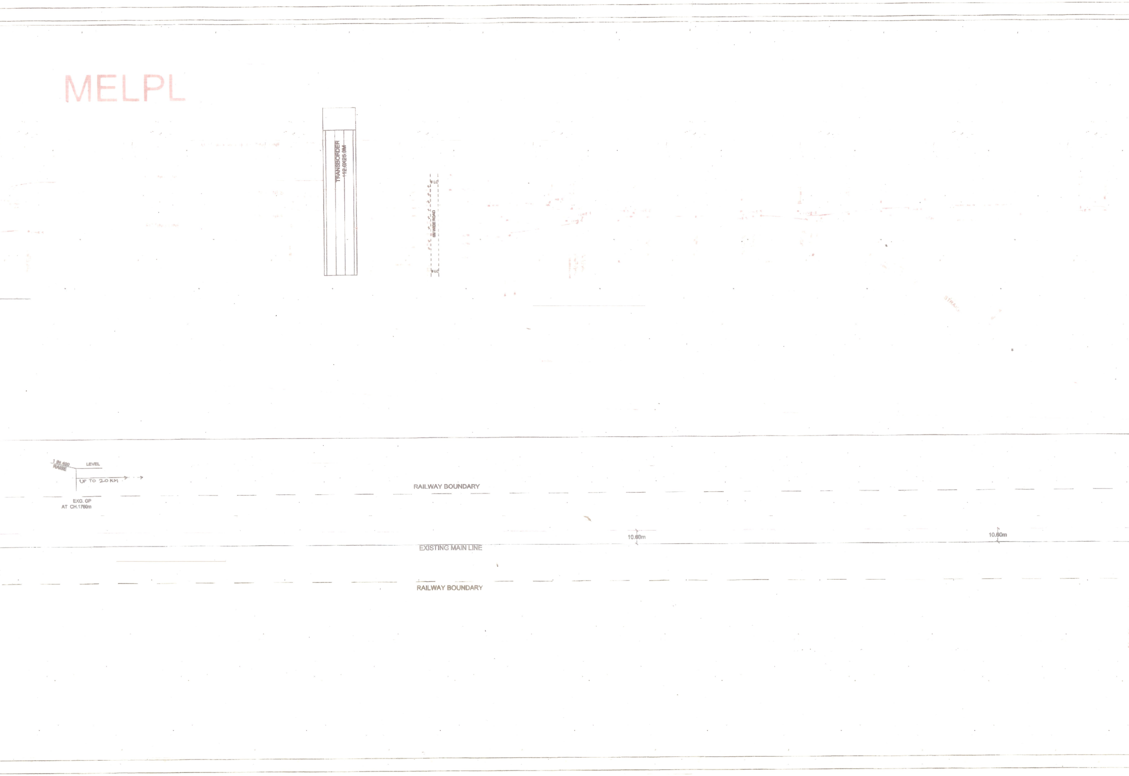
S.N	LC No. & CLASS	Km.	M/UM	BLOCK SECTION	TELEPHONE CONNECTED WITH STATION	TVU	
1	98 'C'	90/2-3	UM	BYP-DMH	BYP	4396	TO BE ELIMINATED BY LHS
2	97 'C'	87/78	UM	BYP-DMH	BYP	8792	TO BE ELIMINATED BY LHS
3	96 'C'	86/78	UM	BYP-DMH	BYP	23520	TO BE ELIMINATED BY LHS
4	95 'B₁'	84/5-6	M	BYP-DMH	BYP	300812	TO BE INTERLOCKED
5	94A 'C'	83/7-8	UM	BYP-DMH	DMH	3230	TO BE ELIMINATED BY LHS
6	94 'C'	83/0-1	UM	BYP-DMH	DMH	5250	TO BE ELIMINATED BY LHS
7	93 'C'	82/0-1	UM	BYP-DMH	DMH	1708	TO BE ELIMINATED BY LHS
8	92 'B₂'	81/7-8	M	BYP-DMH	DMH	6776	
9	91 'C'	79/1-2	M	BYP-DMH	DMH	19068	INTERLOCKED
10	90 'B'	~~77/11-12~~	M	DMH-BDMA	DMH	186018	INTERLOCKED
11	88 'C'	75/2-3	M	DMH-BDMA	DMH	48480	
12	86 'C'	74/4-5	M	DMH-BDMA	DMH	2448	
13	85 'C'	73/6-7	M	DMH-BDMA	BDMA	1380	
14	84 'C'	72/1-2	M	DMH-BDMA	BDMA	684	
15	82 'C'	70/6-7	M	DMH-BDMA	BDMA	546	INTERLOCKED

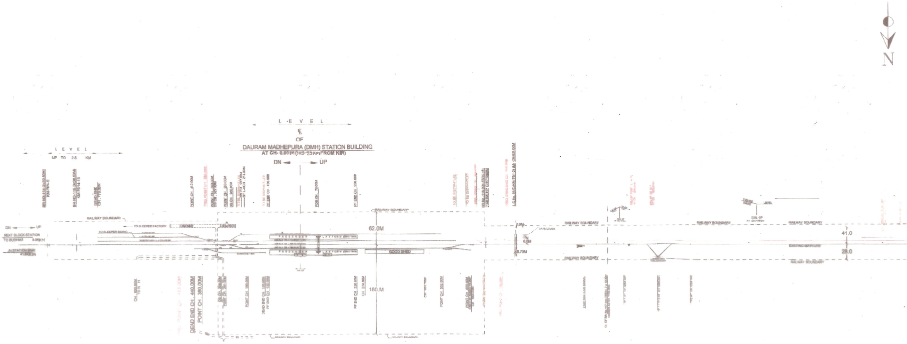
ALT 1(iv) ALT 2 ALT 1(v)



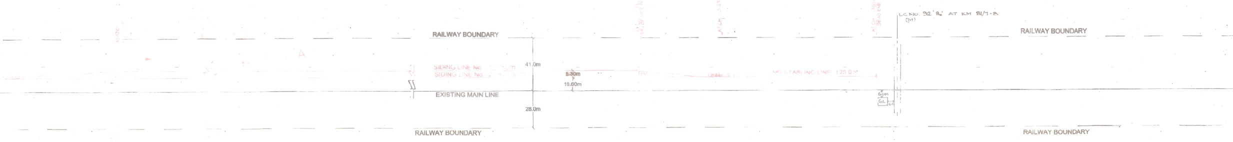
TRAFFIC LC No. 91/C (KM-79/1-2) (M) CH:824.00M
INTERLOCKED
7.0M
GATE LODGE
G.L
6.0M
3.70M
ALT 3(XVI)
TP2 AT CH: 865.3 M
TP1 AT CH: 895.3 M
ALT 3(XVI)
TP2 AT CH: 1035.3 M
RAILWAY BOUNDARY
PRO. C/L OF BR. No. 117 (Km. 79/5-6) 7 x 12.20m GIRDER AT CH. 1108.00m
1 IN 230 FALL
1 IN 400 FALL
EXG. GP AT CH.1230m
ALT 3(XIV)
1 DEG. REVERSE CURVE TOTAL LENGTH = 250M
RAILWAY BOUNDARY
EXISTING MAIN LINE
RAILWAY BOUNDARY
CURVE NO-1A
DEG. -2
RADIOUS- 875 M
MAX. CANT - 30mm
LENGTH OF CURVE - 140 M
ALT 3(XVI)
C/L OF BR. No.117 (Km. 79/5-6) 7 x 12.20m GIRDER AT CH. 1184.00m
TP 1 AT CH 1254.00m
TP 1/ TP 2 AT CH 1389.00m
1 DEG. REVERSE CURVE TOTAL LENGTH=250m
TP2 AT CH 1504.14m
RAILWAY BOUNDARY

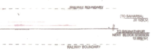
PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT


MELPL
TRANSBORDER
112.0X25.0M
℄ LC
6M WIDE ROAD
℄ LC
1 IN 400
RAISE
LEVEL
UP TO 2.0 KM
EXG. GP
AT CH.1760m
RAILWAY BOUNDARY
10.60m
10.60m
EXISTING MAIN LINE
RAILWAY BOUNDARY


N
L E V E L
℄
OF
DAURAM MADHEPURA (DMH) STATION BUILDING
AT CH- 0.00M (105.33 Km FROM KIR)
DN UP
L E V E L
UP TO 2.8 KM
BR.NO-114 (2x30.50M) KM-76/4-5
BR.NO-115 (3x30.50M) KM-76/14-15
DEAD END CH . 779.00M
POINT CH . 412.00M
POINT CH . 360.00M
DS CH . 327.00M
POINT CH . 253.00M
DS CH . 260.00M
DS CH . 227.00M
ST L-4 CH . 211.00M
PF END CH . 130.00M
FOB CH . 70.00M
PF END CH . 220.00M
RAILWAY BOUNDARY
DN UP
NEXT BLOCK STATION TO BUDHMA 8.85KM
JN STATION BNKI 41.84KM
TO SLEEPER FACTORY
TO SLEEPER SIDING
PASSENGER PLATFORM
GOOD SHED
62.0M
180.M
CH . 630.00M TO N H
DEAD END CH . 440.00M
POINT CH . 380.00M
POINT CH . 198.00M
DEAD END CH . 135.00M
PF END CH . 136.00M
PF END CH . 220.00M
CH . 274.88M
RAILWAY BOUNDARY
EXISTING MAIN LINE
41.0
28.0
A

KEY PLAN
(NOT TO SCALE)


RAILWAY BOUNDARY
41.0m
SIDING LINE No.-1
SIDING LINE No.-2
5.30m
10.60m
NO STABLING LINE 120.0 M
EXISTING MAIN LINE
28.0m
RAILWAY BOUNDARY
LC No. 92 'B' AT KM 81/7-8 (M)
6.0M
GL
6.0
RAILWAY BOUNDARY
RAILWAY BOUNDARY
A


RAILWAY BOUNDARY
(TO SAHARSA)
20.12KM
TO BAIJNATHPUR
NEXT BLOCK STATION
12.88KM
RALWAY BOUNDARY

SAHARSA (20.12 KM)
NEXT JN. STATION

BAIJNATHPUR (12.88KM)
NEXT BLOCK STATION

NOTE :-

1. PROPOSED WORKS SHOWN IN
2. DISMANTLING WORKS SHOWN IN BLACK DOTTED – – – – – –
3. EXISTING RAILWAY TRACKS SHOWN IN BLACK ———
4. THIS DRAWING SUPERSEDES APPROVED CE' DRG. NO.-Y/51/2010
5. ALL MEASUREMENTS ARE IN METRES.
6. ALL MEASUREMENTS TO BE TAKEN FROM CENTER LINE OF DAURAM MADHEPURA STATION BUILDING.
7. TRACK STRUCTURE WILL BE 52/60 Kg. RAILS WITH PSC SLEEPER.
8. (i) THERE SHOULD NOT BE ANY CHANGE IN GRADIENT NEAR POINTS WITHIN 30m FROM SRJ
   (ii) THERE SHOULD BE NO CHANGE IN GRADIENT TAKING PLACE WITHIN 45 M FROM OUTERMOST POINT.

SPECIAL NOTE :–

ALT 3(XV)

1. IT IS CERTIFIED THAT TURN-IN CURVES OF RADIUS LESS THAN 350M AND UP TO 220M WILL BE PROVIDED ON
   (i) PSC SLEEPERS ONLY, WITH SLEEPER SPACING SAME AS THAT FOR MAIN LINE
   (ii) FULL BALLAST PROFILE, SAME AS THAT FOR LINE WILL BE PROVIDED.
2. 1 IN 8.5 TURNOUT HAVE BEEN PROPOSED ON RUNNING LINE WITH PASSANGER TRAFFIC IS EXCEPTIONAL CIRCUMSTANCES TAKING OFF FROM STRAIGHT ~~TR~~ TRACK FOR WHICH APPROVAL OF PCE/ECR WILL BE OBTAINED PRIOR TO EXECUTION OF WORK.

1. BEFORE EXECUTION OF WORK AT SITE APPROVAL OF PCE/ECR/HJP MUST BE OBTAINED FOR PROVIDING PROPOSED 1 IN 8.5 TURNOUT IN RUNNING LINES WITH PASSENGER TRAFFIC AS PER PARA 408 (2) (b) OF IRPWM - 2020.

		DRM/SPJ			
CAO/GELF		Sr.DEN/Co/SPJ			
CE/GELF		Sr.DSTE/SPJ	16/10/17	CPDE/HJP	16.10.17 (A.K. SINHA)
DY.CEE/GELF	28-7-17	Sr.DOM/SPJ		COM/HJP	25-9/2017 (S.K. PRASAD)
DYCE/GELF		Sr.DEN/III/SPJ	11/1/17	CSTE/HJP	10.10.17 (S.L. PRASAD)
ADEN/SHC		ADEN/SHC		CEE/HJP	(A.K. SINGH)
GELF OFFICER'S SIGNATURE		**FIELD OFFICER'S SIGNATURE**		**HQ OFFICER'S**	**SIGNATURE**

EAST CENTRAL RAILWAY

CONSTRUCTION ORGANISATION
GELF/MADHEPURA

MASTER PLAN OF DAURAM MADHEPURA YARD AND PROPOSED SIDING TO GREEN FIELD ELECTRIC LOCO FACTORY AT MADHEPURA
(THIS DRAWING SUPERSEDES APPROVED CE' DRG. NO.-Y/51/2010)

DY.CE/CON/GELF/DMH PLAN No: –SIDING/DMH/10/2016

CAO/GELF/DMH DRG NO. - Y/10/2016

C.E'S DRG NO: – Y – 108 – 2017 (ALT-1) (ALT-2) (ALT-3) (ALT - 4)

SCALE: - 1 CM=10.00M

skylark
Designer & Engineers Pvt. Ltd.
PATNA NOIDA
Chotti Badalpura,Khagaul,Patna-801105
PH:- 9693362504/05

MELPL

MADHEPURA ELECTRIC LOCOMOTIVE PVT. LTD.
LAXMIRAMPUR CHAKLA GRAM,
POST: MADHEPURA,
DIST.: MADHEPURA,
BIHAR - 852113.