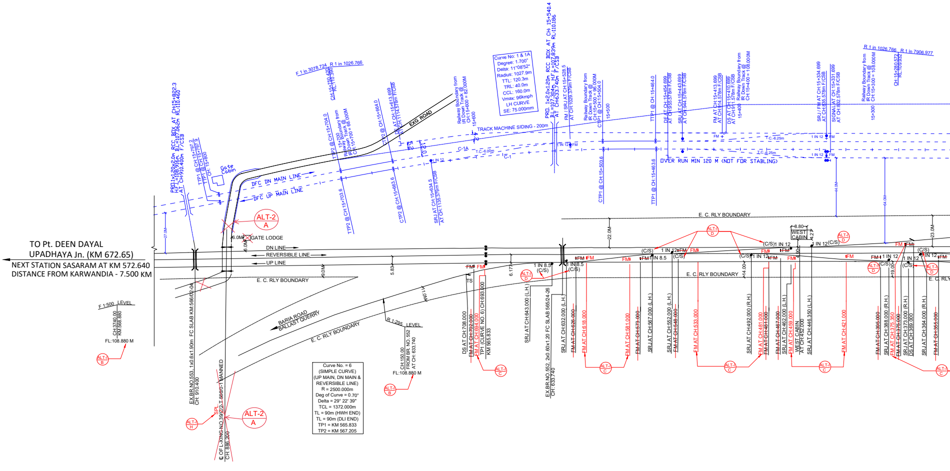
DETAILS OF LEVEL CROSSING BETWEEN KARWANDIA - SASARAM BLOCK SECTION									
Sr.No	L.C.No.	CLASS	LOCATION	M/UM	ENGG./T	TVU	TELEPHONIC CONNECTION	INTERLOCKING	REMARKS	PROPOSED
1	39	~~C~~	566/0-1	M	T	399791/DEC-18	KARWANDIA	INTERLOCKED	ROB UNDER CONSTRUCTION	CLASS "C" TO "SPECIAL"
2	39/1	C	566/19-21	M	E	71102/DEC-18	KARWANDIA	NON INTERLOCKED	ROB UNDER CONSTRUCTION	TO BE CLOSED
3	40	C	567//11-13	M	E	48377/DEC-18	KARWANDIA	NON INTERLOCKED	ROB UNDER CONSTRUCTION	TO BE CLOSED
4	41	C	569/17-19	M	E	165037/DEC-18	SASARAM	NON INTERLOCKED	ROB UNDER CONSTRUCTION	TO BE CLOSED
5	42	SPL.	571/19-21	M	T	167572/DEC-18	SASARAM	INTERLOCKED	ROB UNDER CONSTRUCTION	TO BE CLOSED

ALT-2 A
TO BE CLOSED
ALT-I H
ALT-I E

DETAILS OF GARDIENT DLI END			
Sr.No	KILOMETRE		GRADIENT
	FROM	TO	
1	565.140	568.880	LEVEL


TO Pt. DEEN DAYAL
UPADHAYA Jn. (KM 672.65)
NEXT STATION SASARAM AT KM 572.640
DISTANCE FROM KARWANDIA - 7.500 KM
DN LINE
REVERSIBLE LINE
UP LINE
E. C. RLY BOUNDARY
DFC DN MAIN LINE
DFC UP MAIN LINE
Gate Cabin
GATE LODGE
ALT-2 A
EXG ROAD
BARIA ROAD
BALLAST QUERRY
TRACK MACHINE SIDING - 200m
OVER RUN MIN 120 M (NOT FOR STABLING)
WEST CABIN
F 1:500 LEVEL
CH:3740.00
KM:568.880
FL:108.880 M
R 1:295 LEVEL
CH:150.00
FROM BR. NO. 552
AT CH: 633.740
FL:108.880 M
EX.BR.NO.553, 1x0.6x1.90m FC SLAB KM:566/02-04
CH: 910.400
℄ OF L-XING NO.39/C/2-T 566/0-1 MANNED
CH: 886.200
SPL.
PRD.1x1.20x2.0m RCC BOX AT CH:15+822.3
H.F.L=108.916m
AT CH:910.400
PRD. 1x2.0x1.20m RCC BOX AT CH: 15+540.4
B.L=107.304m, H.F.L=107.839m RL:110.186
AT CH:633.740m F/CSB
EX.BR.NO.552, 2x0.60x1.20 FC SLAB 565/24-26
CH: 633.740
Curve No. = 6
(SIMPLE CURVE)
(UP MAIN, DN MAIN & REVERSIBLE LINE)
R = 2500.000m
Deg of Curve = 0.70°
Delta = 29° 22' 39"
TCL = 1372.000m
TL = 90m (HWH END)
TL = 90m (DLI END)
TP1 = KM 565.833
TP2 = KM 567.205
Curve No: 1 & 1A
Degree: 1.700°
Delta: 11°08'52"
Radius: 1027.9m
TTL: 120.3m
TRL: 40.0m
CCL: 160.0m
Vmax: 96kmph
LH CURVE
SE: 75.000mm
F 1 in 3078.724
R 1 in 1026.766
R 1 in 7906.977
Railway Boundary from IR Down Track @ CH:15+600 = 82.000M
Railway Boundary from IR Down Track @ CH:15+500 = 96.000M
Railway Boundary from IR Down Track @ CH:15+400 = 108.000M
Railway Boundary from IR Down Track @ CH:15+300 = 108.000M
TTP1 @ CH:15+464.0
TTP1 @ CH:15+463.6
CTP1 @ CH:15+504.0
CTP1 @ CH:15+503.6
TTP2 @ CH:15+704.0
TTP2 @ CH:15+703.6
CTP2 @ CH:15+664.0
CTP2 @ CH:15+663.6
SRJ AT CH:15+634.5
AT CH:1135.379m F/CSB
FM / SRJ AT CH:15+528.5
AT CH:1029.379m F/CSB
DE AT CH:15+454.699
AT CH:955.578m F/CSB
SRJ AT CH:15+443.699
AT CH:944.578m F/CSB
FM AT CH:15+413.699
AT CH:914.578m F/CSB
DS AT CH:15+410.699
AT CH:911.578m F/CSB
SRJ / FM AT CH:15+334.699
SIGNAL AT CH:15+331.699
15+600
15+500
15+400
15+300
C-1
C-1A
T.C.-6.00m
T.C.-6.25m
1 IN 12
1 IN 8.5
(C/S)
FM
TS
27.0M
6.0M
9.0M
5.83
6.17
11.0M
22.0M
14.00
23.0M
19.00
6.80
DS AT CH:708.000
FM AT CH:702.000
FM AT CH:694.000
TP1 (CURVE NO. 6) CH:693.000
KM 565.833
SRJ AT CH:643.000 (L.H.)
SRJ AT CH:632.000 (L.H.)
FM AT CH:626.000
FM AT CH:618.000
FM AT CH:581.000
FM AT CH:573.000
SRJ AT CH:567.000 (L.H.)
SRJ AT CH:552.000 (L.H.)
FM AT CH:548.000
FM AT CH:533.000
SRJ AT CH:492.000 (R.H.)
FM AT CH:481.000
FM AT CH:481.000
FM AT CH:467.000
SRJ AT CH:462.000 (L.H.)
FM AT CH:459.000
WEST CABIN AT CH:452.000
SRJ AT CH:446.350 (L.H.)
FM AT CH:421.000
FM AT CH:395.000
SRJ AT CH:388.000 (R.H.)
FM AT CH:375.350
FM AT CH:376.000
SRJ AT CH:373.000 (R.H.)
DS AT CH:369.000
SRJ AT CH:364.000 (R.H.)
FM AT CH:355.000
ALT-I B
ALT-I C
ALT-I D
ALT-I H

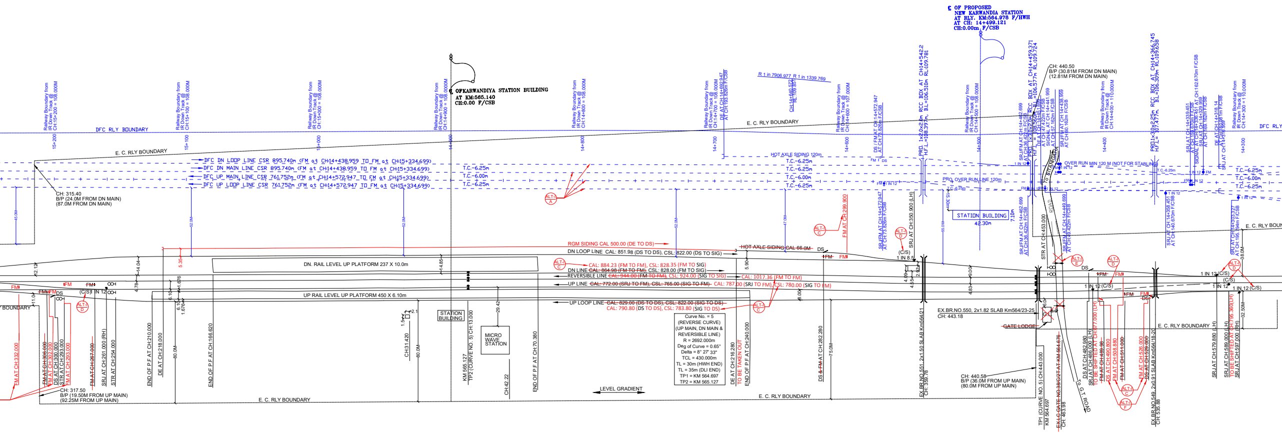
SPECIAL NOTE:-BEFORE EXECUTION OF THE WORK, PROPER CONSENT FROM DM

ALT-2:-

AS PER GM/CO/DFCCIL/DDU LETTER NO. MGS/EN/DIV. CORRESPONDANCE/2(ii) DATED 23.09.2021

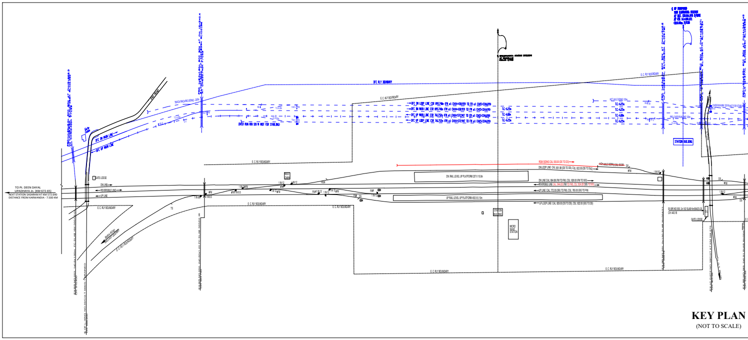
A. L.C. NO. 36/A/T AND 39/SPL./T TO BE CLOSED AFTER CONSTRUCTION OF ROB

DRM/DDU	RAJESH KUMAR PANDEY Digitally signed by RAJESH KUMAR PANDEY Date: 2022.02.14 19:51:40 +05'30'	CPDE/H
SR.DEN/ CO-ORD	WARIJ NAYAN Digitally signed by WARIJ NAYAN Date: 2022.02.07 12:37:30 +05'30'	CTPM/H
SR.DOM	SUDHANSU RANJAN Digitally signed by SUDHANSU RANJAN Date: 2022.02.04 11:53:51 +05'30'	
SR.DSTE/ CO-ORD	BRIJESH KUMAR YADAV Digitally signed by BRIJESH KUMAR YADAV Date: 2022.01.11 16:29:57 +05'30'	
SR.DEE/TRD	INDU PRAKASH Digitally signed by INDU PRAKASH Date: 2022.01.11 11:08:38 +05'30'	
SR.DEN/2	ABHISHEK SHAW Digitally signed by ABHISHEK SHAW Date: 2022.01.07 12:26:14 +05'30'	


℄ OF PROPOSED NEW KARWANDIA STATION AT RLY. KM:564.978 F/HWH AT CH: 14+499.121 CH:0.00m F/CSB
℄ OFKARWANDIYA STATION BUILDING AT KM:565.140 CH:0.00 F/CSB
DFC RLY BOUNDARY
E. C. RLY BOUNDARY
Railway Boundary from IR Down Track @ CH:15+200 = 108.000M
Railway Boundary from IR Down Track @ CH:15+100 = 108.000M
Railway Boundary from IR Down Track @ CH:15+000 = 108.000M
Railway Boundary from IR Down Track @ CH:14+900 = 108.0000M
Railway Boundary from IR Down Track @ CH:14+800 = 108.000M
Railway Boundary from IR Down Track @ CH:14+700 = 108.000M
Railway Boundary from IR Down Track @ CH:14+600 = 107.000M
Railway Boundary from IR Down Track @ CH:14+500 = 108.000M
Railway Boundary from IR Down Track @ CH:14+400 = 110.000M
Railway Boundary from IR Down Track @ CH:14+300 = 110.000M
15+200
15+100
15+000
14+900
14+800
14+700
14+600
14+500
14+400
14+300
DFC DN LOOP LINE CSR 895.740m (FM at CH:14+438.959 TO FM at CH:15+334.699)
DFC DN MAIN LINE CSR 895.740m (FM at CH:14+438.959 TO FM at CH:15+334.699)
DFC UP MAIN LINE CSR 761.752m (FM at CH:14+572.947 TO FM at CH:15+334.699)
DFC UP LOOP LINE CSR 761.752m (FM at CH:14+572.947 TO FM at CH:15+334.699)
T.C.-6.25m
T.C.-6.00m
T.C.-6.25m
CH: 315.40 B/P (24.0M FROM DN MAIN) (87.0M FROM DN MAIN)
45.0M
52.0M
47.0M
55.0M
DE AT CH:14+692.947 AT CH:193.826m F/CSB
R 1 in 7906.977 R 1 in 1339.769
CH:14+640.572 RL:109.851
DS / FM AT CH:14+572.947 AT CH:73.826m F/CSB
PRO. 1x2.0x2.0m RCC BOX AT CH:14+542.2 H.F.L.=108.397m, B.L=106.510m RL:109.781
HOT AXLE SIDING 120m
PRO. OVER RUN LINE 120m
OVER RUN MIN 120 M (NOT FOR STABLING)
STATION BUILDING 42.30m 7.10m
15.30m
CH: 440.50 B/P (30.81M FROM DN MAIN) (12.81M FROM DN MAIN)
PRO. 1x3.0x2.0m RCC BOX AT CH:14+459.371 H.F.L.=106.577m B.L=108.560 RL:109.724
SRJ/FM AT CH:14+462.699 AT CH:36.422m F/CSB
DE AT CH:14+451.699 AT CH:47.422m F/CSB
SIGNAL AT CH:14+441.959 AT CH:57.162m F/CSB
SRJ/FM AT CH:14+438.959 AT CH:60.162m F/CSB
SRJ/FM AT CH:14+449.699 AT CH:49.422m F/CSB
PRO.1x3.0x2.25m RCC BOX AT CH:14+366.745 H.F.L.= 107.477m, B.L=106.309m RL:109.658
SRJ AT CH:14+339.451 AT CH:159.670m F/CSB
SIGNAL AT CH:14+336.451 AT CH:162.670m F/CSB
SRJ AT CH:14+329.959 AT CH:169.162m F/CSB
DE AT CH:14+318.14 AT CH:180.981m F/CSB
SRJ AT CH:14+358.451 AT CH:140.670m F/CSB
SRJ AT CH:14+303.327 AT CH:195.794m F/CSB
To SITANGADA
ROAD
RGM SIDING CAL 500.00 (DE TO DS)
DN LOOP LINE CAL: 851.98 (DS TO DS), CSL: 822.00 (DS TO SIG)
HOT AXLE SIDING CAL 66.0M
CAL: 884.23 (FM TO FM), CSL: 828.35 (FM TO SIG)
DN LINE ~~CAL: 864.98 (FM TO FM)~~, CSL: 828.00 (FM TO SIG)
REVERSIBLE LINE ~~CAL: 944.00 (FM TO FM)~~, CSL: 924.00 (SIG TO SIG)
CAL: 1017.36 (FM TO FM)
UP LINE ~~CAL: 772.00 (SRJ TO FM), CSL: 765.00 (SIG TO FM)~~ CAL: 787.00 (SRJ TO FM), CSL: 780.00 (SIG TO FM)
UP LOOP LINE ~~CAL: 829.00 (DS TO DS), CSL: 822.00 (SIG TO DS)~~
CAL: 790.80 (DS TO DS), CSL: 783.80 (SIG TO DS)
DN. RAIL LEVEL UP PLATFORM 237 X 10.0m
UP RAIL LEVEL UP PLATFORM 450 X 6.10m
STATION BUILDING
MICRO WAVE STATION
Curve No. = 5 (REVERSE CURVE) (UP MAIN, DN MAIN & REVERSIBLE LINE) R = 2692.000m Deg of Curve = 0.65° Delta = 8° 27' 33" TCL = 430.000m TL = 30m (HWH END) TL = 35m (DLI END) TP1 = KM 564.697 TP2 = KM 565.127
LEVEL GRADIENT
FM AT CH:332.000
FM AT CH:306.000
FM AT CH:302.000
DS AT CH:300.000
STR AT CH:293.000
FM AT CH:293.000
FM AT CH:267.000
SRJ AT CH:261.000 (RH)
STR AT CH:254.000
CH: 317.50 B/P (19.50M FROM UP MAIN) (92.25M FROM UP MAIN)
END OF P.F AT CH:210.000
DE AT CH:218.000
END OF P.F AT CH:166.620
80.0M
CH:31.420
KM 565.127 TP2 (CURVE NO. 5) CH:13.000
CH:42.22
END OF P.F AT CH:70.380
DE AT CH:216.280
TO BE TAKEN OUT
END OF P.F AT CH:240.000
DS & FM AT CH:282.280
75.0M
FM AT CH:299.900
SRJ AT CH:350.900 (LH)
(C/S) 1 IN 8.5
EX.BR.NO.551, 2x1.50 SLAB Km564/21 CH: 359.78
EX.BR.NO.550, 2x1.82 SLAB Km564/23-25 CH: 443.18
~~GATE LODGE~~
CH: 440.58 B/P (36.0M FROM UP MAIN) (80.0M FROM UP MAIN)
TP1 (CURVE NO. 5) CH:443.000 KM 564.697
STR AT CH:453.000
~~EX.LC GATE NO.38/C/2T AT KM 564.676~~ CH: 463.98
To G.T. ROAD
DS AT CH:482.980
SRJ AT CH:486.000 (LH)
TO BE SHIFTED AT CH:677.000 (LH)
FM AT CH:489.98
DS AT CH:490.800
FM AT CH:508.880
FM AT CH:511.000
FM AT CH:526.000
DS AT CH:529.000
EX.BR.NO.549, 2x0.91 SLAB Km564/18-20 CH: 535.88
SRJ AT CH:579.880 (LH)
SRJ AT CH:589.000 (LH)
TO BE SHIFTED AT CH:795.360(LH)
SRJ AT CH:597.000 (RH)
38.0M
32.50M
1 IN 12 (C/S)
DS
FM
ALT-I A
ALT-I C
ALT-I D
ALT-I E
ALT-I F

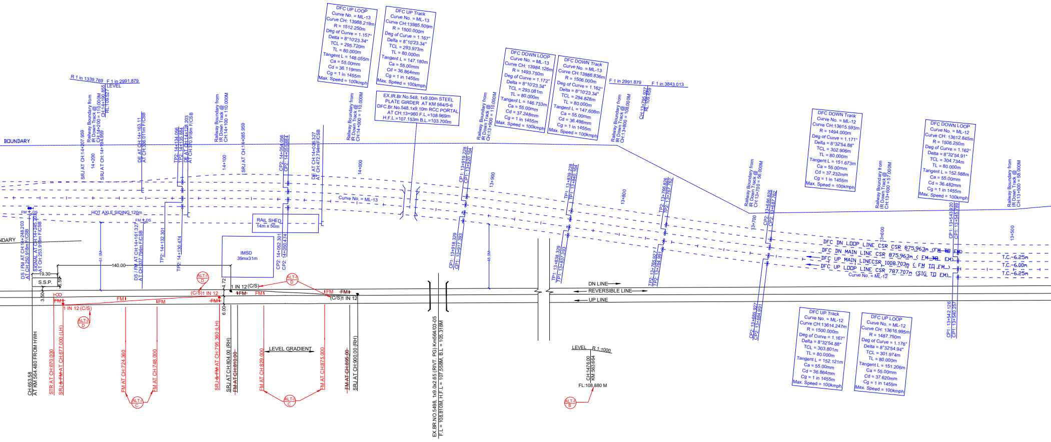
BE OBTAINED.

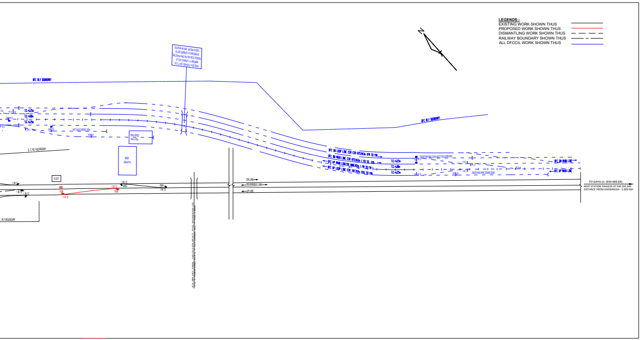
JP	BRIJESH KUMAR SINGH	Date: 2022.02.23 16:42:38 +05'30'
JP	NEERAJ AMBASTHA	2022.02.22 16:57:01 +05'30'


TO Pt. DEEN DAYAL UPADHYAYA Jn. (KM 672.65)
NEXT STATION SASARAM AT KM 572.640
DISTANCE FROM KARWANDIA - 7.500 KM
DFC RLY BOUNDARY
E.C RLY BOUNDARY
DN LINE
REVERSIBLE LINE
UP LINE
GATE LODGE
STATION BUILDING
MICRO WAVE STATION

KEY PLAN

(NOT TO SCALE)


DFC UP LOOP
Curve No. = ML-13
Curve CH: 13988.219m
R = 1512.250m
Deg of Curve = 1.157°
Delta = 8°10'23.34"
TCL = 295.720m
TL = 80.000m
Tangent L = 148.055m
Ca = 55.00mm
Cd = 36.119mm
Cg = 1 in 1455m
Max. Speed = 100kmph
DFC UP Track
Curve No. = ML-13
Curve CH:13985.509m
R = 1500.000m
Deg of Curve = 1.167°
Delta = 8°10'23.34"
TCL = 293.973m
TL = 80.000m
Tangent L = 147.180m
Ca = 55.00mm
Cd = 36.864mm
Cg = 1 in 1455m
Max. Speed = 100kmph
EX.IR.Br.No.548, 1x9.00m STEEL PLATE GIRDER AT KM 564/5-6
DFC.Br.No.548.1x9.10m RCC PORTAL AT CH:13+960 F.L.=108.969m
H.F.L.=107.153m B.L.=103.700m
DFC DOWN LOOP
Curve No. = ML-13
Curve CH: 13984.126m
R = 1493.750m
Deg of Curve = 1.172°
Delta = 8°10'23.34"
TCL = 293.081m
TL = 80.000m
Tangent L = 146.733m
Ca = 55.00mm
Cd = 37.248mm
Cg = 1 in 1455m
Max. Speed = 100kmph
DFC DOWN Track
Curve No. = ML-13
Curve CH:13986.836m
R = 1506.000m
Deg of Curve = 1.162°
Delta = 8°10'23.34"
TCL = 294.828m
TL = 80.000m
Tangent L = 147.608m
Ca = 55.00mm
Cd = 36.498mm
Cg = 1 in 1455m
Max. Speed = 100kmph
DFC DOWN Track
Curve No. = ML-12
Curve CH:13615.593m
R = 1494.000m
Deg of Curve = 1.171°
Delta = 8°32'54.88"
TCL = 302.906m
TL = 80.000m
Tangent L = 151.673m
Ca = 55.00mm
Cd = 37.232mm
Cg = 1 in 1455m
Max. Speed = 100kmph
DFC DOWN LOOP
Curve No. = ML-12
Curve CH: 13612.845m
R = 1506.250m
Deg of Curve = 1.162°
Delta = 8°32'54.91"
TCL = 304.734m
TL = 80.000m
Tangent L = 152.588m
Ca = 55.00mm
Cd = 36.482mm
Cg = 1 in 1455m
Max. Speed = 100kmph
DFC UP Track
Curve No. = ML-12
Curve CH:13614.247m
R = 1500.000m
Deg of Curve = 1.167°
Delta = 8°32'54.88"
TCL = 303.801m
TL = 80.000m
Tangent L = 152.121m
Ca = 55.00mm
Cd = 36.864mm
Cg = 1 in 1455m
Max. Speed = 100kmph
DFC UP LOOP
Curve No. = ML-12
Curve CH: 13616.995m
R = 1487.750m
Deg of Curve = 1.176°
Delta = 8°32'54.94"
TCL = 301.974m
TL = 80.000m
Tangent L = 151.206m
Ca = 55.00mm
Cd = 37.620mm
Cg = 1 in 1455m
Max. Speed = 100kmph
R 1 in 1339.769
F 1 in 2991.879
LEVEL
F 1 in 2991.879
F 1 in 3843.013
BOUNDARY
SRJ AT CH:14+207.959
14+200
SRJ AT CH:14+194.959
Railway Boundary from IR Down Track @ CH:14+200 = 110.000M
CH:14+190.855 RL:109.527
DE AT CH:14+163.11 AT CH:358.01m F/CSB
TP2: 14+134.056
TP2: 14+135.882
DE AT CH:14+128.203 AT CH:370.918m F/CSB
Railway Boundary from IR Down Track @ CH:14+100 = 110.000M
14+100
SRJ AT CH:14+085.959
CP2: 14+054.056
CP2: 14+055.884
DE AT CH:14+026.327 AT CH:472.794m F/CSB
14+000
Railway Boundary from IR Down Track @ CH:14+000 = 110.000M
Curve No. = ML-13
HOT AXLE SIDING 120m
RAIL SHED 14m x 50m
IMSD 39mx31m
TP2: 14+132.301
TP2: 14+130.474
CP2: 14+052.301
CP2: 14+050.474
DS / FM AT CH:14+248.203 AT CH:250.918m F/CSB
SIGNAL AT CH:14+245.203 AT CH:253.918m F/CSB
DS / FM AT CH:14+161.327 AT CH:337.794m F/CSB
NDARY
19.30
S.S.P.
140.00
61.0m
3.50
5.50
4.72
6.00
1 IN 12 (C/S)
(C/S) 1 IN 12
1 IN 12 (C/S)
(C/S)1 IN 12
FM
DS
ALT-I D
ALT-I C
LEVEL GRADIENT
CH:653.58 AT KM 564.480 FROM HWH
STR AT CH:670.000
SRJ & FM AT CH:677.000 (LH)
FM AT CH:724.360
FM AT CH:748.000
SRJ & FM AT CH:796.360 (LH)
SRJ AT CH:804.00 (RH)
FM AT CH:810.00
FM AT CH:829.000
FM AT CH:875.000
FM AT CH:895.00
SRJ AT CH:900.00 (RH)
EX.BR.NO.5498, 1x9.0x2.65 (RIVT. PG) Km564/03-05
F.L = 108.810M, H.F.L = 107.558M, B.L = 105.318M
CP1: 13+919.228
CP1: 13+920.164
13+900
Railway Boundary from IR Down Track @ CH:13+900 = 110.000M
CP1: 13+918.329
CP1: 13+917.393
48.0m
TP1: 13+839.228
TP1: 13+840.164
TP1: 13+838.329
TP1: 13+837.393
Railway Boundary from IR Down Track @ CH:13+800 = 108.00M
13+800
CH:13+786.927 RL:109.659
TP2: 13+766.826
TP2: 13+767.762
TP2: 13+765.927
TP2: 13+764.991
CP2: 13+686.826
CP2: 13+687.762
CP2: 13+685.927
CP2: 13+684.991
13+700
Railway Boundary from IR Down Track @ CH:13+700 = 56.000M
13+600
Railway Boundary from IR Down Track @ CH:13+600 = 57.000M
CP1: 13+543.320
CP1: 13+545.789
CP1: 13+542.126
CP1: 13+540.257
13+500
Railway Boundary from IR Down Track @ CH:13+500 = 58.000M
DN LINE
REVERSIBLE LINE
UP LINE
LEVEL
R 1:1000
CH:1476.00
KM 563.664
FL:108.880 M
ALT-I B
DFC DN LOOP LINE CSR CSR 875.963m (FM TO FM)
DFC DN MAIN LINE CSR 875.963m (FM TO FM)
DFC UP MAIN LINECSR 1008.703m (FM TO FM)
DFC UP LOOP LINE CSR 787.707m (SIG TO FM)
Curve No. = ML-12
T.C.-6.25m
T.C.-6.00m
T.C.-6.25m


LEGENDS:-
EXISTING WORK SHOWN THUS
PROPOSED WORK SHOWN THUS
DISMANTLING WORK SHOWN THUS
RAILWAY BOUNDARY SHOWN THUS
ALL DFCCIL WORK SHOWN THUS
N
DFC RLY BOUNDARY
DFC DN LOOP LINE CSR CSR 675.963m (FM TO FM)
DFC DN MAIN LINE CSR 675.963m (FM TO FM)
DFC UP MAIN LINECSR 808.763m (FM TO FM)
DFC UP LOOP LINE CSR 787.763m CSG TO FM
T.C.-6.25m
T.C.-6.00m
OVER RUN MIN 120 M (NOT FOR STABLING)
TRACK MACHINE SIDING 200M
DFC DN MAIN LINE
DFC UP MAIN LINE
E.C. RLY BOUNDARY
S.S.P.
DN LINE
REVERSIBLE LINE
UP LINE
TO GAYA Jn. (KM 469.64)
NEXT STATION PAHLEZA AT KM 559.240
DISTANCE FROM KARWANDIA - 5.900 KM

LEGENDS:-
EXISTING WORK SHOWN THUS
PROPOSED WORK SHOWN THUS
DISMANTLING WORK SHOWN THUS
RAILWAY BOUNDARY SHOWN THUS
ALL DFCCIL WORK SHOWN THUS

NOTES:-
1. ALL CHAINAGES ARE IN METRE.
2. DETAILS OF LAND BOUNDARY SHOULD NOT BE USED FOR ANY PURPOSE.
3. CH: 0.00 IS RECKONED FOR CENTER LINE OF EXISTING STATION BUILDING.
4. THIS YARD PLAN IS BASED ON CE's DRG. NO. Y-57-2014(ALT-3) AND SITE SURVEY.
5. THIS DRAWING SUPERSEDS ALL PREVIOUS CE's DRAWINGS REGARDING P-WAY LAYOUT.
6. CONDONATION SHALL BE OBTAINED FOR INFRINGEMENT TO IRSOD PARA 11(B) OF CHAPTER-II.

CE's DRG.NO. Y-09-2021 (ALT - 1) (ALT - 2)

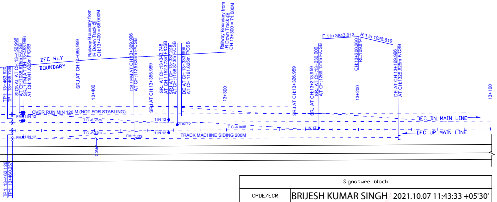
TO BE CLOSED

ALT-2
A

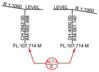
DETAILS OF LEVEL CROSSING BETWEEN KARWANDIA - PAHLEZA BLOCK SECTION										
Sr.No	L.C.No.	CLASS	LOCATION	M/UM	ENGG./T	TVU	TELEPHONIC CONNECTION	INTERLOCKING	REMARKS	PROPOSED
1	36	~~B~~	559/15-17	M	T	42043/DEC-18	PAHLEZA	INTERLOCKED	ROB UNDER CONSTRUCTION	CLASS "B" TO "A"
2	37	C	562/11-13	M	E	69196/DEC-18	KARWANDIA	NON INTERLOCKED	ROB UNDER CONSTRUCTION	TO BE CLOSED
3	38	C	564/19-21	M	T	61510/DEC-18	KARWANDIA	INTERLOCKED	ROB UNDER CONSTRUCTION	TO BE CLOSED

DETAILS OF GARDIENT HWH END			
Sr.No	KILOMETRE		GRADIENT
	FROM	TO	
1	561.140	562.498	LEVEL
2	562.498	563.664	R 1 IN 1000
3	563.664	565.140	LEVEL

Signature block	
CPDE	BRIJESH KUMAR SINGH Digitally signed by BRIJESH KUMAR SINGH Date:2021.01.13 14:50:10 +05'30'
CTPM/ECR	DILIP KUMAR Digitally signed by DILIP KUMAR Date:2021.01.07 12:04:13 +05'30'
DRM/MGS	Rajesh Kumar Pandey Digitally signed by Rajesh Kumar Pandey Date:2020.11.27 06:48:01 +05'30'
Sr.DEN/Co/MGS	Harish Chandra Yadav Digitally signed by Harish Chandra Yadav Date:2020.11.17 04:53:06 +05'30'
SrDOM/MGS	SUDHANSU RANJAN Digitally signed by SUDHANSU RANJAN Date:2020.11.13 06:41:13 +05'30'
SrDSTE CO MGS	BRIJESH KUMAR YADAV Digitally signed by BRIJESH KUMAR YADAV Date:2020.11.17 11:31:40 +05'30'
SrDCM/MGS	RUPESH KUMAR Digitally signed by RUPESH KUMAR Date:2020.11.16 05:45:37 +05'30'
SrDEE/G/MGS	O P SINGH YADAV Digitally signed by O P SINGH YADAV Date:2020.11.13 01:24:55 +05'30'
SrDEE/TRD/MGS	O P SINGH YADAV Digitally signed by O P SINGH YADAV Date:2020.11.13 01:24:55 +05'30'
Dy.CSTE/W/DDU	MANISH KUMAR Digitally signed by MANISH KUMAR Date:2020.11.19 12:00:29 +05'30'
SrDEN/2/MGS	ABHISHEK SHAW Digitally signed by ABHISHEK SHAW Date:2020.11.13 11:20:31 +05'30'
SSE/DRG/S&T/1/MGS	Ajay Kumar Saha Digitally signed by Ajay Kumar Saha Date:2020.11.16 05:40:34 +05'30'
SSE/3/DRG	Ashok kumar Digitally signed by Ashok kumar Date:2020.11.13 11:01:39 +05'30'


TP1: 13+463.920
TP1: 13+465.789
SIGNAL AT CH:13+456.996 AT CH:1038.625m F/CSB
SRJ / FM AT CH:13+453.996 AT CH:1041.625m F/CSB
DFC RLY BOUNDARY
SRJ AT CH:14+085.959
Railway Boundary from IR Down Track @ CH:13+400 = 66.000M
13+400
DS / FM AT CH:13+369.996 AT CH:1125.625m F/CSB
SRJ AT CH:13+355.959
SRJ AT CH:13+343.748 AT CH:1152.373m F/CSB
SRJ AT CH:13+337.248 AT CH:1158.873m F/CSB
DE AT CH:13+333.996 AT CH:1161.625m F/CSB
Railway Boundary from IR Down Track @ CH:13+300 = 71.000M
13+300
SRJ AT CH:13+326.959
SRJ AT CH:13+213.959
SRJ AT CH:13+230.000 AT CH:1269.121m F/CSB
F 1 in 3843.013
R 1 in 1028.819
CH:13+200.260 RL:109.814
13+200
DE AT CH:13+169.996 AT CH:1325.625m F/CSB
13+100
OVER RUN MIN 120 M (NOT FOR STABLING)
FM 1 IN 12
T.C.-6.25m
1 IN 12
T.C.-6.00m
FM DS
TRACK MACHINE SIDING 200M
DFC DN MAIN LINE
DFC UP MAIN LINE
7.0M
TP1: 13+462.126
TP1: 13+460.257

TO GAYA Jn. (KM 469.64)
NEXT STATION PAHLEZA AT KM 559.240
DISTANCE FROM KARWANDIA - 5.900 KM


R 1:1000 LEVEL
CH:2642.00
KM:562.498
FL:107.714 M
LEVEL R 1:1000
CH:4000.00
KM:561.140
FL:107.714 M
ALT-I B

DFCCIL PLAN NO. MGS/EN/YP-KWD/2021
DRM/DDU/PLAN NO. 247-2020 (ALT-1)

ALT-I: AS PER DY.CRS(TECH.)/EASTERN CIRCLE/KOLKATA LETTER NO. CRS/ECR/ DDU/KWD/EI/21/494 DATED 27.07.2021.

A. SEPARATE ESP NO. FOR DFCCIL YARD MENTIONED AND ENTIRE DFC YARD SHOWN WITH DOTTED LINES. LEGEND CORRECTED ACCORDINGLY.
B. FL OF ALL GRADIENT POSTS MENTIONED.
C. FM OF ALL TOs SHIFTED TO THEIR EXACT CHAINAGES AND CAL & CSL CHANGED ACCORDINGLY.
D. STATUS OF SWITCHES OF ALL TOs SHOWN.
E. LC NO. 37, 38, 39/1, 40, 41 & 42 TO BE CLOSED AS PER DISTRICT MAGISTRATE/ROHTAS LETTER NO. 1489/जि0भू0अ0श0 DATED 06.08.2018.
F. DS AT CH: 529.000 AT GAYA END TO BE SHIFTED AT CH: 490.800.
G. NOTE NO. 6 ADDED FOR OBTAINING CONDONATION.
H. CLASS OF LC NO. 36 UPGRADED FROM 'B' TO 'A' AND LC NO. 39 UPGRADED FROM 'C' TO 'SPECIAL'.

Signature block	
CPDE/ECR	BRIJESH KUMAR SINGH 2021.10.07 11:43:33 +05'30'
CTPM/ECR	NEERAJ AMBASTHA Digitally signed by NEERAJ AMBASTHA Date: 2021.10.07 11:30:36 +05'30'
DRM/DDU	RAJESH KUMAR PANDEY Digitally signed by RAJESH KUMAR PANDEY Date:2021.09.28 09:07:41 +05'30'
Sr.DEN/Co/DDU	WARIJ NAYAN Digitally signed by WARIJ NAYAN Date:2021.09.17 04:34:02 +05'30'
SrDOM/DDU	SUDHANSU RANJAN Digitally signed by SUDHANSU RANJAN Date:2021.09.20 04:30:33 +05'30'
SrDSTE CO DDU	BRIJESH KUMAR YADAV Digitally signed by BRIJESH KUMAR YADAV Date:2021.09.16 05:57:33 +05'30'
SrDCM/DDU	RUPESH KUMAR Digitally signed by RUPESH KUMAR Date:2021.09.20 06:05:44 +05'30'
SrDEE/G/DDU	KARPOOR CHANDRA YADAV Digitally signed by KARPOOR CHANDRA YADAV Date:2021.09.16 05:16:39 +05'30'
SrDEE/TRD/DDU	INDU PRAKASH Digitally signed by INDU PRAKASH Date:2021.09.17 01:33:18 +05'30'
Dy.CSTE/W/DDU	MANISH KUMAR Digitally signed by MANISH KUMAR Date:2021.09.16 01:03:20 +05'30'
SrDEN/2/DDU	ABHISHEK SHAW Digitally signed by ABHISHEK SHAW Date:2021.09.17 12:30:28 +05'30'
GM/Co/DFCC	AJIT KUMAR MISHRA Digitally signed by AJIT KUMAR MISHRA Date:2021.09.17 03:19:05 +05'30'
SSE/4/DRG	HEMANT KUMAR Digitally signed by HEMANT KUMAR Date:2021.09.15 05:56:37 +05'30'

EAST CENTRAL RAILWAY
पूर्व मध्य रेल
DDU DIVISION
डी.डी.यू. मंडल
KARWANDIA STATION (KWD)
करवंदिया स्टेशन

PROVISION OF CENTRAL ELECTRONIC INTERLOCKING AT KARWANDIA (KWD) STATION YARD IN G.C. SECTION.
(ENGINEERING SCALE PLAN)

SCALE	AUTHORITY OF WORK
1 IN 1000	DEPOSITE WORK SANCTION YEAR 2012-13 ESTT. NO. 57/CSTE/DFCCIL/17-18