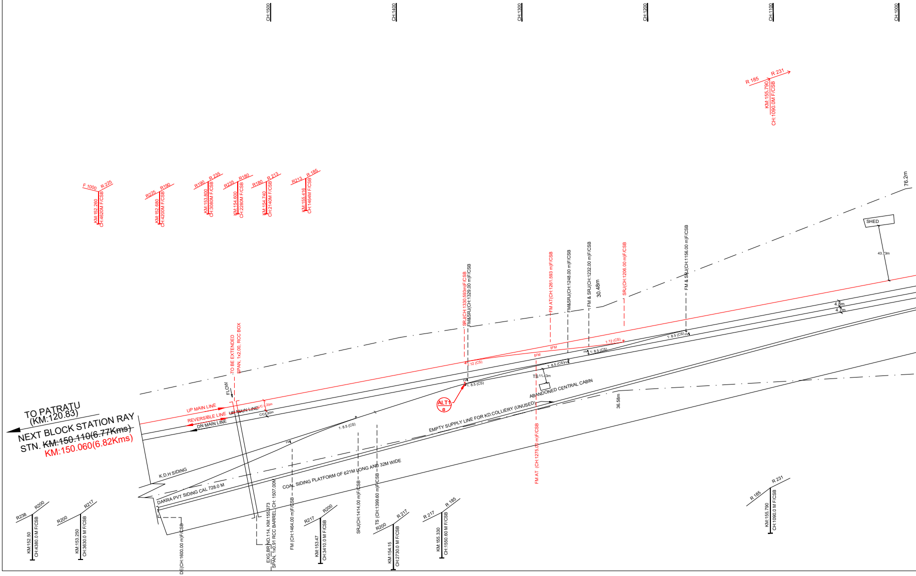
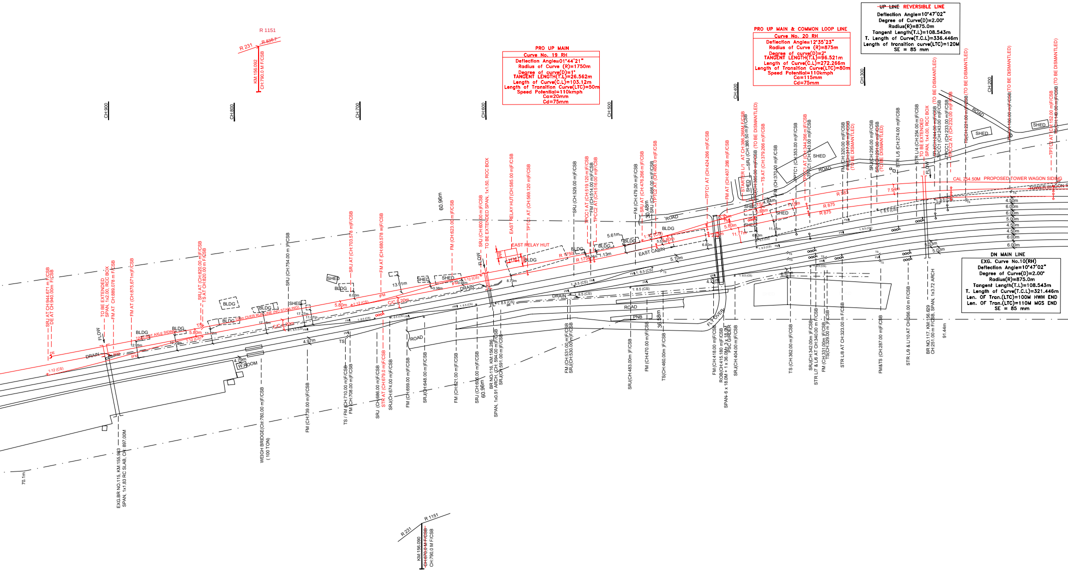
DETAILS OF LEVEL CROSSING									
RAY-KLRE									
SL NO.	L.C. NO	CLASS	E/T	KM	TVU/YEAR	M/UM	BLOCK SEC.	TEL CONNECTION	INTERLOCKED/ NON-INTERLOCKED
1	2	B1	T	150.887	7228/2019	M	RAY-KLRE	RAY	INTERLOCKED


CH:1500
CH:1400
CH:1300
CH:1200
CH:1100
CH:1000
R 185
R 231
KM:155.790
CH:1090.0M F/CSB
F 1000
R 225
KM:152.260
CH:4620M F/CSB
R225
R190
KM:152.680
CH:4200M F/CSB
R190
R 235
KM:153.800
CH:3080M F/CSB
R235
R180
KM:154.600
CH:2280M F/CSB
R180
R 213
KM:154.740
CH:2140M F/CSB
R213
R 185
KM:155.416
CH:1464M F/CSB
76.2m
SHED
43.73m
4.8m
4.7m
FM & SRJ(CH:1156.00 m)F/CSB
SRJ(CH:1206.00 m)F/CSB
FM & SRJ(CH:1232.00 m)F/CSB
30.48m
FM&SRJ(CH:1248.00 m)F/CSB
FM AT(CH:1261.593 m)F/CSB
SRJ(CH:1330.593m)F/CSB
FM&SRJ(CH:1329.00 m)F/CSB
TO BE EXTENDED
SPAN, 1x2.00, RCC BOX
FLOW
1: 8.5 (CS)
1:12 (CS)
FM
TS
11.43m
ABANDONED CENTRAL CABIN
36.58m
ALT1
8
TO PATRATU
(KM:120.83)
NEXT BLOCK STATION RAY
STN. ~~KM:150.110(6.77Kms)~~
KM:150.060(6.82Kms)
UP MAIN LINE
REVERSIBLE LINE
UP MAIN LINE
DN MAIN LINE
C/C 6.20m
C/C 4.80m
EMPTY SUPPLY LINE FOR KD.COLLIERY (UNUSED)
K.D.H SIDING
DAKRA PVT SIDING CAL 728.0 M
COAL SIDING PLATFORM OF 621M LONG AND 32M WIDE
FM AT (CH:1275.00 m)F/CSB
R238
R200
KM:152.50
CH:4380.0 M F/CSB
R200
R217
KM:153.250
CH:3630.0 M F/CSB
DE(CH:1600.00 m)F/CSB
EXG.BR.NO.114, KM:155/373
SPAN, 1x0.91 RCC BARREL, CH: 1507.00M
FM (CH:1464.00 m)F/CSB
R217
R200
KM:153.47
CH:3410.0 M F/CSB
SRJ(CH:1414.00 m)F/CSB
TS (CH:1399.60 m)F/CSB
R200
R 217
KM:154.15
CH:2730.0 M F/CSB
R 217
R 185
KM:155.330
CH:1550.60 M F/CSB
R 185
R 231
KM:155.790
CH:1090.0 M F/CSB



PRO UP MAIN

Curve No. 19 RH

Deflection Angle=01°44'21"
Radius of Curve (R)=1750m
Degree of curve(D)=1°
TANGENT LENGTH(T.L)=26.562m
Length of Curve(C.L)=103.12m
Length of Transition Curve(LTC)=50m
Speed Potential=110kmph
Ca=20mm
Cd=75mm

PRO UP MAIN & COMMON LOOP LINE

Curve No. 20 RH

Deflection Angle=12°35'23"
Radius of Curve (R)=875m
Degree of curve(D)=2°
TANGENT LENGTH(T.L)=96.521m
Length of Curve(C.L)=272.266m
Length of Transition Curve(LTC)=80m
Speed Potential=110kmph
Ca=115mm
Cd=75mm

~~UP LINE~~ REVERSIBLE LINE

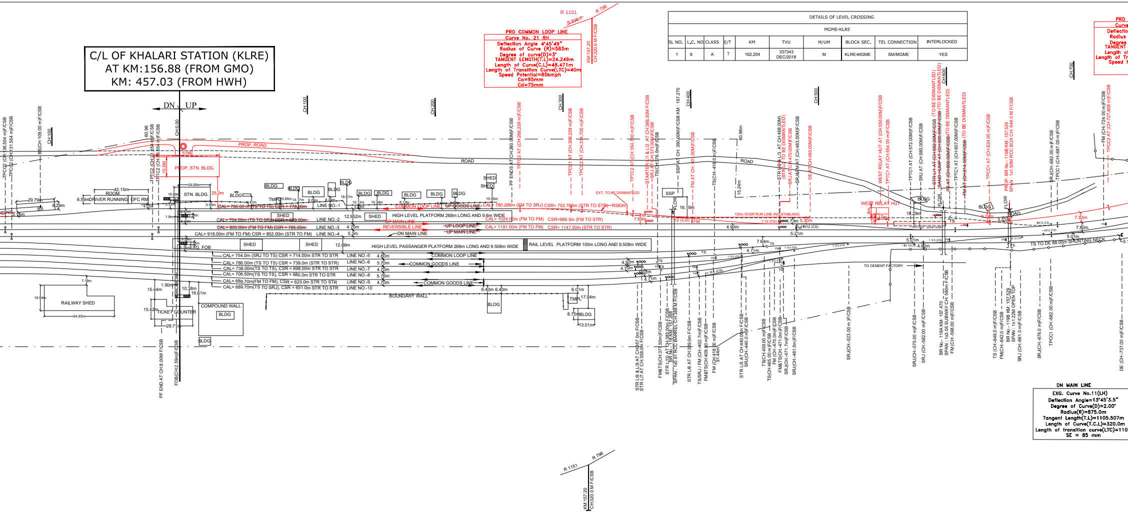
Deflection Angle=10°47'02"
Degree of Curve(D)=2.00°
Radius(R)=875.0m
Tangent Length(T.L)=108.543m
T. Length of Curve(T.C.L)=336.446m
Length of transition curve(LTC)=120M
SE = 85 mm

DN MAIN LINE

EXG. Curve No.10(RH)
Deflection Angle=10°47'02"
Degree of Curve(D)=2.00°
Radius(R)=875.0m
Tangent Length(T.L)=108.543m
T. Length of Curve(T.C.L)=321.446m
Len. OF Tran.(LTC)=100M HWH END
Len. OF Tran.(LTC)=110M MGS END
SE = 85 mm

R 1151
R 231
R 838.7
KM:156.092
CH:790.0 M F/CSB
CH:900
CH:800
CH:700
CH:600
CH:500
CH:400
CH:300
CH:200
60.96m
SRJ AT CH:944.671 m F/CSB
DE AT CH:940.00m F/CSB
TO BE EXTENDED SPAN, 1x2.00, RCC BOX
FM AT CH:889.078 m F/CSB
FM AT (CH:875.671m)F/CSB
SRJ AT (CH:820.00 m)F/CSB
TS AT CH:820.00 m F/CSB
SRJ (CH:754.00 m)F/CSB
SRJ AT (CH:703.578 m)F/CSB
FM AT (CH:680.578 m)F/CSB
FM (CH:623.00 m)F/CSB
SRJ (CH:600.00 m)F/CSB
TO BE EXTENDED SPAN, 1x1.50, RCC BOX
EAST RELAY HUT(CH:585.00 m)F/CSB
TPTC1 AT (CH:569.120 m)F/CSB
EAST RELAY HUT
SRJ (CH:529.00 m)F/CSB
TPCC1 AT (CH:519.120 m)F/CSB
FM (CH:514.00 m)F/CSB
TPCC2 AT (CH:516.00 m)F/CSB
FM (CH:479.00 m)F/CSB
SRJ AT (CH:476.266 m)F/CSB
SRJ (CH:466.00 m)F/CSB
TPTC2 AT (CH:460.0 m)F/CSB
TPTC1 AT (CH:424.266 m)F/CSB
FM AT (CH:407.266 m)F/CSB
START L/1 AT CH:386.266M F/CSB
SRJ (CH:386.50 m)F/CSB
TS AT (CH:379.266 m)F/CSB (TO BE DISMANTLED)
FM (CH:370.00 m)F/CSB
TPTC1 (CH:353.00 m)F/CSB
TPTC1 AT (CH:344.266 m)F/CSB
TPTC1 (CH:343.00 m)F/CSB
FM (CH:320.00 m)F/CSB (TO BE DISMANTLED)
SRJ (CH:295.00 m)F/CSB (TO BE DISMANTLED)
STR L/5 (CH:274.00 m)F/CSB
STR L/4 (CH:254.00 m)F/CSB
TO BE EXTENDED SPAN, 1x4.00, RCC BOX
TPCC1 (CH:243.00 m)F/CSB
TPTC1 (CH:233.00 m)F/CSB
TS(CH:221.00 m)F/CSB (TO BE DISMANTLED)
(CH:166.00 m)F/CSB (TO BE DISMANTLED)
TPTC1 AT (CH:152.00 m)F/CSB (TO BE DISMANTLED)
CAL 254.50M PROPOSED TOWER WAGON SIDING
TOWER WAGON S
R 875
R 863
R 1750
7.94m
4.50m
6.00m
6.00m
5.00m
4.50m
4.50m
6.00m
6.00m
5.02m
5.33m
SHED
BLDG
ROAD
DRAIN
FLOW
EAST CABIN
PNB
W.ROOM
FLY OVER
120m AXLE SIDING
700m OVER RUN LINE (NO STABLING)
1:12 (CS)
1:8.5 (CS)
C/C 5.20m
5.80m
13.61m
5.61m
17.27m
11.77m
4.97m
4.79m
6.80m
4.21m
30.48m
36.58m
91.44m
70.1m
EXG.BR NO.115, KM:155.983 SPAN, 1x1.83 RC SLAB, CH: 897.00M
WEIGH BRIDGE(CH:780.00 m)F/CSB (100 TON)
FM (CH:739.00 m)F/CSB
TS / FM (CH:710.00 m)F/CSB
FM (CH:708.00 m)F/CSB
SRJ (CH:686.00 m)F/CSB
STR AT (CH:679.0 m)F/CSB
SRJ(CH:674.00 m)F/CSB
FM (CH:659.00 m)F/CSB
SRJ(CH:648.00 m)F/CSB
FM (CH:621.00 m)F/CSB
SRJ (CH:608.00 m)F/CSB
BR NO.116, KM:156.286 SPAN, 1x0.91 ARCH, CH: 594.00 m)F/CSB
SRJ(CH:591.00 m)F/CSB
FM (CH:531.00 m)F/CSB
SRJ(CH:530.00 m)F/CSB
SRJ(CH:483.00m)F/CSB
FM (CH:470.00 m)F/CSB
TS(CH:460.00m)F/CSB
FM (CH:418.00 m)F/CSB
ROB(CH:415.180 m)F/CSB SPAN-6 x 18.0M + 1 x 36.0M + 3 x 18.0M PSC GIRDER
SRJ(CH:404.00 m)F/CSB
TS (CH:362.00 m)F/CSB
SRJ(CH:342.00m)F/CSB
STR L/7 & L/6 AT CH:340.00 m F/CSB
FM (CH:331.00m)F/CSB
TS(CH:329.00 m)F/CSB
STR L/8 AT CH:323.00 m F/CSB
FM&TS (CH:287.00 m)F/CSB
STR L/9 & L/10 AT CH:266.00 m F/CSB
BR NO.117, KM:156.629 CH:251.00 m F/CSB SPAN, 1x3.72 ARCH
KM:156.090
~~CH:670.0 M F/CSB~~
CH:790.0 M F/CSB

C/L OF KHALARI STATION (KLRE)
AT KM:156.88 (FROM GMO)
KM: 457.03 (FROM HWH)


DN
UP
CH:0.00
CH:100
CH:200
CH:300
CH:400
CH:500
CH:600
CH:700
PROP. ROAD
ROAD
PROP. STN. BLDG.
STN. BLDG.
ROOM
DRIVER RUNNING
OFC RM
BLDG
SHED
TMPL
SSP
WEST RELAY HUT
COMMON LOOP LINE
UP GOODS LINE
CAL= 780.266m (FM TO SRJ) CSR= 752.766m (STR TO STR) R583m
CAL= 786.00 m (TS TO SRJ) CSR = 778.00m LINE NO.-1
CAL= 704.00m (TS TO SRJ) CSR= 689.00m LINE NO.-2
HIGH LEVEL PLATFORM 268m LONG AND 9.6m WIDE
UP MAIN LINE
CAL= 1024.00m (FM TO FM) CSR=989.5m (FM TO STR)
CAL= 800.00m (FM TO FM) CSR = 785.00m LINE NO.-3
REVERSIBLE LINE
UP LOOP LINE
UP MAIN LINE
CAL= 1191.00m (FM TO FM) CSR= 1147.00m (STR TO STR)
CAL= 918.00m (FM TO FM) CSR = 852.00m (STR TO FM) LINE NO.-4
DN MAIN LINE
120m OVER RUN LINE (NO STABLING)
EXT. TO BE DISMANTLED
EXG. FOB
HIGH LEVEL PASSANGER PLATFORM 268m LONG AND 9.508m WIDE
RAIL LEVEL PLATFORM 100m LONG AND 9.508m WIDE
TS TO DE 88.00m SHUNTING NECK
CAL= 754.0m (SRJ TO TS) CSR = 714.00m STR TO STR LINE NO.-5
COMMON LOOP LINE
CAL= 780.00m (TS TO TS) CSR = 739.0m (STR TO STR) LINE NO.-6
COMMON GOODS LINE
CAL= 738.00m(TS TO TS), CSR = 698.00m STR TO STR LINE NO.-7
CAL= 706.50m(TS TO TS), CSR = 680.0m STR TO STR LINE NO.-8
CAL= 689.70m(FM TO FM), CSR = 623.0m STR TO STR LINE NO.-9
COMMON GOODS LINE
CAL= 689.70m(TS TO SRJ), CSR = 651.0m STR TO STR LINE NO.-10
TO CEMENT FACTORY
BOUNDARY WALL
COMPOUND WALL
RAILWAY SHED
TICKET COUNTER
PF END AT CH:8.00M F/CSB
FOB(CH:2.59m)F/CSB
PF ENDS AT CH:260.00M)F/CSB
SSP AT CH: 390.00M)F/CSB KM : 157.270
BR No.- 119A KM: 157.470 SPAN : 1x3.05 SUBWAY CH: 590m F/CSB
PROP. BR No.- 119B KM: 157.529 SPAN : 1x1.50M RCC BOX CH: 649.0 M F/CSB
R 1151
R 836.7
R 796
KM:157.20
CH:320.0 M F/CSB

PRO COMMON LOOP LINE

Curve No. 21 RH

Deflection Angle 4°45'49"
Radius of Curve (R)=583m
Degree of curve(D)=3°
TANGENT LENGTH(T.L)=24.249m
Length of Curve(C.L)=48.471m
Length of Transition Curve(LTC)=40m
Speed Potential=85kmph
Ca=95mm
Cd=75mm

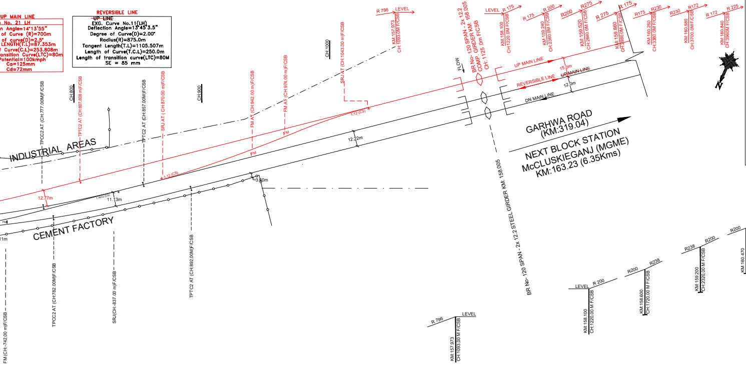
DETAILS OF LEVEL CROSSING									
MGME-KLRE									
SL NO.	L.C. NO	CLASS	E/T	KM	TVU	M/UM	BLOCK SEC.	TEL CONNECTION	INTERLOCKED
1	8	A	T	162.204	337343 DEC/2018	M	KLRE-MGME	SM/MGME	YES

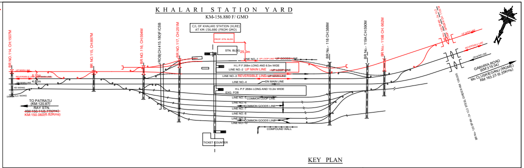
PRO
Curve
Deflectio
Radius
Degree
TANGENT
Length o
Length of Tr
Speed P

DN MAIN LINE

EXG. Curve No.11(LH)
Deflection Angle=13°45'3.5"
Degree of Curve(D)=2.00°
Radius(R)=875.0m
Tangent Length(T.L)=1105.507m
Length of Curve(T.C.L)=320.0m
Length of transition curve(LTC)=110
SE = 85 mm

LENGTH TABLE		
LINE NO.	CAL	CSL
LINE NO.1	780.266m (FM TO SRJ)	752.766m STR TO STR
LINE NO.2	1024.00m (FM TO FM)	989.50m (FM TO STR)
LINE NO.3	1191.00m (FM TO FM)	1147.00m (STR TO STR)
LINE NO.4	918.00m (FM TO FM)	852.00m (STR TO FM)
LINE NO.5	754.0m (SRJ TO TS)	714.00m STR TO STR
LINE NO.6	780.00m (TS TO TS)	739.0m (STR TO STR)
LINE NO.7	738.00m(TS TO TS)	698.00m STR TO STR
LINE NO.8	706.50m(TS TO TS)	680.0m STR TO STR
LINE NO.9	689.70m(FM TO FM)	623.0m STR TO STR
LINE NO.10	689.70m(TS TO SRJ)	651.0m STR TO STR


UP MAIN LINE
No. 21 LH
n Angle=14°13'55"
of Curve (R)=700m
of curve(D)=2.5°
LENGTH(T.L)=87.353m
f Curve(C.L)=253.808m
ansition Curve(LTC)=80m
Potential=100kmph
Ca=125mm
Cd=72mm
REVERSIBLE LINE
~~UP LINE~~
EXG. Curve No.11(LH)
Deflection Angle=13°45'3.5"
Degree of Curve(D)=2.00°
Radius(R)=875.0m
Tangent Length(T.L)=1105.507m
Length of Curve(T.C.L)=250.0m
Length of transition curve(LTC)=80M
SE = 85 mm
INDUSTRIAL AREAS
CEMENT FACTORY
UP MAIN LINE
REVERSIBLE LINE
DN MAIN LINE
GARHWA ROAD
(KM:319.04)
NEXT BLOCK STATION
McCLUSKIEGANJ (MGME)
KM:163.23 (6.35Kms)
BR No- 120 SPAN - 2x 12.2 STEEL GIRDER KM: 158.005
BR No- 120 SPAN - 2x 12.2 GIRDER KM: 158.005 COMP. 0.1125 0m F/CSB
FLOW
12.77m
11.13m
12.22m
15.0m
12.0m
3.80m
TPCC2 AT (CH:777.00M)F/CSB
TPTC2 AT (CH:807.808 m)F/CSB
TPTC2 AT (CH:857.00M)F/CSB
SRJ AT (CH:870.00 m)F/CSB
FM AT (CH:942.00 m)F/CSB
FM AT (CH:974.00 m)F/CSB
SRJ AT (CH:1043.00 m)F/CSB
CH:800
CH:900
CH:1000
TPCC2 AT (CH:782.00M)F/CSB
SRJ(CH:-837.00 m)F/CSB
TPTC2 AT (CH:892.00M)F/CSB
FM (CH:-742.00 m)F/CSB
R 796
LEVEL
KM:157.973 CH:1093.00 M F/CSB
KM:158.100 CH:1220.00 M F/CSB
KM:158.600 CH:1720.00 M F/CSB
KM:159.200 CH:2320.00 M F/CSB
KM:160.470 CH:3590.00 M F/CSB
KM:161.00 CH:4120.00 M F/CSB
R 200
R200
R238
R217
R 175
R275
R230
R172
R 225


K H A L A R I   S T A T I O N   Y A R D
KM-156.880 F/ GMO
C/L OF KHALARI STATION (KLRE) AT KM :156.880 (FROM GMO)
TO PATRATU (KM:120.83)
RAY STN.
GARHWA ROAD (KM:319.04)
Mc CLUSKIEGANJ (MGME) KM:163.23 (6.35Kms)
STN. BLDG.
TICKET COUNTER
COMPOUND WALL
UP MAIN LINE
REVERSIBLE LINE
DN MAIN LINE
COMMON LOOP LINE
COMMON GOODS LINE
H.L P.F 268m LONG AND 6.5m WIDE
H.L P.F 268m LONG AND 10.2m WIDE
FOB
KEY PLAN

LEGEND:

1. BOUNDARY OF CEMENT FACTORY	— —•—•—•— ═
2. RAILWAY LAND BOUNDARY	— ▬ · ▬ · ▬
3. EXISTING RAILWAY TRACK	— ────
4. DISMANTLED WORK	— - - - - - - -
5. PROPOSED RAILWAY TRACK	— ────

ALTERATION TABLE	
ALTERATION NO.	DESCRIPTION
ALT 1	a. ORIENTATION OF OPEINING OF POINT AT CH 1329.00M PTRU END IS CORRECTED.

SIGNATURE COLUMN (ALT-1)	
DESIGNATION	SIGNATURE
CPDE/HQ	BRIJESH KUMAR SINGH Date: 2022.03.04 15:57:56 +05'30'
CTPM/HQ	NEERAJ AMBASTHA Digitally signed by NEERAJ AMBASTHA Date: 2022.03.04 16:17:43 +05'30'
CPM/RVNL/RNC	VISHAL ANAND Digitally signed by VISHAL ANAND Date: 2022.03.04 12:18:07 +05'30'
GM/S&T/RVNL/RNC	KAILASH CHAND SHARMA
AGM/S&T/EXPERT/RVNL/RNC	ANJANI KUMAR AMBASTHA
SR.DGM/CIVIL/RVNL	ASHWINI KUMAR Digitally signed by ASHWINI KUMAR Date: 2022.03.04 11:55:50 +05'30'

FORM -XVII GAUGE:-1676MM

INFRINGEMENT AND MAXIMUM & MINIMUM DIMENSION (GRADIENT WITH STATION LIMITS)

SL.	LOCATION			NAME OF STRUCTURE WHICH INFRINGE	PRESCRIBED MAXIMUM		EXISTING ACTUAL DIMENSION	AMOUNT OF IMFRINGEMENT	PARTICULAR OF OF SCANSIONS OF INFRINGEMENT AND REMARKS.
NO.	DIVISION	SECTION	KILOMETERAGE		CHAPTER ITEMS	MAXIMUM			
1.	DHANBAD	BRKA-GHD	1. CH: 790.00M F/CSB (PTRU END) TO CH:1090.00M F/CSB (PTRU END)	1. 1 IN 231 (0.43%) (GRADIENT WITHIN STATION LIMITS)	IRSOD 1676MM GAUGE (BG) REVISE 2004 CH-II NOTE PART-2(d)-I&II	1 IN 400 (0.25%)	1 IN 231 (0.432%) CH: 790.00M F/CSB TO 1090.00M F/CSB (PTRU END)	(0.18%)	THE PROPOSED GRADIENT IN STN. YARD IS STEEPER THAN 1 IN 400 BETWEEN CH:790.00 M F/CSB TO 1090.00 M F/CSB (PTRU END) AS INDICATED IN TABLE. AS SUCH, CONDONATION FOR INFRINGEMENT OF GRADE WITHIN STATION LIMIT IS REQUIRED FROM CRS/EC/KKK.
1.	DHANBAD	BRKA-GHD	1. CH: 1090.00M F/CSB (PTRU END) TO CH:1464.00M F/CSB (PTRU END)	1. 1 IN 185 (0.54%) (GRADIENT WITHIN STATION LIMITS)	IRSOD 1676MM GAUGE (BG) REVISE 2004 CH-II NOTE PART-2(d)-I&II	1 IN 400 (0.25%)	1 IN 185 (0.54%) CH: 1090.00M F/CSB TO 1464.00M F/CSB (PTRU END)	(0.29%)	THE PROPOSED GRADIENT IN STN. YARD IS STEEPER THAN 1 IN 400 BETWEEN CH:1090.00 M F/CSB TO 1464.00 M F/CSB (PTRU END) AS INDICATED IN TABLE. AS SUCH, CONDONATION FOR INFRINGEMENT OF GRADE WITHIN STATION LIMIT IS REQUIRED FROM CRS/EC/KKK.

TRACK STRUCTURE:-

Sr. No.	DESCRIPTION	MAIN LINE	LOOP LINES
1.	RAIL	60Kg/90UTS	60Kg
2.	SLEEPER	PSC	PSC
3.	SLEEPER DENSITY	1660/Km	1540/Km
4.	BALLAST CUSHION	350mm	250mm

NOTE:-

1. ALL DIMENSIONS ARE IN MM EXCEPT OTHERWISE AS SPECIFIED.
2. CH:0.00 IS RECKONED FOR C.L OF STATION BUILDING.
3. EXISTING WORK SHOWN IN BLACK. ________
4. PROPOSED WORK SHOWN IN RED. ________
5. EXISTING WORK TO BE DISMANTLED SHOWN IN BLACK DOTTED. - - - - - - -
6. STATION IS IN "NSG-5" CATEGORY.
7. LINES HAVE BEEN NUMBERED AND NAMED
8. ELECTRIFICATION OF 3RD LINE WILL BE DONE BY RVNL.ANY MODIFICATION REQUIRED IN EXISTING OHE WILL BE DONE BY RVNL.
9. PASSENGER AMENITIES SHOULD BE PROVIDED AS PER RAILWAY BOARD GUIDE LINES.
10. THIS DRAWING IS PREPARED BASED ON CE'S DRG. NO - Y -04-2011 (ALT-I) & SITE SURVEY.
11. GRADIENT OF EXISTING YARD ARE STEEPER THAN 1 IN 1200 AND ACCORDINGLY SIMILAR GRADIENT HAS BEEN KEPT FOR PROPOSED LINE TO MATCH THE LEVELS OF EXISTING LINE AND PROPOSED LINE.
12. NECESSARY CONDONATION WILL BE OBTAINED BY RVNL.
13. REQUIRED FACILITY LIKE 1 M WIDE CONCRETE PATHWAY WILL BE PROVIDED UP TO OUTERMOST UP/DN HOME SIGNAL FROM PLATFORM END.
14. TRACK STRUCTURE OF EXISTING LINE NO 2 WILL BE UPGRADED TO TRACK STRUCTURE OF PROPOSED 3RD LINE.
15. REQUIRED FENCING AND DRAINS WILL BE CONSTRUCTED AS PER SITE REQUIREMENT AND RAILWAY ADVICE.

THIS PLAN SUPERSEDES EARLIER APPROVED CE'S DRG. NO - Y -04-2011(ALT-I)

Signature block	
CPDE	BRIJESH KUMAR SINGH Digitally signed by BRIJESH KUMAR SINGH Date:2021.08.11 11:50:36 +05'30'
CTPM/ECR	ANUJ BHARGAVA Digitally signed by ANUJ BHARGAVA Date:2021.08.10 12:27:23 +05'30'
DRM/DHN	ASHISH BANSAL Digitally signed by ASHISH BANSAL Date:2021.05.12 02:30:57 +05'30'
Sr.DEN/Co/DHN	AMIT KUMAR Digitally signed by AMIT KUMAR Date:2021.05.12 12:30:40 +05'30'
Sr.DOM/DHN	PANKAJ KUMAR Digitally signed by PANKAJ KUMAR Date:2021.05.11 05:22:56 +05'30'
SDCMDHN	AKHILESH KUMAR PANDEY Digitally signed by AKHILESH KUMAR PANDEY Date:2021.05.12 01:18:28 +05'30'
Sr.DSTE/DHN	GAUTAM GUPTA Digitally signed by GAUTAM GUPTA Date:2021.05.12 01:43:33 +05'30'
Sr.DEE/TRD/DHN	BHAJAN LAL Digitally signed by BHAJAN LAL Date:2021.05.11 04:30:29 +05'30'
Sr.DEE/G/DHN	Anandi Pandit Digitally signed by Anandi Pandit Date:2021.05.11 06:45:02 +05'30'
CPM/RVNL/RNC	VISHAL ANAND Digitally signed by VISHAL ANAND Date:2020.08.19 03:43:09 +05'30'
GM/ELEC/RVNL/RNC	ATUL KUMAR Digitally signed by ATUL KUMAR Date:2020.08.19 12:12:13 +05'30'
SRDGM/CIVIL/RVNL/RNC	ASHWINI KUMAR Digitally signed by ASHWINI KUMAR Date:2020.12.17 01:36:21 +05'30'
AGM/S&T/EXPERT/RVNL/RNC	ANJANI KUMAR AMBASTHA Digitally signed by ANJANI KUMAR AMBASTHA Date:2020.08.19 11:47:23 +05'30'
AGM/ELEC/EXPERT/RVNL/RNC	DIPAK KUMAR KUNDU Digitally signed by DIPAK KUMAR KUNDU Date:2020.08.17 05:51:49 +05'30'
Manager/Civil/RVNL	RAUSHAN KUMAR Digitally signed by RAUSHAN KUMAR Date:2020.08.19 01:26:06 +05'30'
DEN/1/DHN	HANSRAJ MEENA Digitally signed by HANSRAJ MEENA Date:2021.05.11 12:26:22 +05'30'
SSE/Drg/DHN	LAKHAN LAL MEENA Digitally signed by LAKHAN LAL MEENA Date:2021.05.12 04:28:15 +05'30'

SCALE:- 1:1000

पूर्व मध्य रेल
धनबाद मंडल
EAST CENTRAL RAILWAY
DHANBAD DIVISION

PROJECT EXECUTED BY:-
RAIL VIKAS NIGAM LIMITED

PROJECT:-
पतरातू से सोन नगर के बीच तीसरी लाईन परियोजना
(291.00 कि. मि.)
CONSTRUCTION OF 3rd LINE BETWEEN
PATRATU - SON NAGAR

TITLE:-
KHALARI(खलारी) STATION YARD PLAN
AT Km.156.88

CE's/HJP/ DRG No :- Y - 93 - 2021 (ALT - 1)

DRM/DHN'S DRG.NO.- 125-2021

AUTHORITY OF WORK :-Pink Book Item
No.50/2021-22

RVNL'S .DRG.NO.- RVNL/RNC/2020/126