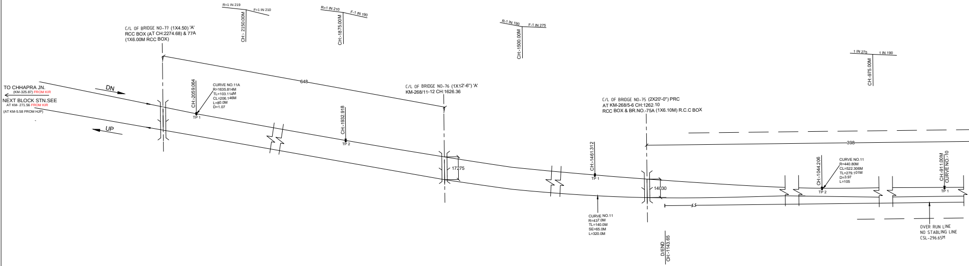
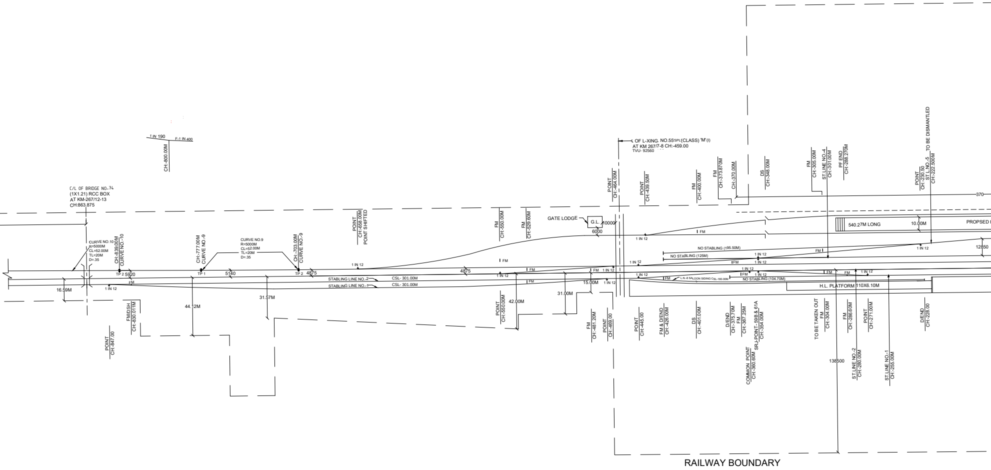
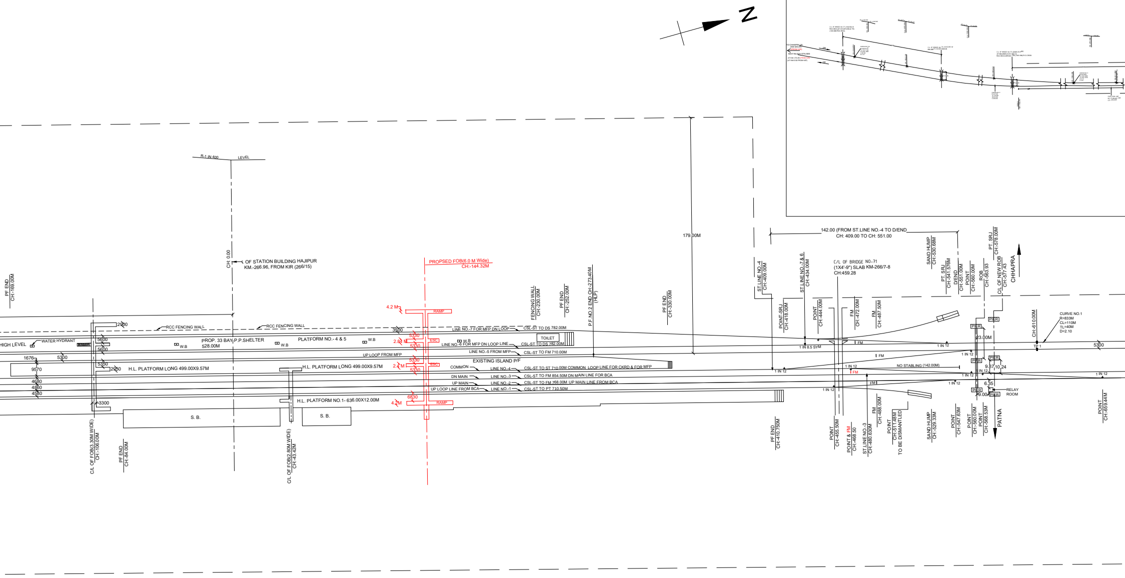

R=1 IN 219
F=1 IN 210
CH:- 2150.00M
R=1 IN 210
F-1 IN 190
CH:-1875.00M
R-1 IN 190
F-1 IN 275
CH:-1500.00M
1 IN 275
1 IN 190
CH:-975.00M
C/L OF BRIDGE NO-77 (1X4.50) 'A'
RCC BOX (AT CH:2274.68) & 77A
(1X6.00M RCC BOX)
648
TO CHHAPRA JN.
(KM-325.87) FROM KIR
NEXT BLOCK STN.SEE
AT KM- 271.56 FROM KIR
(AT KM-5.58 FROM HJP)
DN
UP
CH:-2059.064
TP 1
CURVE NO.11A
R=1635.814M
TL=103.114M
CL=206.146M
L=80.0M
D=1.07
CH:-1932.918
TP 2
C/L OF BRIDGE NO-76 (1X12'-6") 'A'
KM-268/11-12 CH:1626.36
17275
CH:-1461.312
TP 1
CURVE NO.11
R=437.0M
TL=140.0M
SE=65.0M
L=320.0M
C/L OF BRIDGE NO-75 (2X20'-0") PRC
AT KM-268/5-6 CH:1262.10
RCC BOX & BR.NO.-75A (1X6.10M) R.C.C BOX
14030
SS
D/END
CH:-1143.65
398
CH:-1044.206
TP 2
CURVE NO.11
R=440.80M
CL=522.306M
TL=279.101M
D=3.97
L=105
CH:-911.00M
CURVE NO.-10
TP 1
OVER RUN LINE
NO STABLING LINE
CSL-296.65M

L.C. DETAILS BETWEEN HJP-SEE

S.NO.	LC.NO.	CLASS	M/UM	INT./NON-INT.	TVU	LOCATION	TELEPHONE CONNECTION
1.	55	SPL	M	INT.	92560	267/2-8	HJP

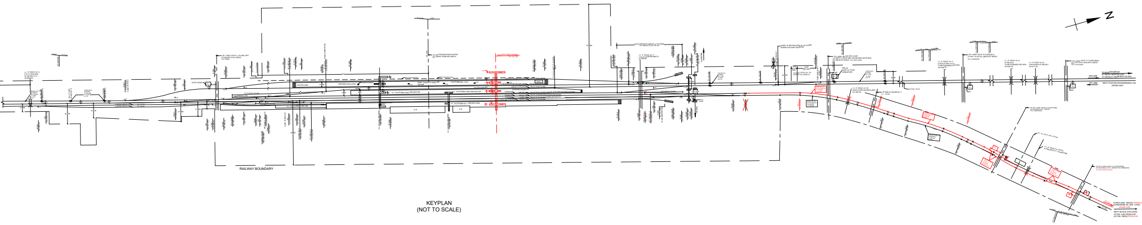

1 IN 190
F-1 IN 400
CH:-800.00M
C/L OF BRIDGE NO-74
(1X1.21) RCC BOX
AT KM-267/12-13
CH:863.875
CURVE NO.10
R=5000M
CL=52.00M
TL=20M
D=.35
CH:-839.00M
CURVE NO.-10
TP 2
5920
16.59M
1 IN 12
FM
FM/DSH
CH:-830.011M
POINT
CH:-847.00
CH:-777.00M
CURVE NO.-9
TP 1
5140
44.12M
CURVE NO.9
R=5000M
CL=52.00M
TL=20M
D=.35
CH:-703.00M
CURVE NO.-9
TP 2
4875
31.57M
STABLING LINE NO.-2
STABLING LINE NO.-1
CSL- 301.00M
CSL- 301.00M
POINT
CH:-658.00M
POINT SHIFTED
1 IN 12
4875
FM
CH:-550.00M
FM
CH:-529.60M
FM
FM
FM
1 IN 12
POINT
CH:-550.00M
42.00M
31.00M
15.00M
GATE LODGE
G.L.
10000
6000
FM
1 IN 12
1 IN 12
FM
CH:-481.20M
POINT
CH:-469.00
℄ OF L-XING. NO.55 SPL (CLASS) 'M'(I)
AT KM 267/7-8 CH:-459.00
TVU- 92560
POINT
CH:-464.00M
POINT
CH:-439.50M
FM
CH:-400.00M
FM
CH:-373.870M
CH:-370.00M
DS
CH:-348.00M
FM
CH:-305.00M
ST.LINE NO-4
CH:-301.00M
PF END
CH:-288.270M
POINT
CH:-230.50
ST L.NO.-5
CH:-222.500M
TO BE DISMANTLED
370
540.27M LONG
10.00M
PROPSED
12850
NO STABLING (195.50M)
NO STABLING (125M)
1 IN 12
FM
NO STABLING (104.70M)
L.N.-8 SALOON SIDING CSL-160.00M
H.L. PLATFORM 110X6.10M
POINT
CH:-445.00
FM & D/END
CH:-426.00M
DS
CH:-401.00M
D/END
CH:-375.70M
FM
CH:-367.25M
SRJ-POINT- 59B & 61A
CH:-354.00M
COMMON POINT
CH:-360.60M
TO BE TAKEN OUT
FM
CH:-304.00M
138500
FM
CH:-286.60M
ST.LINE NO.-2
CH:-280.00M
POINT
CH:-271.00M
ST.LINE NO.-1
CH:-255.00M
D/END
CH:-228.00
RAILWAY BOUNDARY


N
R-1 IN 400
LEVEL
CH: 0.00
OF STATION BUILDING HAJIPUR
KM.-266.96, FROM KIR (266/15)
PF END
CH:-169.00M
HIGH LEVEL
WATER HYDRANT
RCC FENCING WALL
RCC FENCING WALL
2900
5600
5600
1676
5300
5350
2950
9570
4680
4860
4580
3300
PROP. 33 BAY P.P.SHELTER
528.00M
W.B
W.B
W.B
PLATFORM NO.- 4 & 5
UP LOOP FROM MFP
H.L. PLATFORM LONG 499.00X9.57M
H.L. PLATFORM LONG 499.00X9.57M
H.L. PLATFORM NO.1- 636.00X12.00M
S. B.
S. B.
C/L OF FOB(3.30M WIDE)
CH:-106.00M
PF END
CH:-84.00M
C/L OF FOB(2.80M WIDE)
CH:-43.42M
PROPSED FOB(6.0 M Wide)
CH:-144.32M
4.2 M
RAMP
3500
5330
2.84 M
ESC
5330
5330
2.4 M
ESC
5330
6830
4.2M
RAMP
LINE NO.-7 FOR MFP DN LOOP
CSL-ST TO DS 782.00M
TOILET
LINE NO.-6 FOR MFP DN LOOP LINE
CSL-ST TO DS 782.00M
LINE NO.-5 FROM MFP
CSL-ST TO FM 710.00M
EXISTING ISLAND P/F
COMMON
LINE NO.-4
CSL-ST TO ST 710.00M COMMON LOOP LINE FOR CKRD & FOR MFP
DN MAIN
LINE NO.-3
CSL-ST TO FM 854.50M DN MAIN LINE FOR BCA
UP MAIN
LINE NO.-2
CSL-ST TO FM 768.00M UP MAIN LINE FROM BCA
UP LOOP LINE FROM BCA
LINE NO.-1
CSL-ST TO PT 710.50M
FENCING WALL
CH:-230.00M
PF END
CH:-252.00M
P.F.NO.2 END CH:-273.40M
(HLP)
PF END
CH:-330.00M
179.00M
ST.LINE NO.-4
CH:-409.00M
POINT-SRJ
CH:-418.00M
PF END
CH:-410.750M
142.00 (FROM ST.LINE NO.-4 TO D/END
CH: 409.00 TO CH: 551.00
ST.LINE NO.-7 & 6
CH:-434.00M
POINT
CH:-444.00M
C/L OF BRIDGE NO-71
(1X4'-9") SLAB KM-266/7-8
CH:459.28
FM
CH:-472.00M
FM
CH:-487.50M
1 IN 8.5 SYM
FM
FM
FM
FM
1 IN 12
1 IN 12
1 IN 12
1 IN 12
1 IN 12
1 IN 12
1 IN 12
1 IN 12
1 IN 12
1 IN 12
NO STABLING (142.00M)
SAND HUMP
CH:-530.68M
PT. SRJ
CH:-541.576M
D/END
CH:-551.00M
POINT
CH:-560.00M
ROB
CH:-563.93
C/L OF NEW ROB
CH:-577.43
PT. SRJ
CH:-578.00M
CHHAPRA
PIER
PIER
PIER
PIER
PIER
PIER
23.00M
9.87
10.24
6.35
9.00
RELAY
ROOM
CH:-610.00M
TP 1
5300
CURVE NO.1
R=833M
CL=110M
TL=40M
D=2.10
POINT
CH:-455.50M
POINT & FM
CH:-468.50
ST.LINE NO.-3
CH:-480.630M
FM
CH:-488.00M
POINT
CH:-511.48M
TO BE DISMANTLED
SAND HUMP
CH:-529.33M
POINT
CH:-547.63M
POINT
CH:-560.00M
POINT
CH:-568.53M
PATNA
POINT
CH:-659.44M

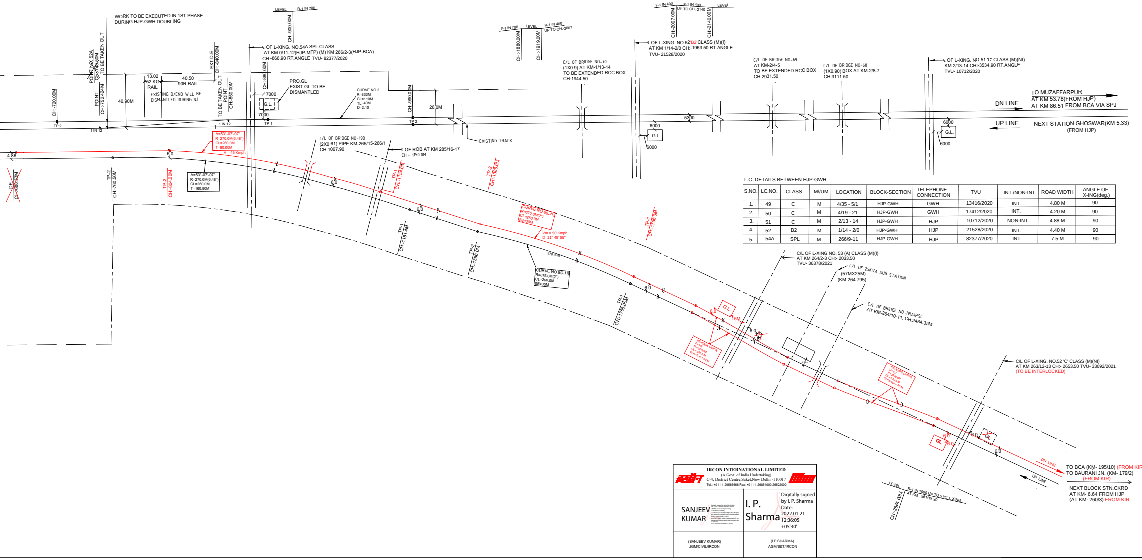
L.C. DETAILS BETWEEN CKRD-HJP

S.NO.	LC.NO.	CLASS	M/UM	LOCATION	BLOCK-SECTION	TELEPHONE CONNECTION	TVU	INT./NON INT.	ROAD WIDTH	ANGLE OF X-ING	REMARKS
1.	51	SPL	M	261/10-11	HJP-CKRD	CKRD	88021(2021)	INT.	5.5 M	90°	
2.	52	A	M	263/12-13	HJP-CKRD	CKRD	33092(2021)	NON INT.	5.5 M	90°	TO BE INTERLOCKED
3.	53	A	M	264/2-3	HJP-CKRD	HJP	36378(2021)	INT.	5.5 M	88°	

NO OTHER L-XING AND BRIDGE WITHIN 2800M FROM FACING POINT


RAILWAY BOUNDARY
N

KEYPLAN
(NOT TO SCALE)


WORK TO BE EXECUTED IN 1ST PHASE
DURING HJP-GWH DOUBLING
POINT No. 52A
CH:-748.50M
TO BE TAKEN OUT
POINT
CH:-752.424M
CH:-720.00M
40.90M
13.02
52 KG
RAIL
40.50
90R RAIL
EXISTING D/END WILL BE
DISMANTLED DURING N.I
EXT.D.E
CH:-840.00M
TO BE TAKEN OUT
POINT
CH:-850.00M
TP 2
1 IN 12
1 IN 12
LEVEL
R-1 IN 700
CH:-900.00M
C/L OF L-XING. NO.54A SPL CLASS
AT KM 0/11-12(HJP-MFP) (M) KM 266/2-3(HJP-BCA)
CH:-866.90 RT.ANGLE TVU- 82377/2020
CH:-880.00M
7000
G.L.
7000
TP 1
PRO.GL
EXIST GL TO BE
DISMANTLED
CURVE NO.2
R=833M
CL=110M
TL=40M
D=2.10
CH:-990.00M
26.0M
TP 2
F-1 IN 700
LEVEL
R-1 IN 400
UP TO CH:-2007
CH:-1880.00M
CH:-1919.00M
C/L OF BRIDGE NO-70
(1X0.9) AT KM-1/13-14
TO BE EXTENDED RCC BOX
CH:1944.50
F-1 IN 400
F-1 IN 400
UP TO CH:-2140
LEVEL
CH:-2007.00M
CH:-2140.00M
C/L OF L-XING. NO.52'B2'CLASS (M)(I)
AT KM 1/14-2/0 CH:-1963.50 RT.ANGLE
TVU- 21528/2020
6000
G.L.
6000
5300
C/L OF BRIDGE NO-69
AT KM-2/4-5
TO BE EXTENDED RCC BOX
CH:2931.50
C/L OF BRIDGE NO-68
(1X0.90) BOX AT KM-2/8-7
CH:3111.50
C/L OF L-XING. NO.51 'C' CLASS (M)(NI)
KM 2/13-14 CH:-3534.90 RT.ANGLE
TVU- 10712/2020
6000
G.L.
6000
TO MUZAFFARPUR
AT KM 53.78(FROM HJP)
AT KM 86.51 FROM BCA VIA SPJ
DN LINE
UP LINE
NEXT STATION GHOSWAR(KM 5.33)
(FROM HJP)
EXISTING TRACK
4.86
6.0
DE
CH:-688.53M
TP-2
CH:-760.50M
TP-2
CH:-804.00M
Δ=53°-07'-07"
R=270.0M(6.48")
CL=260.0M
T=90.00M
V = 45 Kmph
Δ=53°-07'-07"
R=270.0M(6.48")
CL=260.0M
T=160.90M
C/L OF BRIDGE NO-19B
(2X0.61) PIPE KM-265/15-266/1
CH:1067.90
C/L OF ROB AT KM 285/16-17
CH:- 1150.0M
6.0
TP-1
CH:-1154.00M
TP-1
CH:-1181.4M
6.0
TP-2
CH:-1386.00M
TP-2
CH:-1386.00M
CURVE NO.8(L.H)
R=875.0M(2")
CL=260.0M
SE=30M
Vm = 90 Kmph.
D=11° 45' 55"
370.00M
CURVE NO.8(L.H)
R=875.0M(2")
CL=260.0M
SE=30M
TP-1
CH:-1750.00M
TP-1
CH:-1756.00M
6.0
G.L.
15M
6.0
REVERSE CURVE
C/L OF L-XING NO. 53 (A) CLASS (M)(I)
AT KM 264/2-3 CH:- 2033.50
TVU- 36378/2021
C/L OF 25KVA SUB STATION
(57MX25M)
(KM 264.795)
C/L OF BRIDGE NO-19(A)PSC
AT KM-264/10-11, CH:2484.35M
REVERSE CURVE
C/L OF L-XING. NO.52 'C' CLASS (M)(NI)
AT KM 263/12-13 CH:- 2653.50 TVU- 33092/2021
(TO BE INTERLOCKED)
6.0
GL
6.0
G.L.
6.0
DN LINE
UP LINE
TO BCA (KM- 195/10) (FROM KIR)
TO BAURANI JN. (KM- 179/2)
(FROM KIR)
NEXT BLOCK STN.CKRD
AT KM- 6.64 FROM HJP
(AT KM- 260/3) FROM KIR
LEVEL
R-1 IN 1000 UP TO 51'C' L-XING
AT KM - 261/19-20
CH:-2884.00M

L.C. DETAILS BETWEEN HJP-GWH

S.NO.	LC.NO.	CLASS	M/UM	LOCATION	BLOCK-SECTION	TELEPHONE CONNECTION	TVU	INT./NON-INT.	ROAD WIDTH	ANGLE OF X-ING(deg.)
1.	49	C	M	4/35 - 5/1	HJP-GWH	GWH	13416/2020	INT.	4.80 M	90
2.	50	C	M	4/19 - 21	HJP-GWH	GWH	17412/2020	INT.	4.20 M	90
3.	51	C	M	2/13 - 14	HJP-GWH	HJP	10712/2020	NON-INT.	4.88 M	90
4.	52	B2	M	1/14 - 2/0	HJP-GWH	HJP	21528/2020	INT.	4.40 M	90
5.	54A	SPL	M	266/9-11	HJP-GWH	HJP	82377/2020	INT.	7.5 M	90

IRCON INTERNATIONAL LIMITED
(A Govt. of India Undertaking)
C-4, District Centre,Saket,New Delhi -110017
Tel.: +91-11-29565666,Fax: +91-11-26854000,26522000

SANJEEV KUMAR

I. P. Sharma
Digitally signed by I. P. Sharma
Date: 2022.01.21 12:36:05 +05'30'

(SANJEEV KUMAR)
JGM/CIVIL/IRCON

(I.P.SHARMA)
AGM/S&T/IRCON

LEGENDS:-

1. PROPSED WORK	———
2. EXISTING WORK	———
3. DISMANTLING WORK	– – – – – – – –

NOTES:-

1. ALL DIMENSIONS ARE IN M.
2. ALL POINT & CROSSING SHOWN IN THE PLAN.
3. NO CHANGE IN GRADIENT UPTO 30M ON BOTH SIDE OF ALL POINTS & CROSSING.
4. THIS PLAN SUPERSEDES EARLIER APPROVED PLAN NO-CE'S DRG.NO-Y-48-2015(ALT-7)
5. ANY MODIFICATION IF REQUIRED IN EXISTING TRD SYSTEM NEED TO BE ACCOUNT IN THE ESTIMATE.
6. THE LENGTH OF DEAD END OF LINE NO.-4 AT MFP END MEASURED FROM STARTER SIGNAL IS 142.00M AND MEASURED FROM SRJ IS 133.00M WITH DEAD END LOCATED JUST BEHIND PIER OF ROB.
7. WIDTH OF PLATFORM NO. 4 & 5 IS 10.00M AS PER APPROVED DRG.NO.Y/ 02 /2011 WHICH WAS ALREADY CONSTRUCTED UPTO COPING (HIGH LEVEL).
8. CERTIFIED THAT NO CHANGE OF GRADIENT WITHIN 30M OF POINTS & CROSSING AS PER ISROD AND NO POINT IS TAKING OFF FROM THE TRANSITION PORTION OF CURVE AS PER IRPWM.

SPECIAL NOTE:
THIS ESP SUPERSEDES ALL PREVIOUS C. E's. APPROVED PLAN.

SIGNATURE BLOCK

CPDE	BRIJESH KUMAR SINGH	Date: 2022.02.03 00:21:36 +05'30'
CTPM/ECR	NEERAJ AMBASTHA	2022.02.02 17:53:17+05'30'
DRM/SEE	NILMANI	Digitally signed by NILMANI Date: 2022.01.27 23:53:34 +05'30'
SR. DEN/CO/SEE	SANJAY KUMAR SINGH	Digitally signed by SANJAY KUMAR SINGH Date: 2022.01.27 19:41:12 +05'30'
SR. DSTE/SEE	ABHISHEK KUMAR	Digitally signed by ABHISHEK KUMAR Date: 2022.01.27 18:20:02 +05'30'
SR. DOM/SEE	RAJEEV RANJAN	Digitally signed by RAJEEV RANJAN Date: 2022.01.27 18:55:58 +05'30'
SR. DCM/SEE	C.S.Prasad	Digitally signed by C.S.Prasad DN: cn=C.S.Prasad, o=Indian Railway, ou=Sr.DCM, email=srdcmsonpur@gmail.com, c=IN Date: 2022.01.25 19:58:31 +05'30'
SR. DEE/TRD/SEE	SANJAY KUMAR PASWAN	
SR. DEE/G/SEE	KUMAR PRAKASH NAVEEN	Digitally signed by KUMAR PRAKASH NAVEEN Date: 2022.01.25 11:32:52 +05'30'
Sr. DEN/I/SEE	PRADEEP KUMAR	Digitally signed by PRADEEP KUMAR Date: 2022.01.24 18:13:29 +05'30'
PD/IRCON	PRAMOD KUMAR SINGH	Digitally signed by PRAMOD KUMAR SINGH Date: 2022.01.21 14:40:48 +05'30'
CGM/CIVIL/IRCON		Digitally signed by MAHBOOB ALAM Date: 2022.01.21 13:35:54 +05'30'

पूर्व मध्य रेल
EAST CENTRAL RAILWAY
निर्माण संगठन

हाजीपुर स्टेशन
YARD LAYOUT PLAN AT HAJIPUR (HJP) .

NAME OF WORK	PROPOSED PLAN OF HAJIPUR (HJP) YARD IN CONNECTION WITH HAJIPUR - BACHWARA DOUBLING.

AUTHORITY OF WORK :- ITEM NO.- 51 OF PINK BOOK 2021-22

DRG. NO.	CE'S DRG. NO.- Y - 14 - 2022 DIV DWG. NO.- Y-4-2022	
SCALE	1:1000	ALT.NO.-