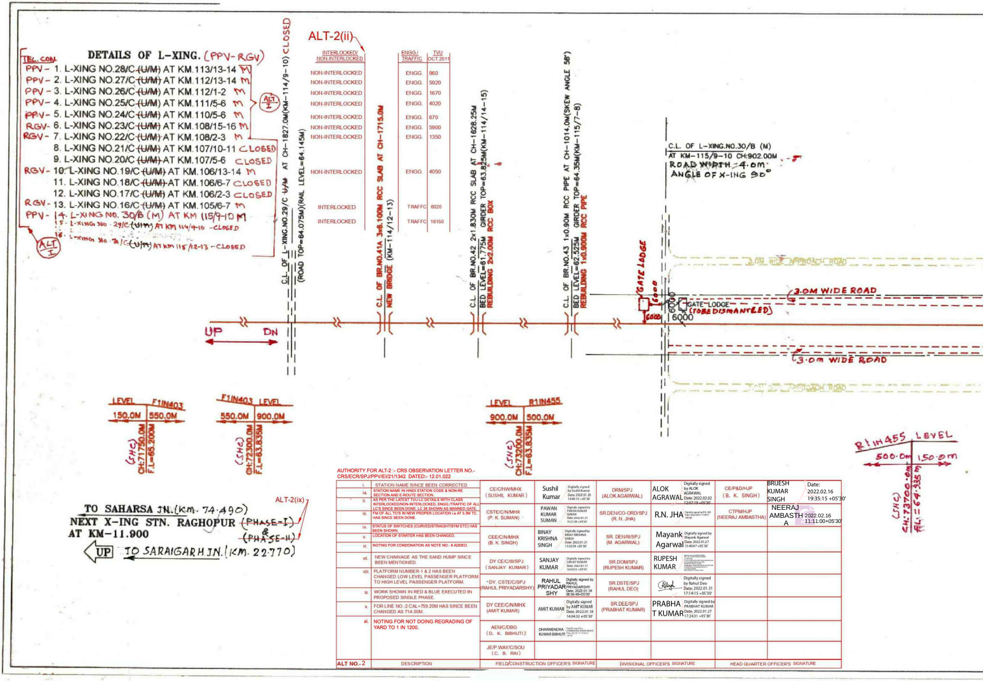

ALT-2(ii)
C.L. OF L-XING.NO.29/C ~~U/M~~ AT CH-1827.0M(KM-114/9-10) CLOSED
(ROAD TOP=64.075M)(RAIL LEVEL=64.145M)
C.L. OF BR.NO.41A 3x6.100M RCC SLAB AT CH-1715.0M
NEW BRIDGE (KM-114/12-13)
C.L. OF BR.NO.42 2x1.830M RCC SLAB AT CH-1628.25M
BED LEVEL=61.775M GIRDER TOP=63.825M(KM-114/14-15)
REBUILDING 2x2.00M RCC BOX
C.L. OF BR.NO.43 1x0.90M RCC PIPE AT CH-1014.0M(SKEW ANGLE 58°)
BED LEVEL=62.525M GIRDER TOP=64.35M(KM-115/7-8)
REBUILDING 1x0.900M RCC PIPE
C.L. OF L-XING.NO.30/B (M)
AT KM-115/9-10 CH:902.00M
ROAD WIDTH -4.0m
ANGLE OF X-ING 90°
GATE LODGE
6000
6000
6000
6000
GATE LODGE
(TOBE DISMANTLED)
3.0M WIDE APPROACH ROAD
3.0M WIDE ROAD
3.0m WIDE ROAD
3.0M WIDE APPROACH ROAD
UP
DN
LEVEL
F1IN403
150.0M
550.0M
(SHC)
CH:71750.0M
F.L=65.200M
F1IN403
LEVEL
550.0M
900.0M
(SHC)
CH:72300.0M
F.L=63.835M
LEVEL
R1IN455
900.0M
500.0M
(SHE)
CH:73200.0M
F.L=63.835M
R1IN455
LEVEL
500.0m
150.0m
(SHC)
CH:73700.0m
F.L=64.935m

DETAILS OF L-XING. (PPV-RGV)

TEL.CON		INTERLOCKED/ NON-INTERLOCKED	ENGG./ TRAFFIC	TVU OCT.2011
PPV-	1. L-XING NO.28/C ~~(U/M)~~ AT KM.113/13-14 M	NON-INTERLOCKED	ENGG.	960
PPV-	2. L-XING NO.27/C ~~(U/M)~~ AT KM.112/13-14 M	NON-INTERLOCKED	ENGG.	5920
PPV-	3. L-XING NO.26/C ~~(U/M)~~ AT KM.112/1-2 M	NON-INTERLOCKED	ENGG.	1670
PPV-	4. L-XING NO.25/C ~~(U/M)~~ AT KM.111/5-6 M	NON-INTERLOCKED	ENGG.	4020
PPV-	5. L-XING NO.24/C ~~(U/M)~~ AT KM.110/5-6 M	NON-INTERLOCKED	ENGG.	670
RGV-	6. L-XING NO.23/C ~~(U/M)~~ AT KM.108/15-16 M	NON-INTERLOCKED	ENGG.	5900
RGV-	7. L-XING NO.22/C ~~(U/M)~~ AT KM.108/2-3 M	NON-INTERLOCKED	ENGG.	1350
	8. L-XING NO.21/C ~~(U/M)~~ AT KM.107/10-11 CLOSED			
	9. L-XING NO.20/C ~~(U/M)~~ AT KM.107/5-6 CLOSED			
RGV-	10. L-XING NO.19/C ~~(U/M)~~ AT KM.106/13-14 M	NON-INTERLOCKED	ENGG.	4050
	11. L-XING NO.18/C ~~(U/M)~~ AT KM.106/6-7 CLOSED			
	12. L-XING NO.17/C ~~(U/M)~~ AT KM.106/2-3 CLOSED			
RGV-	13. L-XING NO.16/C ~~(U/M)~~ AT KM.105/6-7 M	INTERLOCKED	TRAFFC	6020
PPV-	14. L-XING NO. 30/B (M) AT KM 115/9-10 M	INTERLOCKED	TRAFFC	16150
	15. L-XING NO-29/C ~~(U/M)~~ AT KM 114/9-10 - CLOSED			
	16. L-XING NO-31/C (U/M) AT KM 115/12-13 - CLOSED			

ALT I

ALT I

TO SAHARSA JN. (KM. 74.490)

NEXT X-ING STN. RAGHOPUR ~~(PHASE-I)~~ & ~~(PHASE-II)~~

AT KM-11.900

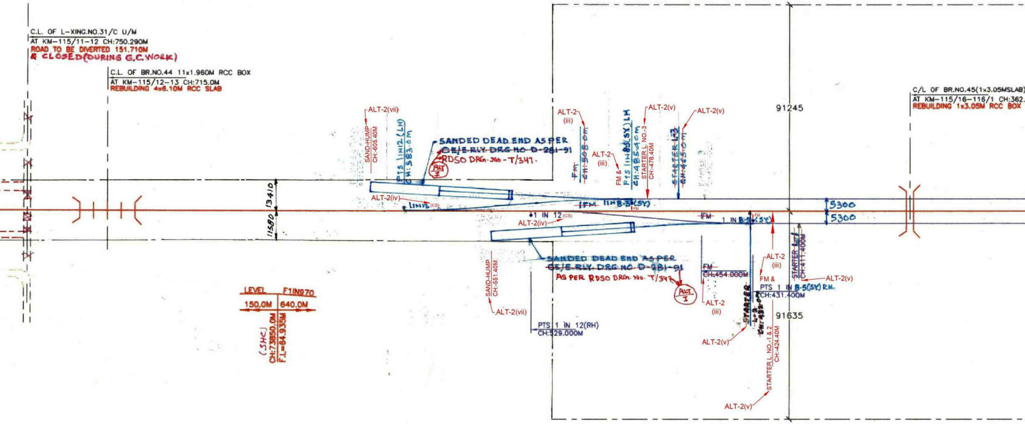
ALT-2(ix)

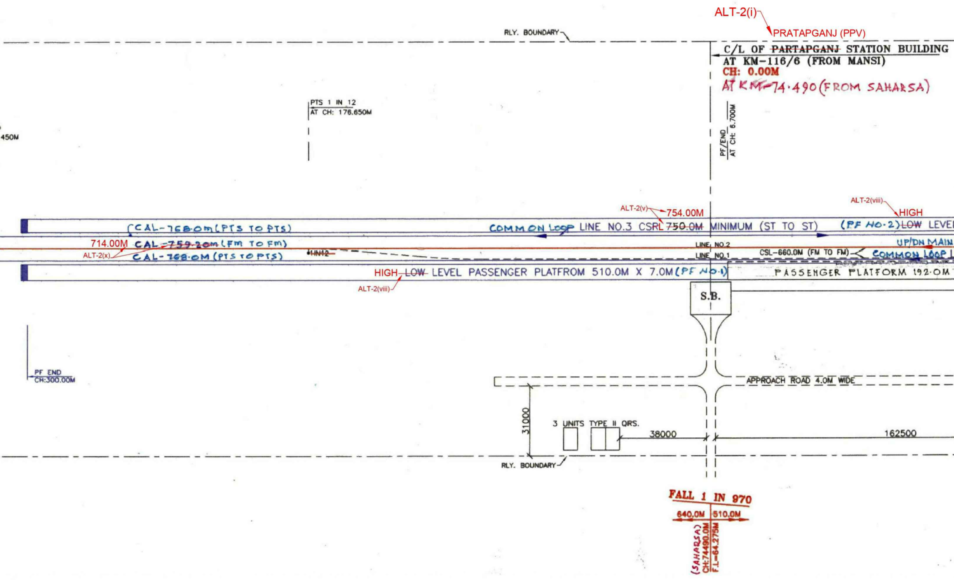
UP TO SARAIGARH JN. (KM. 22.770)

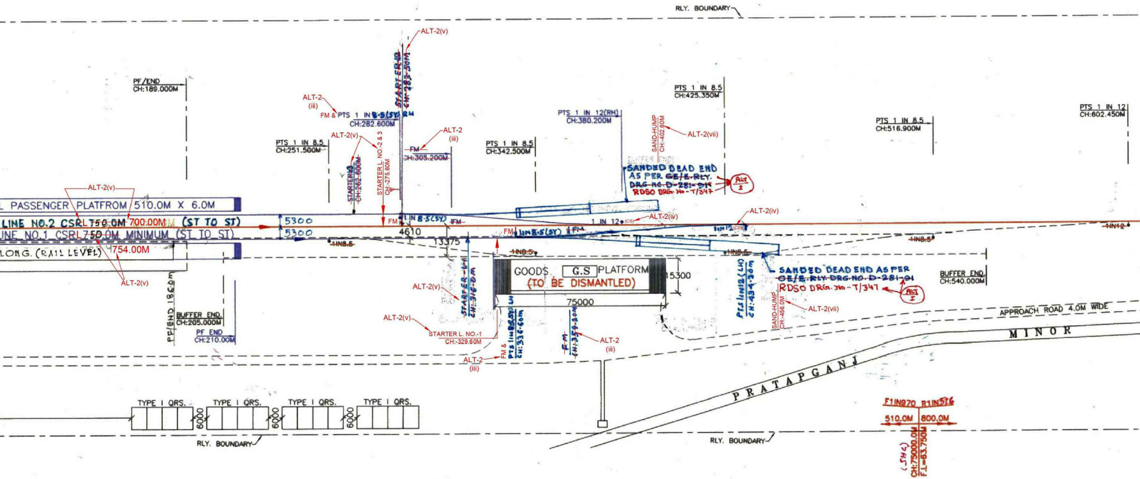
AUTHORITY FOR ALT-2 :- CRS OBSERVATION LETTER NO.- CRS/ECR/SPJ/PPV/EI/21/1342 DATED:- 12.01.022

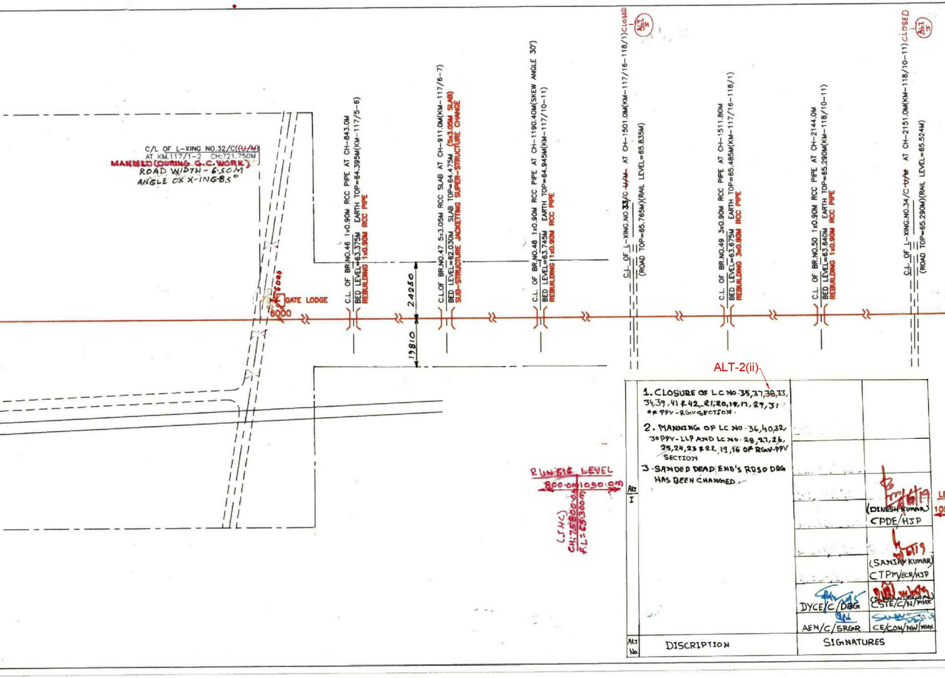
ALT NO.- 2	DESCRIPTION
i.	STATION NAME SINCE BEEN CORRECTED
ia.	STATION NAME IN HINDI STATION CODE & NON-RE SECTION AND E-ROUTE SECTION.
ii.	AS PER THE LATEST TVU LC DETAILS WITH CLASS INTERLOCKED/NON-INTERLOCKED, ENGG./TRAFFIC OF ALL LC'S SINCE BEEN DONE. LC 38 SHOWN AS MANNED GATE.
iii.	FM OF ALL TO'S IN NEW PROPER LOCATION i.e AT 5.3M TC. HAS SINCE BEEN DONE.
iv.	STATUS OF SWITCHES (CURVED/STRAIGHT/SYM ETC) HAS BEEN SHOWN.
v.	LOCATION OF STARTER HAS BEEN CHANGED.
vi.	NOTING FOR CONDONATION AS NOTE NO.- 8 ADDED.
vii.	NEW CHAINAGE AS THE SAND HUMP SINCE BEEN MENTIONED.
viii.	PLATFORM NUMBER-1 & 2 HAS BEEN CHANGED LOW LEVEL PASSENGER PLATFORM TO HIGH LEVEL PASSENGER PLATFORM.
ix.	WORK SHOWN IN RED & BLUE EXECUTED IN PROPOSED SINGLE PHASE.
x.	FOR LINE NO.-2 CAL=759.20M HAS SINCE BEEN CHANGED AS 714.00M.
xi.	NOTING FOR NOT DOING REGRADING OF YARD TO 1 IN 1200.

FIELD/CONSTRUCTION OFFICER'S SIGNATURE		DIVISIONAL OFFICER'S SIGNATURE		HEAD QUARTER OFFICER'S SIGNATURE	
CE/C/NW/MHX (SUSHIL KUMAR)	Sushil Kumar Digitally signed by Sushil Kumar Date: 2022.01.20 14:44:15 +05'30'	DRM/SPJ (ALOK AGARWAL)	ALOK AGRAWAL Digitally signed by ALOK AGRAWAL Date: 2022.02.02 12:07:19 +05'30'	CE/P&D/HJP (B. K. SINGH)	BRIJESH KUMAR SINGH Date: 2022.02.16 19:35:15 +05'30'
CSTE/C/N/MHX (P. K. SUMAN)	PAWAN KUMAR SUMAN Digitally signed by PAWAN KUMAR SUMAN Date: 2022.01.21 15:21:59 +05'30'	SR.DEN/CO-ORD/SPJ (R. N. JHA)	R.N. JHA Digitally signed by R.N. JHA Date: 2022.02.01 17:58:17 +05'30'	CTPM/HJP (NEERAJ AMBASTHA)	NEERAJ AMBASTHA 2022.02.16 11:11:00+05'30'
CEE/C/N/MHX (B. K. SINGH)	BINAY KRISHNA SINGH Digitally signed by BINAY KRISHNA SINGH Date: 2022.01.21 15:32:59 +05'30'	SR. DEN/III/SPJ (M. AGARWAL)	Mayank Agarwal Digitally signed by Mayank Agarwal Date: 2022.01.27 15:40:47 +05'30'		
DY CE/C/III/SPJ (SANJAY KUMAR)	SANJAY KUMAR Digitally signed by SANJAY KUMAR Date: 2022.01.17 18:03:53 +05'30'	SR.DOM/SPJ (RUPESH KUMAR)	RUPESH KUMAR [illegible]		
DY. CSTE/C/SPJ (RAHUL PRIYADARSHY)	RAHUL PRIYADARSHY Digitally signed by RAHUL PRIYADARSHY Date: 2022.01.18 08:56:48+05'30'	SR.DSTE/SPJ (RAHUL DEO)	Digitally signed by Rahul Deo Date: 2022.01.31 17:14:15 +05'30'		
DY CEE/C/N/MHX (AMIT KUMAR)	AMIT KUMAR Digitally signed by AMIT KUMAR Date: 2022.01.18 14:04:32 +05'30'	SR.DEE/SPJ (PRABHAT KUMAR)	PRABHAT KUMAR Digitally signed by PRABHAT KUMAR Date: 2022.01.27 17:24:31 +05'30'		
AEN/C/DBG (D. K. BIBHUTI)	DHARMENDRA KUMAR BIBHUTI [illegible]				
JE/P.WAY/C/SOU (C. B. RAI)					


C.L. OF L-XING.NO.31/C U/M
AT KM-115/11-12 CH:750.290M
ROAD TO BE DIVERTED 151.710M
& CLOSED(DURING G.C.WORK)
C.L. OF BR.NO.44 11x1.960M RCC BOX
AT KM-115/12-13 CH:715.0M
REBUILDING 4x6.10M RCC SLAB
ALT-2(vii)
SAND-HUMP
CH:-605.40M
PTS 1IN12 (LH)
CH:583.0M
SANDED DEAD END AS PER
~~CE/E.RLY. DRG NO D-281-91~~
RDSO DRG. No - T/347.
ALT I
ALT-2 (iii)
FM
CH:508.0m
ALT-2 (iii)
FM &
PTS 1IN8.5(SY) LH
CH:485.40m
ALT-2(v)
STARTER L NO.3
CH:-478.40M
ALT-2(v)
STARTER L-3
CH:465.0m
91245
C/L OF BR.NO.45(1x3.05MSLAB)
AT KM-115/16-116/1 CH:362.
REBUILDING 1x3.05M RCC BOX
1341D
1158D
ALT-2(iv)
1IN12 (CS)
1FM
1IN8.5(SY)
FM
1 IN 12 (CS)
ALT-2(iv)
FM
1 IN 8.5(SY)
FM
5300
5300
SAND-HUMP
CH:-551.40M
ALT-2(vii)
SANDED DEAD END AS PER
~~CE/E.RLY. DRG NO D-281-91~~
AS PER RDSO DRG. No. T/347
ALT I
PTS 1 IN 12(RH)
CH:529.000M
FM
CH:454.000M
ALT-2 (iii)
ALT-2 (iii)
FM &
PTS 1 IN 8.5(SY) RH.
CH:431.400M
STARTER L-1
CH:411.400M
ALT-2(v)
STARTER L-2
CH:435.0M
ALT-2(v)
91635
STARTER L NO.-1 & 2
CH:-424.40M
ALT-2(v)
LEVEL
F1IN970
150.0M
640.0M
(SHC)
CH:73850.0M
F.L=64.935M


ALT-2(i)
PRATAPGANJ (PPV)
RLY. BOUNDARY
C/L OF ~~PARTAPGANJ~~ STATION BUILDING
AT KM-116/6 (FROM MANSI)
CH: 0.00M
AT ~~KM~~-74.490 (FROM SAHARSA)
PTS 1 IN 12
AT CH: 176.650M
450M
PF/END
AT CH: 6.700M
ALT-2(v)
754.00M
ALT-2(viii)
HIGH
(CAL-768.0m (PTS TO PTS)
COMMON LOOP LINE NO.3 CSRL ~~750.0M~~ MINIMUM (ST TO ST)
(PF NO.2) ~~LOW~~ LEVEL
714.00M
CAL-~~759.20m~~ (FM TO FM)
ALT-2(x)
CAL-768.0M (PTS TO PTS)
HN12
LINE NO.2
LINE NO.1
CSL-660.0M (FM TO FM)
UP/DN MAIN
COMMON LOOP L
HIGH ~~LOW~~ LEVEL PASSENGER PLATFROM 510.0M X 7.0M (PF NO.1)
ALT-2(viii)
PASSENGER PLATFORM 192.0M
S.B.
PF END
CH:300.00M
APPROACH ROAD 4.0M WIDE
31000
3 UNITS TYPE II QRS.
38000
162500
RLY. BOUNDARY
FALL 1 IN 970
640.0M
510.0M
(SAHARSA)
CH:74490.0M
F.L=64.275M

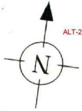

RLY. BOUNDARY
ALT-2(v)
STARTER L2
CH: 283.50M
PF/END
CH:189.000M
ALT-2 (iii)
FM & PTS 1 IN 8.5(SY) RH
CH:282.600M
ALT-2(v)
STARTER L. NO.-2 & 3
CH:-275.60M
ALT-2 (iii)
FM
CH:305.200M
PTS 1 IN 8.5
CH:251.500M
STARTER L3
CH:262.600M
PTS 1 IN 8.5
CH:342.500M
PTS 1 IN 12(RH)
CH:380.200M
SAND-HUMP
CH:-402.60M
ALT-2(vii)
PTS 1 IN 8.5
CH:425.350M
PTS 1 IN 8.5
CH:516.900M
PTS 1 IN 12
CH:602.450M
BUFFER END
SANDED DEAD END AS PER ~~GE/E.RLY. DRG NO. D-281-91~~
RDSO DRG. NO - T/347
ALT 1
ALT-2(v)
L PASSENGER PLATFROM 510.0M X 6.0M
LINE NO.2 CSRL ~~750.0M~~ 700.00M (ST TO ST)
LINE NO.1 CSRL 750.0M MINIMUM (ST TO ST)
LONG. (RAIL LEVEL)
754.00M
ALT-2(v)
5300
5300
FM
1 IN 8.5(SY)
FM
4610
13375
FM
1IN8.5(SY)
FM
1 IN 12 (CS)
ALT-2(iv)
ALT-2(iv)
1IN12(CS)
1IN12
~~1IN8.5~~
~~1IN8.5~~
~~1IN8.5~~
~~1IN8.5~~
PF/END 186.0m
BUFFER END.
CH:205.000M
PF END
CH:210.00M
ALT-2(v)
STARTER-LH
CH: 316.0m
ALT-2(v)
STARTER L. NO.-1
CH:-329.60M
ALT-2 (iii)
FM & PTS 1IN8.5(SY) LH
CH:336.60m
GOODS G.S PLATFORM
(TO BE DISMANTLED)
15300
75000
FM
CH:359.20m
ALT-2 (iii)
PTS 1IN12(LH)
CH:434.30m
SAND-HUMP
CH:-456.0M
ALT-2(vii)
SANDED DEAD END AS PER ~~GE/E.RLY. DRG NO. D-281-91~~
RDSO DRG. NO - T/347
ALT 1
BUFFER END.
CH:540.000M
APPROACH ROAD 4.0M WIDE
MINOR
PRATAPGANJ
TYPE I QRS.
6000
TYPE I QRS.
6000
TYPE I QRS.
6000
TYPE I QRS.
RLY. BOUNDARY
RLY. BOUNDARY
F1IN970 R1IN516
510.0M
800.0M
(SHC)
CH:75000.0M
F.L=63.750M


C/L OF L-XING NO.32/C(~~(U/M)~~
AT KM.117/1-2 CH:721.750M
MANNED (DURING G.C. WORK)
ROAD WIDTH - 6.50M
ANGLE OX X-ING 85°
GATE LODGE
6000
6000
24250
19810
C.L. OF BR.NO.46 1x0.90M RCC PIPE AT CH-843.0M
BED LEVEL=63.375M EARTH TOP=64.395M(KM-117/5-6)
REBUILDING 1x0.90M RCC PIPE
C.L.OF BR.NO.47 5x3.05M RCC SLAB AT CH-911.0M(KM-117/6-7)
BED LEVEL=62.030M SLAB TOP=64.475M
SUB-STRUCTURE JACKETTING SUPER-STRUCTURE CHANGE (5x3.05M SLAB)
C.L. OF BR.NO.48 1x0.90M RCC PIPE AT CH-1190.40M(SKEW ANGLE 30°)
BED LEVEL=63.745M EARTH TOP=64.945M(KM-117/10-11)
REBUILDING 1x0.90M RCC PIPE
C.L. OF L-XING.NO.33/C ~~U/M~~ AT CH-1501.0M(KM-117/16-118/1) CLOSED
ALT I
(ROAD TOP=65.765M)(RAIL LEVEL=65.835M)
C.L. OF BR.NO.49 3x0.90M RCC PIPE AT CH-1511.80M
BED LEVEL=63.675M EARTH TOP=65.485M(KM-117/16-118/1)
REBUILDING 3x0.90M RCC PIPE
C.L. OF BR.NO.50 1x0.90M RCC PIPE AT CH-2144.0M
BED LEVEL=63.640M EARTH TOP=65.290M(KM-118/10-11)
REBUILDING 1x0.90M RCC PIPE
C.L. OF L-XING.NO.34/C ~~U/M~~ AT CH-2151.0M(KM-118/10-11) CLOSED
ALT I
(ROAD TOP=65.290M)(RAIL LEVEL=65.524M)
RUNNING LEVEL
800.0m 1050.0m
(SHC)
CH:75800.0m
F.L=65.300m
ALT-2(ii)

ALT No	DISCRIPTION	SIGNATURES	
ALT I	1. CLOSURE OF LC NO. 35, 37, ~~38~~, 33, 34, 39, 41 & 42, 21, 20, 18, 17, 29, 31 OF PPV-RGV SECTION. 2. MANNING OF LC NO. 36, 40, 32, 30 PPV-LLP AND LC NO. 28, 27, 26, 25, 24, 23 & 22, 19, 16 OF RGV-PPV SECTION 3. SANDED DEAD END'S RDSO DRG HAS BEEN CHANGED.	DYCE/C/DBG AEN/C/SRGR	(DINESH KUMAR) CPDE/HJP (SANJAY KUMAR) CTPM/ECR/HJP (S. KHANDELWAL) CSTE/C/N/MHX CE/CON/NW/MHX

NOTES:-

1. CERTIFIED THAT THERE ARE NO OTHER L.C. BR. OR CULVERT ETC. UP TO 1.80KM. FROM C/L OF STATION ON BOTH SIDE EXCEPT AS SHOWN.
2. GLUDE JOINTS WILL BE PROVIDED.
3. SHOW STARTER/STOP BOARD.
4. GATE LODGE AT ALL MANNED L.C. GATE.
5. ALL MEASUREMENT ARE IN MM.
6. ALL POINTS AND CROSSING ARE IN 1 IN 12 OTHER SIDE STATED IN DRAWING.
7. NO. CHANGE IN GRADE UP T 30.0M BOTH SIDE OF ALL POINTS & CROSSING.
8. THERE IS NO L.C. AND MAJOR BRIDGE OTHER LINE SHOWN WITHIN 1800M FROM FIRST FACING POINTS.
9. LC NO. 35,37,38,39,41,&42 HAS BEEN CLOSED AS PER DM/SUPAUL LETTER NO.-410-2, DATED 27-07-18 – ALT I



REF.:-

1. EXISTING WORKS SHOWN IN BLACK.
2. WORK TO BE DISMANTLED SHOWN IN BLACK DOTTED.
3. ~~PHASE-I WORKS SHOWN IN RED.~~
4. ~~PHASE-II WORKS SHOWN IN BLUE.~~
5. THIS DRG. IS BASED ON DRM/E/SPJ/PLAN NO. - Y/12/99 & LATEST SURVEY BY DY.CE/CON/I/SHC.
6. ~~THIS STATION WILL WORK AS HALT STATION IN PH-I INORDER TO REDUCE MEGA BLOCK TIME IT WILL BE CONVERTED INTO CROSSING STATION IN PH-II.~~
7. L.C.NO.31 HAS BEEN DIVERTED AND MERGD WITH L.C.NO.30
8. CONDONATION FOR INFRINGEMENT TO IRSOD, PARA-1(ii) NOTE (c) & 11(b) (vii)/(viii) OF CHAPTER-II FOR TRACK CENTER LESS THEN 6.10M TO BE OBTAINED.
9. SINCE IT IN A RUNNING YARD SO REGRADING TO 1 IN 1200 IS NOT POSSIBLE.

ALT-2(ix) ALT-2(vi) ALT-2(xi)

(ALT - 2)

(ALT- 1)

C.E.'s DRG.NO-Y-18-2010

UP DN

TO FORBESGANJ JN.(KM.36.250)
NEXT X-ING STN. LALITGRAM ~~(PHASE-I) & PHASE-II~~
AT KM–7.530

DN

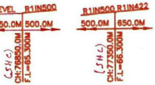
ALT-2(ix)

ALT-2(ii)

DETAILS OF L-XING. (PPV-LLP)

		INTERLOCKED/ NON-INTERLOCKED	ENGG./ TRAFFIC	TVU OCT.2011
1. L-XING NO.35/D ~~(U/M)~~ AT KM.119/2-3	- CLOSED			
2. L-XING NO.36/C (U/M) AT KM.120/4-5 M	– PPV	NON-INTERLOCKED	ENGG.	5050
3. L-XING NO.37/C ~~(U/M)~~ M AT KM.120/10-11	CLOSED			
4. L-XING NO.38/C ~~(U/M)~~ AT KM.120/17-121/1	~~CLOSED~~	NON-INTERLOCKED	ENGG.	610
5. L-XING NO.39/C ~~(U/M)~~ AT KM.121/13-14	CLOSED			
6. L-XING NO.40/C ~~(U/M)~~ AT KM.122/5-6 M	– LLP	NON-INTERLOCKED	ENGG.	4050
7. L-XING NO.41/C ~~(U/M)~~ AT KM.122/12-13	CLOSED			
8. L-XING NO.42/D ~~(U/M)~~ AT KM.123/0-1	CLOSED			
9. L-XING NO. 32/C (M) AT KM 117/1-2	– PPV	INTERLOCKED	TRAFFIC	9250
10. L-XING NO. 33/C ~~(U/M)~~ AT KM 117/16-118/1	- CLOSED			
11. L-XING NO 34/C ~~(U/M)~~ AT KM 118/10-11	- CLOSED			

TEL. CON. ALT I


EVEL
R1IN500
50.0M
500.0M
(SHC)
CH:76850.0M
F.L=65.300M
R1IN500
R1IN422
500.0M
650.0M
(SHC)
CH:77350.0M
F.L=66.300M

DRM E. C. RLY. SAMASTIPUR	
SR. D.E.N/CO-ORD. E. C. RLY. SAMASTIPUR	11/12/09
SR. D.O.M. E. C. RLY. SAMASTIPUR	10/12/09
SR. D.S.T.E. E. C. RLY. SAMASTIPUR	24/09/09
SR. DEN/III. E. C. RLY. SAMASTIPUR	1.9.09
DY. CSTE/CON E. C. RLY. SAMASTIPUR	07.08.09
DY.C.E.E/CON E. C. RLY. PATNA	11.08.09
DY. CE/CON/I E. C. RLY. SAHARSA	

		C.P.D.E. E. C. RLY. HAJIPUR	25/3/10
		C.O.M. E. C. RLY. HAJIPUR	Amitanshu 16/2/2010
AEN/CON E.C.RLY.SAHARSA	06.08.09	CSTE E. C. RLY. HAJIPUR	22/3/10
JE/CON/P.WAY E.C.RLY.DANAPUR	06/8/09	CSTE/CON E. C. RLY. PATNA	15.1.10
DRAWN BY	R.K. Sinh	CE/CON/NE E. C. RLY.MHX.PATNA	15/12/09

EAST CENTRAL RAILWAY
CONSTRUCTION DEPARTMENT

ALT-2(i) ALT-2(ia)

PRATAPGANJ **~~PARTAPGANJ~~ STATION** (प्रतापगंज स्टेशन)
(PPV) ROUTE-E

ALT-2(ia)

NON-RE SECTION **P.B. ITEM NO.-31 OF 2009-2010**

ALT-2(i)

GAUGE CONVERSION OF M.G. LINE
BETWEEN SAHARSA TO ~~FORBISGANJ~~ FORBESGANJ

DRAFTED BY: IT SYSTEMS PATNA

SCALE:- 1:1000

DY. CE/CON/I/SHC.'S DRG. NO. Y-7-2009

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