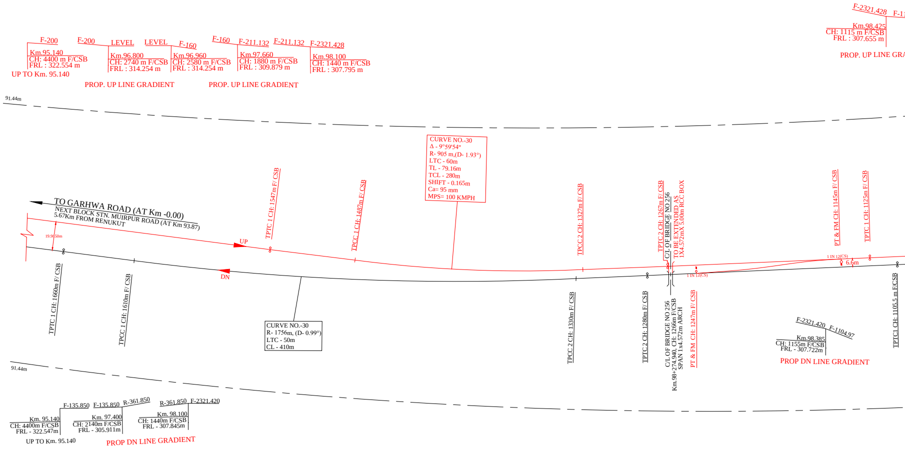
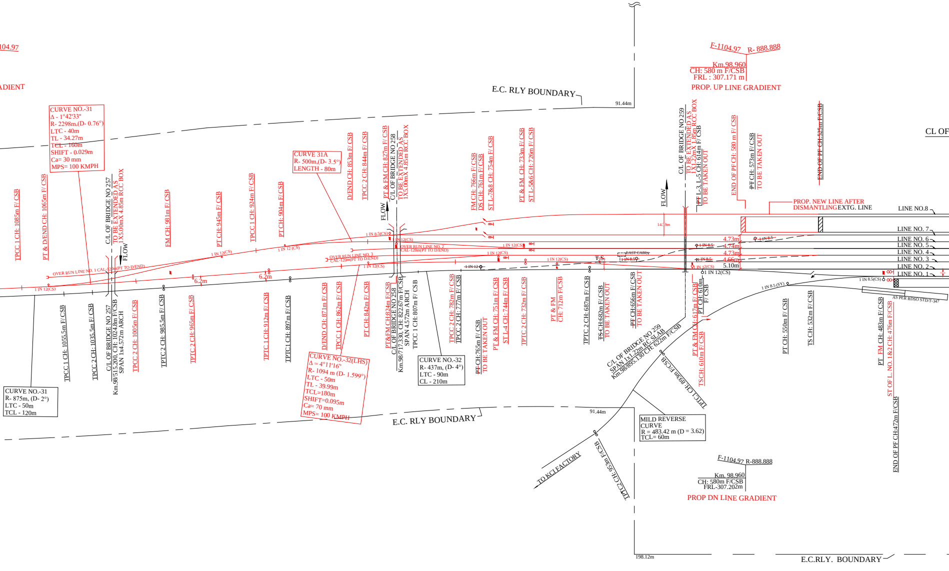
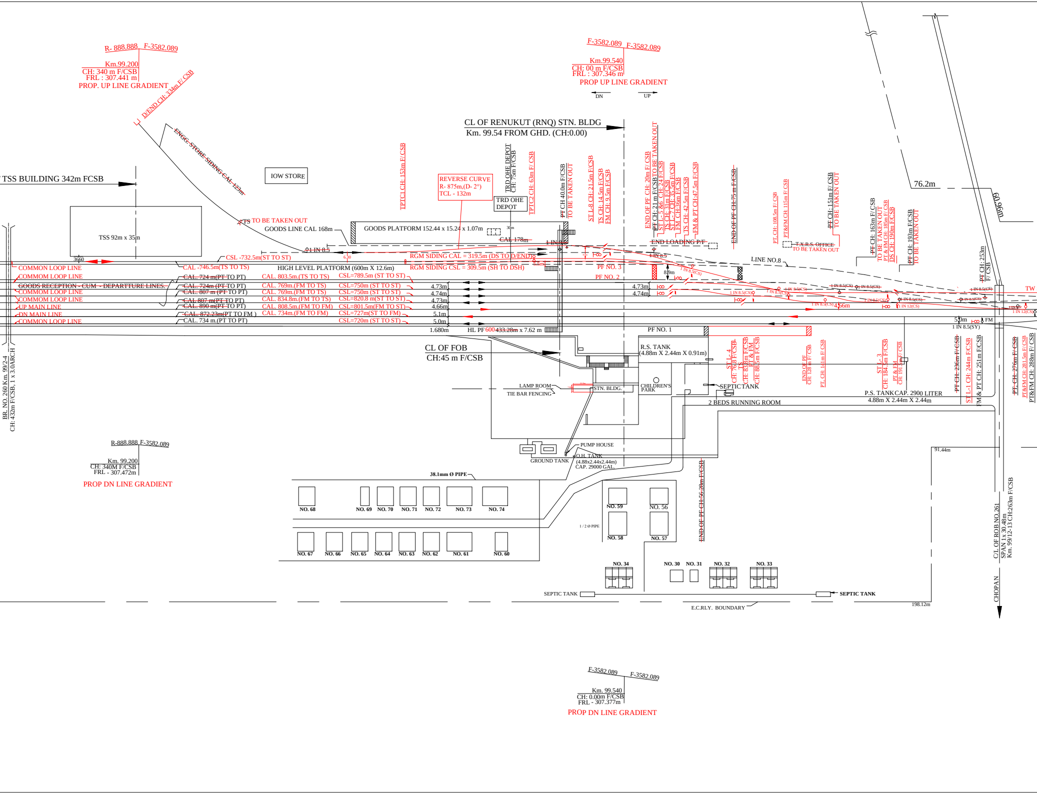
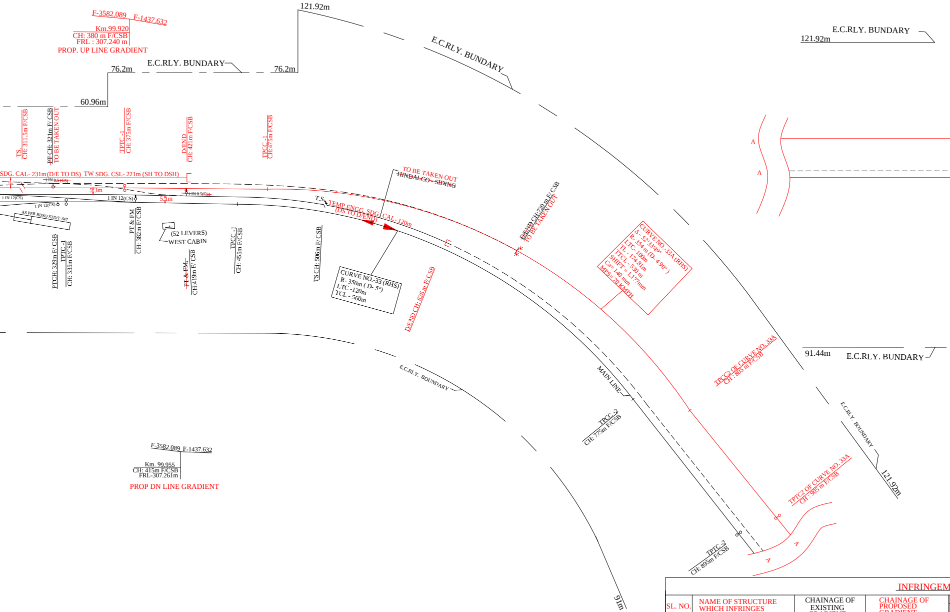

F-200
F-200
LEVEL
LEVEL
F-160
F-160
F-211.132
F-211.132
F-2321.428
Km.95.140
CH: 4400 m F/CSB
FRL : 322.554 m
UP TO Km. 95.140
Km.96.800
CH: 2740 m F/CSB
FRL : 314.254 m
Km.96.960
CH: 2580 m F/CSB
FRL : 314.254 m
Km.97.660
CH: 1880 m F/CSB
FRL : 309.879 m
Km.98.100
CH: 1440 m F/CSB
FRL : 307.795 m
PROP. UP LINE GRADIENT
PROP. UP LINE GRADIENT
F-2321.428
F-11
Km.98.425
CH: 1115 m F/CSB
FRL : 307.655 m
PROP. UP LINE GRA
91.44m
CURVE NO.-30
Δ - 9°59'54"
R- 905 m,(D- 1.93°)
LTC - 60m
TL - 79.16m
TCL - 280m
SHIFT - 0.165m
Ca= 95 mm
MPS= 100 KMPH
TO GARHWA ROAD (AT Km -0.00)
NEXT BLOCK STN. MUIRPUR ROAD (AT Km 93.87)
5.67Km FROM RENUKUT
19.9850m
UP
DN
TPTC 1 CH: 1547m F/ CSB
TPCC 1 CH: 1487m F/ CSB
TPCC 2 CH: 1327m F/ CSB
TPTC 2 CH: 1267m F/ CSB
C/L OF BRIDGE NO 256
TO BE EXTENDED AS
1X4.572mX 5.00m RCC BOX
1 IN 12(CS)
PT & FM CH: 1145m F/ CSB
TPTC 1 CH: 1125m F/ CSB
1 IN 12(CS)
6.6m
TPTC 1 CH: 1660m F/ CSB
TPCC 1 CH: 1610m F/ CSB
CURVE NO.-30
R- 1756m, (D- 0.99°)
LTC - 50m
CL - 410m
TPCC 2 CH: 1330m F/ CSB
TPTC 2 CH: 1280m F/ CSB
C/L OF BRIDGE NO 256
Km.98+274.940, CH: 1266m F/CSB
SPAN 1x4.572m ARCH
PT & FM CH: 1247m F/ CSB
TPTC1 CH: 1105.5 m F/CSB
F-2321.420
F-1104.97
Km.98.385
CH: 1155m F/CSB
FRL - 307.722m
PROP DN LINE GRADIENT
91.44m
F-135.850
F-135.850
R-361.850
R-361.850
F-2321.420
Km. 95.140
CH: 4400m F/CSB
FRL - 322.547m
UP TO Km. 95.140
Km. 97.400
CH: 2140m F/CSB
FRL - 305.911m
Km. 98.100
CH: 1440m F/CSB
FRL - 307.845m
PROP DN LINE GRADIENT

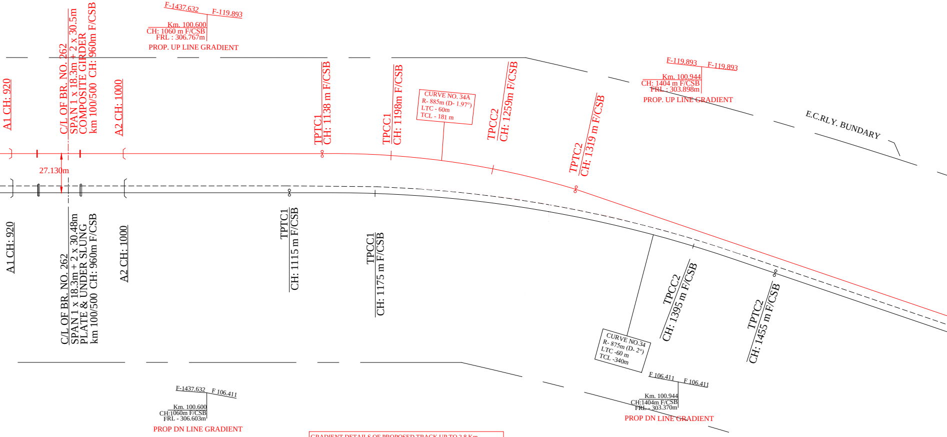

104.97
ADIENT
E.C. RLY BOUNDARY
91.44m
F-1104.97 R- 888.888
Km.98.960
CH: 580 m F/CSB
FRL : 307.171 m
PROP. UP LINE GRADIENT
CL OF
CURVE NO.-31
Δ - 1°42'33"
R- 2298m,(D- 0.76°)
LTC - 40m
TL - 34.27m
TCL - 160m
SHIFT - 0.029m
Ca= 30 mm
MPS= 100 KMPH
CURVE 31A
R- 500m,(D- 3.5°)
LENGTH - 80m
TPCC 1 CH: 1085m F/ CSB
PT & D/END CH: 1065m F/ CSB
C/L OF BRIDGE NO 257
TO BE EXTENDED AS
1X5.00mX 4.85m RCC BOX
FLOW
FM CH: 981m F/ CSB
PT CH: 945m F/ CSB
TPCC 1 CH: 924m F/ CSB
PT CH: 904m F/ CSB
D/END CH: 853m F/ CSB
TPCC 2 CH: 844m F/ CSB
PT & FM CH: 827m F/ CSB
C/L OF BRIDGE NO 258
TO BE EXTENDED AS
1X5.00mX 4.85m RCC BOX
FLOW
FM CH: 766m F/ CSB
DS CH: 761m F/ CSB
ST L-7&8 CH: 754m F/ CSB
PT & FM CH: 733m F/ CSB
ST L-5&6 CH: 726m F/ CSB
C/L OF BRIDGE NO 259
TO BE EXTENDED AS
1X1.22mX 1.85m RCC BOX
~~PT~~ L-3, L-5 CH: 614m F/ CSB
TO BE TAKEN OUT
FLOW
END OF PF CH: 580 m F/ CSB
~~PT~~ CH: 573m F/ CSB
TO BE TAKEN OUT
~~END OF PF CH:525m F/CSB~~
PROP. NEW LINE AFTER
DISMANTLING
EXTG. LINE
LINE NO.8
LINE NO. 7
LINE NO. 6
LINE NO. 5
LINE NO. 4
LINE NO. 3
LINE NO. 2
LINE NO. 1
14.59m
4.73m
4.74m
4.73m
4.66m
5.10m
1 IN 8.5
1 IN 8.5
1 IN 8.5
1 IN 8.5
EAST CABIN
T.S.
1 IN 12(CS)
1 IN 12(CS)
1 IN 8.5(CS)
1 IN 8.5 (SY)
AS PER RDSO STD/T-347
OVER RUN LINE NO. 1 CAL-120m(PT TO D/END)
OVER RUN LINE NO. 2
CAL-120m(PT TO D/END)
OVER RUN LINE NO. 3
CAL-120m(PT TO D/END)
1 IN 12(CS)
1 IN 12 (CS)
1 IN 12 (CS)
1 IN 8.5(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12
6.2m
6.2m
TPCC 1 CH: 1055.5m F/ CSB
TPCC 2 CH: 1035.5m F/ CSB
C/L OF BRIDGE NO 257
Km.98/515.200, CH: 1024.8m F/CSB
SPAN 1x4.572m ARCH
TPCC 2 CH: 1005m F/ CSB
TPTC 2 CH: 985.5m F/ CSB
TPTC 2 CH: 965m F/ CSB
TPTC 1 CH: 912m F/ CSB
TPTC1 CH: 897m F/ CSB
D/END CH: 871m F/ CSB
TPCC 1 CH: 862m F/ CSB
PT CH: 842m F/ CSB
PT&FM CH:824m F/CSB
C/L OF BRIDGE NO 258
Km.98/717.330, CH: 822.67m F/CSB
SPAN 4.572m ARCH
TPCC 1 CH: 807m F/ CSB
TPCC 2 CH: 782m F/ CSB
TPCC 2 CH: 777m F/ CSB
~~PT~~ CH: 765m F/ CSB
TO BE TAKEN OUT
PT & FM CH: 751m F/ CSB
ST L-4 CH: 744m F/ CSB
TPTC 2 CH: 732m F/ CSB
PT & FM
CH: 712m F/CSB
TPTC 2 CH: 687m F/ CSB
~~TS~~ CH:682m F/ CSB
TO BE TAKEN OUT
~~PT~~ CH:656m F/ CSB
TO BE TAKEN OUT
PT & FM CH: 617m F/ CSB
TSCH: 610m F/CSB
PT CH: 610m
F/ CSB
PT CH: 550m F/ CSB
TS CH: 532m F/ CSB
PT FM CH: 483m F/ CSB
ST OF L. NO. 1&2 CH: 476m F/CSB
END OF PF CH:472m F/CSB
C/L OF BRIDGE NO 259
SPAN 1x1.22m RC SLAB
Km.98/895.130 CH: 622m F/CSB
TPTC1 CH: 893m F/CSB
TPTC2 CH: 953m F/CSB
TO KCI FACTORY
CURVE NO.-31
R- 875m, (D- 2°)
LTC - 50m
TCL - 120m
CURVE NO.-32(LHS)
Δ = 4°11'16"
R- 1094 m (D- 1.599°)
LTC - 50m
TL - 39.99m
TCL=180m
SHIFT=0.095m
Ca= 70 mm
MPS= 100 KMPH
CURVE NO.-32
R- 437m, (D- 4°)
LTC - 90m
CL - 210m
E.C. RLY BOUNDARY
91.44m
MILD REVERSE
CURVE
R = 483.42 m (D = 3.62)
TCL= 60m
F-1104.97 R-888.888
Km. 98.960
CH: 580m F/CSB
FRL-307.202m
PROP DN LINE GRADIENT
198.12m
E.C.RLY. BOUNDARY


R- 888.888 F-3582.089
Km.99.200
CH: 340 m F/CSB
FRL : 307.441 m
PROP. UP LINE GRADIENT
D/END CH: 334m F/ CSB
F-3582.089 F-3582.089
Km.99.540
CH: 00 m F/CSB
FRL : 307.346 m
PROP UP LINE GRADIENT
DN
UP
CL OF RENUKUT (RNQ) STN. BLDG
Km. 99.54 FROM GHD. (CH:0.00)
ENGG. STORE SIDING CAL 123m
IOW STORE
TSS BUILDING 342m FCSB
TSS 92m x 35m
TS TO BE TAKEN OUT
GOODS LINE CAL 168m
GOODS PLATFORM 152.44 x 15.24 x 1.07m
CAL 178m
TPTC1 CH: 153m F/ CSB
REVERSE CURVE
R- 875m,(D- 2°)
TCL - 132m
TRD OHE DEPOT
TRD OHE DEPOT CH: 75m F/CSB
TPTC2 CH: 63m F/ CSB
PT CH 40.0m F/CSB TO BE TAKEN OUT
ST L-8 CH: 21.5m F/CSB
TS CH: 14.5m F/CSB
FM CH: 9.5m F/CSB
END OF PF CH: 20m F/ CSB
PT CH: 21 m F/CSB TO BE TAKEN OUT
END LOADING P/F
END OF PF CH: 75 m F/CSB
PT, CH: 108.5m F/ CSB
PT&FM CH: 115m F/ CSB
PT CH: 151m F/ CSB TO BE TAKEN OUT
T.X.R.S. OFFICE TO BE TAKEN OUT
PT CH: 163m F/CSB TO BE TAKEN OUT
PT & FM CH: 185m F/CSB
DS CH: 190m F/CSB
PT CH: 193m F/CSB TO BE TAKEN OUT
76.2m
60.96m
PT CH: 253m F/ CSB
TW
LINE NO.8
1 IN 8.5
3660
CSL -732.5m(ST TO ST)
RGM SIDING CAL = 319.5m (DS TO D/END)
RGM SIDING CSL = 309.5m (SH TO DSH)
PF NO. 3
PF NO. 2
8.9m
COMMON LOOP LINE
CAL -746.5m(TS TO TS)
HIGH LEVEL PLATFORM (600m X 12.6m)
COMMOM LOOP LINE
CAL. 724 m(PT TO PT)
CAL. 803.5m.(TS TO TS)
CSL=789.5m (ST TO ST)
GOODS RECEPTION - CUM - DEPARTURE LINES.
CAL. 724m (PT TO PT)
CAL. 769m.(FM TO TS)
CSL=750m (ST TO ST)
4.73m
COMMOM LOOP LINE
CAL. 807 m (PT TO PT)
CAL. 769m.(FM TO TS)
CSL=750m (ST TO ST)
4.74m
COMMOM LOOP LINE
CAL 807 m(PT TO PT)
CAL. 834.8m.(FM TO TS)
CSL=820.8 m(ST TO ST)
4.73m
UP MAIN LINE
CAL. 890 m(PT TO PT)
CAL. 808.5m.(FM TO FM)
CSL=801.5m(FM TO ST)
4.66m
DN MAIN LINE
CAL. 872.23m(PT TO FM)
CAL. 734m.(FM TO FM)
CSL=727m(ST TO FM)
5.1m
COMMON LOOP LINE
CAL. 734 m.(PT TO PT)
CSL=720m (ST TO ST)
5.0m
1.680m
HL PF 600 433.28m x 7.62 m
PF NO. 1
4.73m
4.74m
4.66m
5.0m
FM
1 IN 8.5(SY)
1 IN 8.5(CS)
1 IN 12(CS)
BR. NO.260 Km. 99/2-4
CH: 432m F/CSB, 1 x 3.0ARCH
CL OF FOB
CH:45 m F/CSB
R.S. TANK
(4.88m X 2.44m X 0.91m)
ST L-4 CH: 76.8 F/CSB
TS CH: 83.8m F/CSB
PT & FM CH: 88.5m F/CSB
END OF PF CH: 128 m F/ CSB
PT, CH: 141m F/ CSB
ST L-3 CH: 184.5m F/ CSB
PT & FM CH: 191.5m F/ CSB
PT CH: 236m F/CSB
ST L-1 CH: 244m F/CSB
FM & PT CH: 251m F/CSB
PT CH: 276m F/ CSB
PT&FM CH: 281.5m F/ CSB
PT&FM CH: 288m F/ CSB
LAMP ROOM
TIE BAR FENCING
STN. BLDG.
CHILDREN'S PARK
SEPTIC TANK
P.S. TANK CAP. 2900 LITER
4.88m X 2.44m X 2.44m
2 BEDS RUNNING ROOM
PUMP HOUSE
O.H. TANK
(4.88x2.44x2.44m)
CAP. 29000 GAL.
GROUND TANK
38.1mm Ø PIPE
R-888.888 F-3582.089
Km. 99.200
CH: 340M F/CSB
FRL - 307.472m
PROP DN LINE GRADIENT
NO. 68
NO. 69
NO. 70
NO. 71
NO. 72
NO. 73
NO. 74
NO. 67
NO. 66
NO. 65
NO. 64
NO. 63
NO. 62
NO. 61
NO. 60
NO. 59
NO. 56
NO. 58
NO. 57
1 / 2 Ø PIPE
END OF PF CH: 56.20m F/CSB
NO. 34
NO. 30
NO. 31
NO. 32
NO. 33
SEPTIC TANK
SEPTIC TANK
E.C.RLY. BOUNDARY
91.44m
198.12m
C/L OF ROB NO.261
SPAN 1x 30.48m
Km. 99/12-13 CH:263m F/CSB
CHOPAN
F-3582.089 F-3582.089
Km. 99.540
CH: 0.00m F/CSB
FRL - 307.377m
PROP DN LINE GRADIENT


F-3582.089 F-1437.632
Km.99.920
CH: 380 m F/CSB
FRL : 307.240 m
PROP. UP LINE GRADIENT
121.92m
76.2m
E.C.RLY. BUNDARY
76.2m
60.96m
E.C.RLY. BUNDARY
E.C.RLY. BUNDARY
121.92m
TS,
CH: 311.5m F/CSB
~~PT~~ CH: 321m F/ CSB
TO BE TAKEN OUT
TPTC -1
CH: 375m F/CSB
D/END
CH: 421m F/CSB
TPCC -1
CH:475m F/CSB
SDG. CAL- 231m (D/E TO DS)
TW SDG. CSL- 221m (SH TO DSH)
1 IN 8.5 (CS)
5.3m
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
5.1m
1 IN 8.5(CS)
AS PER RDSO STD/T-347
PTCH: 329m F/ CSB
TPTC -1
CH: 335m F/CSB
PT & FM
CH: 382m F/ CSB
(52 LEVERS)
WEST CABIN
~~PT & FM,~~
CH:419m F/ CSB
TPCC -1
CH: 455m F/CSB
TS CH: 506m F/ CSB
T.S.
TEMP.ENGG. SDG. CAL- 120m
(DS TO D/END)
TO BE TAKEN OUT
~~HINDALCO - SIDING~~
CURVE NO.-33 (RHS)
R- 350m (D- 5°)
LTC -120m
TCL - 560m
D/END CH: 626 m F/ CSB
~~D/END~~ CH:720 m F/ CSB
TO BE TAKEN OUT
CURVE NO.-33A (RHS)
Δ - 52°33'49"
R- 354 m (D- 4.90°)
LTC- 100m
TL - 174.81m
TTCL - 530 m
SHIFT = 1.177mm
Ca= 140 mm
MPS= 70 KMPH
A
A
E.C.RLY. BOUNDARY
MAIN LINE
TPCC -2
CH: 775m F/CSB
TPCC2 OF CURVE NO. 33A
CH : 805 m F/CSB
91.44m
E.C.RLY. BUNDARY
E.C.RLY. BOUNDARY
121.92m
TPTC2 OF CURVE NO. 33A
CH : 905 m F/CSB
TPTC -2
CH: 895m F/CSB
A
A
91m
F-3582.089 F-1437.632
Km. 99.955
CH: 415m F/CSB
FRL-307.261m
PROP DN LINE GRADIENT

INFRINGEM

SL. NO.	NAME OF STRUCTURE WHICH INFRINGES	CHAINAGE OF EXISTING GRADIENT	CHAINAGE OF PROPOSED GRADIENT
1.	GRADIENT WITHIN STATION YARD (CPU END)	CH: 1060 - 1404 = 344 m	CH: 1060 - 1404 = 344 m
2.	GRADIENT WITHIN STATION YARD (GHD END)	———	———


F-1437.632
F-119.893
Km. 100.600
CH: 1060 m F/CSB
FRL : 306.767m
PROP. UP LINE GRADIENT
A1 CH: 920
C/L OF BR. NO. 262
SPAN 1 x 18.3m + 2 x 30.5m
COMPOSITE GIRDER
km 100/500 CH: 960m F/CSB
A2 CH: 1000
27.130m
TPTC1
CH: 1138 m F/CSB
TPCC1
CH: 1198m F/CSB
CURVE NO. 34A
R- 885m (D- 1.97°)
LTC - 60m
TCL - 181 m
TPCC2
CH: 1259m F/CSB
TPTC2
CH: 1319 m F/CSB
F-119.893
F-119.893
Km. 100.944
CH: 1404 m F/CSB
FRL : 303.898m
PROP. UP LINE GRADIENT
E.C.RLY. BUNDARY
A1 CH: 920
C/L OF BR. NO. 262
SPAN 1 x 18.3m + 2 x 30.48m
PLATE & UNDER SLUNG
km 100/500 CH: 960m F/CSB
A2 CH: 1000
TPTC1
CH: 1115 m F/CSB
TPCC1
CH: 1175 m F/CSB
TPCC2
CH: 1395 m F/CSB
TPTC2
CH: 1455 m F/CSB
CURVE NO.34
R- 875m (D- 2°)
LTC -60 m
TCL -340m
F-1437.632
F 106.411
Km. 100.600
CH:1060m F/CSB
FRL - 306.603m
PROP DN LINE GRADIENT
F 106.411
F 106.411
Km. 100.944
CH:1404m F/CSB
FRL - 303.370m
PROP DN LINE GRADIENT
E.C.RLY. BUNDARY

GRADIENT DETAILS OF PROPOSED TRACK UP TO 2.8 Km.
FROM LAST POINT ON EITHER SIDE

FROM	TO	FROM Km.	TO Km.	TOTAL km	GRADE
MPF	RNQ	95.140	96.800	1.660	FALL 1 IN 200.00
MPF	RNQ	96.800	96.960	0.160	LEVEL
MPF	RNQ	96.960	97.660	0.700	FALL 1 IN 160.00
MPF	RNQ	97.660	98.100	0.440	FALL 1 IN 211.132
MPF	RNQ	98.100	98.425	0.325	FALL 1 IN 2321.428
MPF	RNQ	98.425	98.960	0.535	FALL 1 IN 1104.97
MPF	RNQ	98.960	99.200	0.240	RISE 1 IN 888.888
MPF	RNQ	99.200	99.540	0.340	FALL 1 IN 3582.089
RNQ	JGF	99.540	99.920	0.380	FALL 1 IN 3582.089
RNQ	JGF	99.920	100.600	0.680	FALL 1 IN 1437.632
RNQ	JGF	100.600	101.140	0.540	FALL 1 IN 119.893
RNQ	JGF	101.140	102.780	1.640	FALL 1 IN 103.391
RNQ	JGF	102.780	102.860	0.080	LEVEL
RNQ	JGF	102.860	103.760	0.900	FALL 1 IN 103.424

GRADIENT DETAILS OF EXISTING TRACK UP TO 2.8 Km.
FROM LAST POINT ON EITHER SIDE

FROM	TO	FROM Km.	TO Km.	TOTAL km	GRADE
MPF	RNQ	95.140	97.400	2.260	FALL 1 IN 135.850
MPF	RNQ	97.400	98.100	0.700	RISE 1 IN 361.944
MPF	RNQ	98.100	98.385	0.285	FALL 1 IN 2321.42
MPF	RNQ	98.385	98.960	0.575	FALL 1 IN 1104.97
MPF	RNQ	98.960	99.200	0.240	RISE 1 IN 888.888
MPF	RNQ	99.200	99.540	0.340	FALL 1 IN 3582.089
RNQ	JGF	99.540	99.955	0.415	FALL 1 IN 3582.089
RNQ	JGF	99.955	100.600	0.645	FALL 1 IN 1437.632
RNQ	JGF	100.600	104.260	3.660	FALL 1 IN 106.411

CSL OF ALL LINES

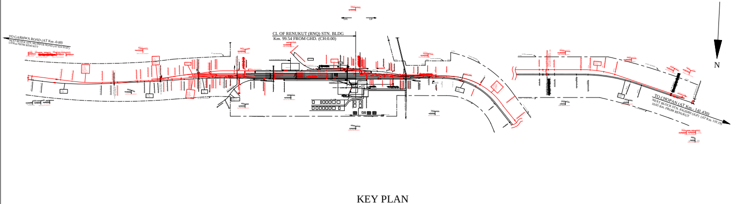
LINE NO.	FROM MPF END F/CSB	TO JGF END F/CSB	CSL
1	ST AT CH: 476 m	ST AT CH: 244 m	720m
2	ST AT CH: 476 m	FM AT CH: 251 m	727m
3	FM AT CH: 617 m	ST AT CH: 184.5 m	801.5m
4	ST AT CH : 744 m	ST AT CH: 76.8 m	820.8m
5	ST AT CH: 726 m	ST AT CH: 24 m	750m
6	ST AT CH: 726 m	ST AT CH: 24 m	750m
7	ST AT CH: 754 m	ST AT CH: 35.5 m	789.5m
8	ST AT CH: 754 m	ST AT CH: -21.5 m	732.5m

ENT TABLE

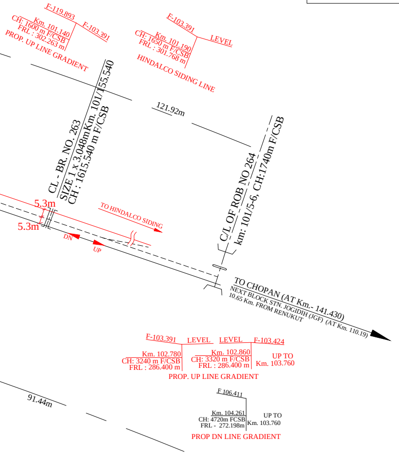
DETAILS OF DIMENSION INFRINGING					ITEM NO. OF S.O.D.
MAXIMUM END MINIMUM	EXISTING ACTUAL DIMENSION		AMOUNT OF INFRINGEMENT		
	EXIST.	PROP.	EXIST.	PROP.	
1 IN 400 (0.25%)	1 IN 106.411 (0.939%)	1 IN 119.893 (0.834%)	0.689	0.584%	IRSOD (1676 MM) GAUGE (B.G.)REVISED -2004 CH: II IT. No. 2
1 IN 400 (0.25%)					IRSOD (1676 MM) GAUGE (B.G.)REVISED -2004 CH: II IT. No. 2

DETAILS OF LEVEL CROSSING GATES ON EITHER SIDES OF STATION

S. NO.	L.C. NO.	KILOMETER	MANNED/ UNMANNED	CLASS	B/SECTION	T/ CONNECTION	INTER LOCKED/ NON INTER LOCKED	ENGINEERING TRAFFIC	TUV WITH DATE
1.	68/Spl./E	94/5-6	M	Spl.	MPF-RNQ	MPF	INTER LOCKED	ENGINEERING	58118 DATE Apr-2019
2.	69/Spl./E	103/2-3	M	Spl.	RNQ- JGF	RNQ	INTER LOCKED	ENGINEERING	64104 DATE Apr-2019


TO GARHWA ROAD (AT Km -0.00)
CL OF RENUKUT (RNQ) STN. BLDG
Km. 99.54 FROM GHD. (CH:0.00)
DN
UP
N
TO CHOPAN (AT Km - 141.430)

KEY PLAN
NOT TO SCALE


F-119.893
F-103.391
Km. 101.140
CH: 1600 m F/CSB
FRL : 302.263 m
PROP. UP LINE GRADIENT
F-103.391
LEVEL
Km. 101.190
CH: 1650 m F/CSB
FRL : 301.768 m
HINDALCO SIDING LINE
CL - BR. NO. 263
SIZE 1 x 3.048m
Km. 101/155.540
CH : 1615.540 m F/CSB
121.92m
C/L OF ROB NO 264
km: 101/5-6, CH:1740m F/CSB
5.3m
5.3m
TO HINDALCO SIDING
DN
UP
TO CHOPAN (AT Km.- 141.430)
NEXT BLOCK STN. JOGIDIH (JGF) (AT Km. 110.19)
10.65 Km. FROM RENUKUT
F-103.391
LEVEL
LEVEL
F-103.424
Km. 102.780
CH: 3240 m F/CSB
FRL : 286.400 m
Km. 102.860
CH: 3320 m F/CSB
FRL : 286.400 m
UP TO
Km. 103.760
PROP. UP LINE GRADIENT
91.44m
F 106.411
Km. 104.261
CH: 4720m FCSB
FRL - 272.198m
UP TO
Km. 103.760
PROP DN LINE GRADIENT

AUTHORITY :-

P.B. ITEM NO. - 49 OF 2021-22
THIS DRG. IS BASED ON CE'S DRG. NO. Y-171-2021.

NOTES:-

1. ALL DIMENSION ARE IN METER UNLESS OTHERWISE MENTIONED.
2. THE GRADIENTS HAS BEEN BASED AS PER APPROVED L -SECTION.
3. ESP HAS BEEN PREPARED ON THE BASIS OF CE'S DRG. NO. Y-171-2021.
4. PASSENGER AMENITIES FACILITIES SHOULD BE PROVIDED AS PER RAILWAY BOARD'S GUIDELINES.
5. NEW PANEL ROOM WITH RELAY ROOM, IPS ROOM, BATTERY ROOM & DATA LOGGER ROOM WILL BE PROVIDED IN EXTENSION OF EXISTING STATION BUILDING AS PER DRG NO. ECR/S&T/TYP/DRG-222/0021(SH 1 OF 1).
6. TRACK MACHINE SIDING IS AVAILABLE AT CHOPAN STATION WHICH IS WITHIN 40 km FROM CSB.
7. IF GIRDER BRIDGE PROPOSED THEN INSULATION WILL BE CONSIDERED IN TRACK CIRCUIT AREA .
8. ALL THE POINTS OF 1 IN 12 PROVIDED IN THE YARD ARE CURVED SWITCHES.
9. ALL DIMENSIONS SHOULD BE CHECKED & VERIFIED AT SITE BY CONSTRUCTION AND DIVISION.
10. ALL THE CHAINAGE ARE TAKEN FROM CSB OF RENUKUT AS 0.00 FOR PLAN.
11. CONDONATION WILL BE OBTAINED FOR INFRINGEMENT TO IRSOD Para. 1 (ii) AND 11 (B) (VII/VIII) OF CHAPTER II AND ACS 27 OF IRSOD 2004 PRIOR TO EXECUTION OF WORK.
12. SUITABLE PSR WILL WE IMPOSED FOR CURVE NO. 33 AND 33A.
13. YARD GRADIENT STEEPER THAN RECOMMENDED GRADIENT 1: 1200 (0.083%) HAS BEEN PROVIDED TO MAINTAIN EXISTING GRADIENT AND POINTS AND CROSSINGS.

SPECIAL NOTE:-

1. IT IS CERTIFIED THAT NO CHANGE OF GRADIENT WITHIN 30 M OF POINTS AND CROSSING AS PER IRSOD AND NO POINTS IS TAKING OFF FROM THE TRANSITION PORTION OF CURVE AS PER IRPWM.

LEGEND :-

1. EXISTING WORKS SHOWN IN BLACK	————————
2. DISMANTLING WORKS SHOWN IN BLACK DOTTED	– – – – – – – – – –
3. PROPOSED WORKS SHOWN IN RED	————————

DY.CSTE /CON E.C.RLY. CPU	Vivek Saurabh Vivek Saurabh 2022.01.27 17:36:06+05'30'	CPDE E.C.RLY. HJP	BRIJESH KUMAR SINGH Date: 2022.02.11 16:36:10 +05'30'
DY.CEE/CON E.C.RLY. MHX.	OM SHANKAR PRASAD Digitally signed by OM SHANKAR PRASAD Date: 2022.01.28 08:43:40 +05'30'	CTPM E.C.RLY. HJP	NEERAJ AMBASTHA 2022.02.10 17:44:25+05'30'
DY.CE/CON E.C.RLY. CPU	SHASHI KUMAR Digitally signed by SHASHI KUMAR Date: 2022.01.25 20:44:33 +05'30'	CE/CON/CENTRAL E.C.RLY. MHX.	MD JAWAID AKHTAR
AEN/CON E.C.RLY. CPU	RAJIV KUMAR Digitally signed by RAJIV KUMAR Date: 2022.01.25 20:43:55 +05'30'	CSTE/CON/S E.C.RLY. MHX.	Manish Sharma Digitally signed by Manish Sharma Date: 2022.01.29 15:36:07 +05'30'
SSE/CON/DRG E.C.RLY. CPU	Virendra Kumar Digitally signed by Virendra Kumar Date: 2022.01.25 20:43:26 +05'30'	CEE/CON/ E.C.RLY. MHX.	BINAY KRISHNA SINGH Digitally signed by BINAY KRISHNA SINGH Date: 2022.01.28 11:09:54 +05'30'

C. E. 'S DRG. NO. - Y - 21 - 2022.

पूर्व मध्य रेलवे
EAST CENTRAL RAILWAY

निर्माण विभाग
(CONSTRUCTION DEPARTMENT)

धनबाद मंडल
(DHANBAD DIVISION)

रमना – सिंगरौली दोहरीकरण योजना
RAMNA - SINGRAULI DOUBLING PROJECT

रेनुकुट स्टेशन में प्रस्तावित यार्ड अरेंजमेंट KM:99.540 गढ़वा रोड से (PHASE - I)

PROP. YARD ARRANGEMENT AT RENUKUT (RNQ)
STATION KM: 99.540 FROM GHD. (ROUTE 'D' SPL).
(ELECTRIFIED SECTION) (PHASE - I)

SCALE : 1:1000

CAO/CON/MHX. DRG. NO.- 1872/Y-CPU/2022

DY. CE/CON/ CPU /DRG. NO. - 05- 2022