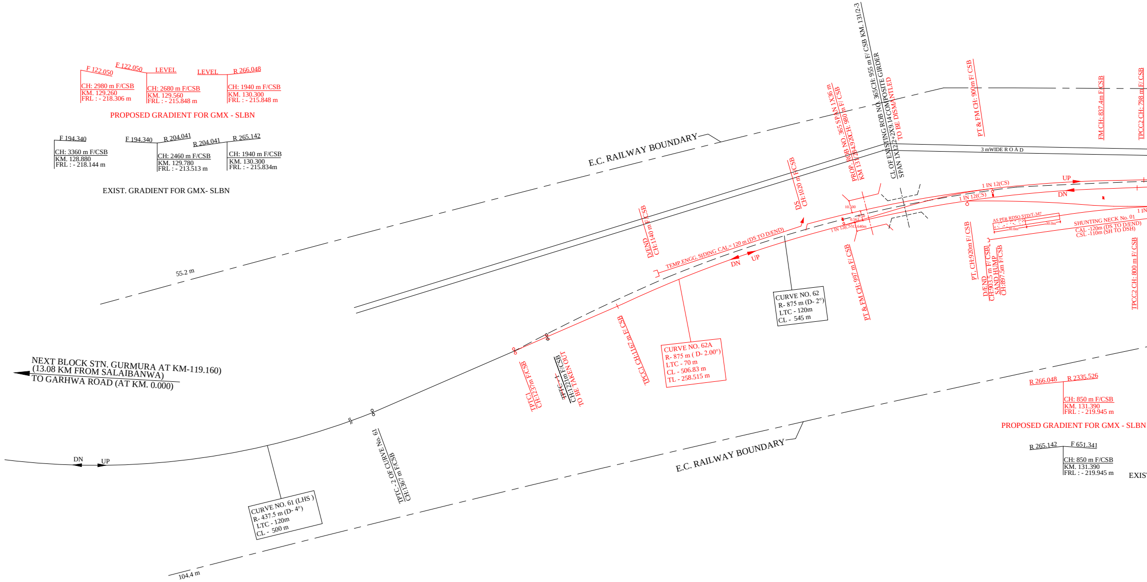
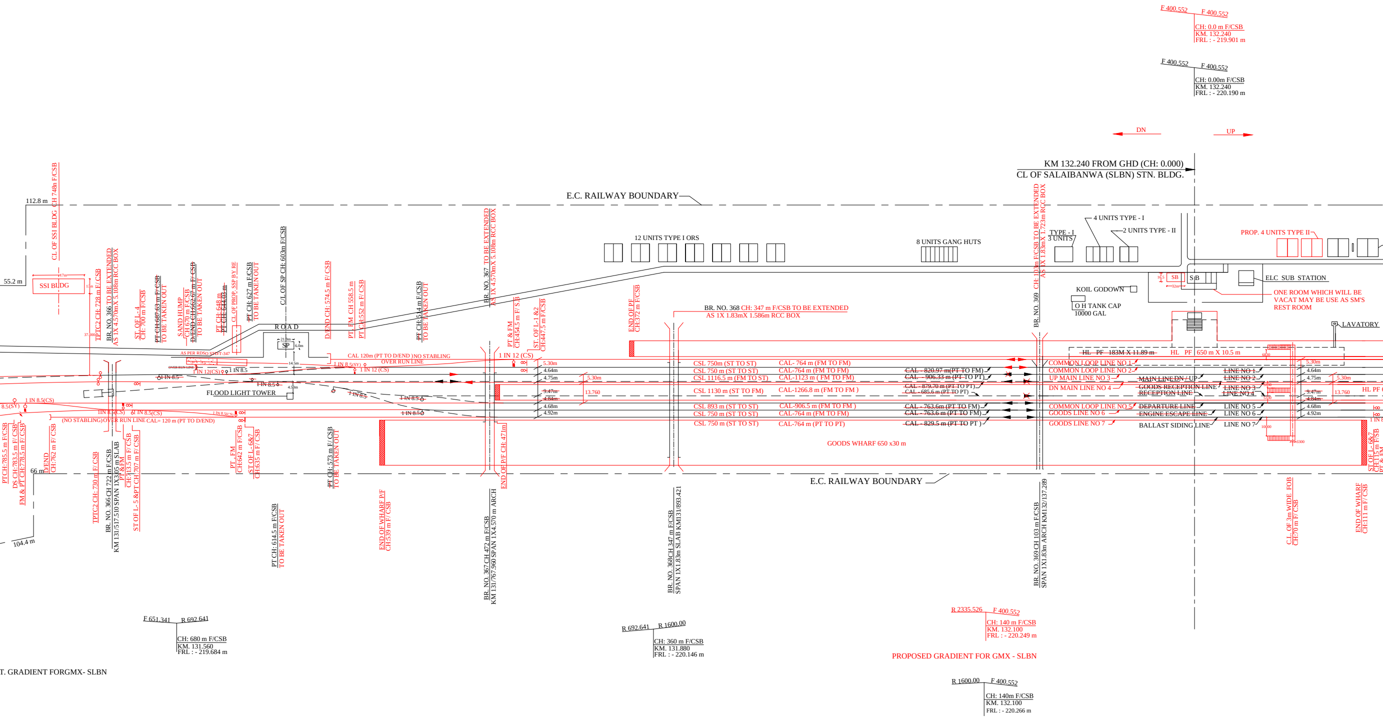

F 122.050
F 122.050
LEVEL
LEVEL
R 266.048
CH: 2980 m F/CSB
KM. 129.260
FRL : - 218.306 m
CH: 2680 m F/CSB
KM. 129.560
FRL : - 215.848 m
CH: 1940 m F/CSB
KM. 130.300
FRL : - 215.848 m
PROPOSED GRADIENT FOR GMX - SLBN
F 194.340
CH: 3360 m F/CSB
KM. 128.880
FRL : - 218.144 m
F 194.340
R 204.041
R 204.041
R 265.142
CH: 2460 m F/CSB
KM. 129.780
FRL : - 213.513 m
CH: 1940 m F/CSB
KM. 130.300
FRL : - 215.834m
EXIST. GRADIENT FOR GMX- SLBN
E.C. RAILWAY BOUNDARY
55.2 m
CH: 955 m F/ CSB KM. 131/2-3
CL OF EXISTING ROB NO. 365
SPAN 1X12.2+2X9.14 COMPOSITE GIRDER
TO BE DISMANTLED
PROP. ROB NO. 365 SPAN 1X36 m
KM 131/284.920CH: 980 m F/ CSB
PT & FM CH: 900m F/ CSB
FM CH: 837.4m F/CSB
TPCC2 CH: 798 m F/ CSB
3 mWIDE R O A D
DS
CH:1020 m F/CSB
D/END
CH:1140 m F/CSB
UP
DN
1 IN 12(CS)
1 IN 12(CS)
10.500
0.50
0.563
1 IN 12(CS)
13.640m
AS PER RDSO STD/T-347
30.0m
30.0m
SHUNTING NECK No. 01
CAL -120m (DS TO D/END)
CSL -110m (SH TO DSH)
1 IN
TEMP.ENGG. SIDING CAL= 120 m (DS TO D/END)
DN
UP
PT & FM CH: 997 m F/ CSB
PT, CH:920m F/ CSB
D/END
CH:903.5 m F/ CSB
SAND HUMP
CH:897.5m F/CSB
TPCC2 CH: 800 m F/ CSB
CURVE NO. 62
R- 875 m (D- 2°)
LTC - 120m
CL - 545 m
CURVE NO. 62A
R- 875 m (D- 2.00°)
LTC - 70 m
CL - 506.83 m
TL - 258.515 m
TPCC1 CH:1167 m F/ CSB
TPTC1
CH:1237m F/CSB
~~TPTC - 1~~
CH:1221m F/CSB
TO BE TAKEN OUT
NEXT BLOCK STN. GURMURA AT KM-119.160)
(13.08 KM FROM SALAIBANWA)
TO GARHWA ROAD (AT KM. 0.000)
DN
UP
TPTC - 2 OF CURVE No. 61
CH:1367 m F/CSB
CURVE NO. 61 (LHS)
R- 437.5 m (D- 4°)
LTC - 120m
CL - 500 m
E.C. RAILWAY BOUNDARY
104.4 m
R 266.048
R 2335.526
CH: 850 m F/CSB
KM. 131.390
FRL : - 219.945 m
PROPOSED GRADIENT FOR GMX - SLBN
R 265.142
F 651.341
CH: 850 m F/CSB
KM. 131.390
FRL : - 219.945 m
EXIST

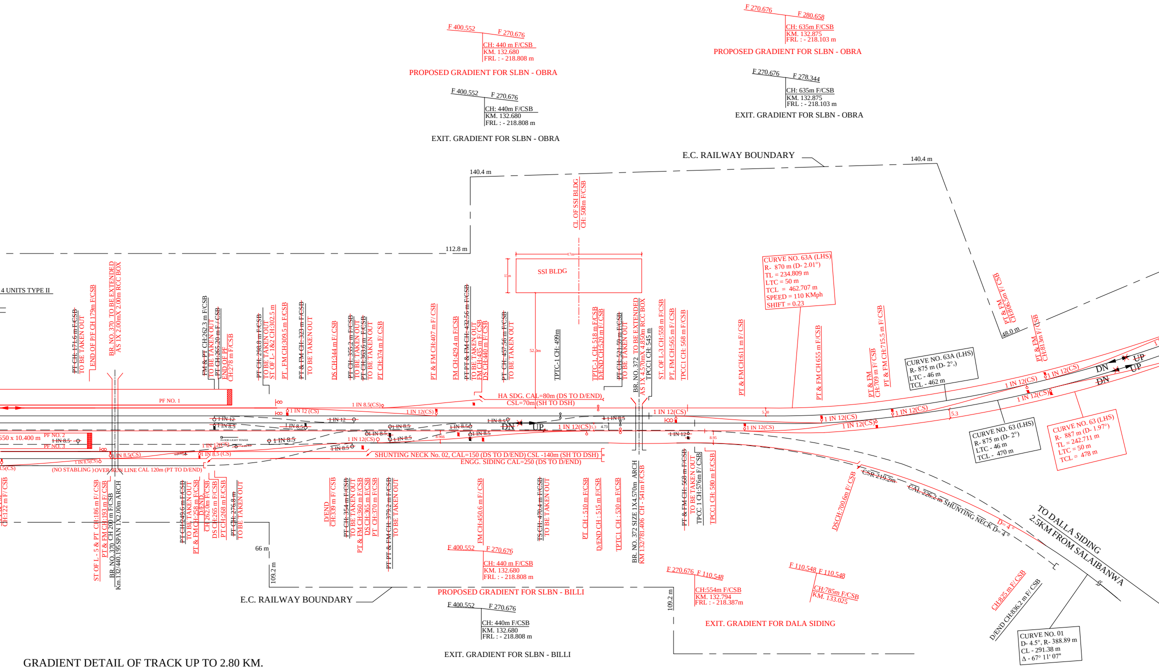

F 400.552
F 400.552
CH: 0.0 m F/CSB
KM. 132.240
FRL : - 219.901 m
F 400.552
F 400.552
CH: 0.00m F/CSB
KM. 132.240
FRL : - 220.190 m
DN
UP
KM 132.240 FROM GHD (CH: 0.000)
CL OF SALAIBANWA (SLBN) STN. BLDG.
E.C. RAILWAY BOUNDARY
112.8 m
55.2 m
SSI BLDG
CL OF SSI BLDG CH 748m F/CSB
TPTC2 CH: 728 m F/ CSB
BR. NO. 366 TO BE EXTENDED AS 1X 4.570mX 5.108m RCC BOX
ST. OF L-4 CH: 700 m F/CSB
PT CH:687.63 m F/CSB TO BE TAKEN OUT
SAND HUMP CH 670 m F/CSB
D/END CH:662.67 m F/CSB TO BE TAKEN OUT
PT CH: 648 m
CL OF PROP. SSP BY RE
PT CH: 627 m F/CSB TO BE TAKEN OUT
C/L OF SP CH: 603m F/CSB
ROAD
SP
D/END CH: 574.5 m F/CSB
PT FM CH 558.5 m
PT CH:552 m F/CSB
PT CH:514 m F/CSB TO BE TAKEN OUT
BR. NO. 367 TO BE EXTENDED AS 1X 4.570mX 5.108m RCC BOX
PT & FM CH:454.5 m F/ S B
ST. OF L-1 &2 CH:447.5 m F/CSB
END OF P/F CH:372 m F/CSB
12 UNITS TYPE I QRS
8 UNITS GANG HUTS
BR. NO. 368 CH: 347 m F/CSB TO BE EXTENDED AS 1X 1.83mX 1.586m RCC BOX
BR. NO. 369 CH: 103m F/CSB TO BE EXTENDED AS 1X 1.83mX 1.723m RCC BOX
TYPE - I 3 UNITS
4 UNITS TYPE - I
2 UNITS TYPE - II
PROP. 4 UNITS TYPE II
KOIL GODOWN
O H TANK CAP 10000 GAL
SB
S B
ELC SUB STATION
ONE ROOM WHICH WILL BE VACAT MAY BE USE AS SM'S REST ROOM
LAVATORY
HL PF 183M X 11.89 m
HL PF 650 m X 10.5 m
AS PER RDSO SPTT-347
CAL 120m (PT TO D/END) NO STABLING OVER RUN LINE
1 IN 12 (CS)
1 IN 8.5(SY)
1 IN 8.5
1 IN 12(CS)
FLOOD LIGHT TOWER
1 IN 8.5(CS)
(NO STABLING) OVER RUN LINE CAL= 120 m (PT TO D/END)
CSL 750m (ST TO ST)
CAL- 764 m (FM TO FM)
CSL 750 m (ST TO ST)
CAL-764 m (FM TO FM)
CSL 1116.5 m (FM TO ST)
CAL-1123 m (FM TO FM)
CSL 1130 m (ST TO FM)
CAL-1266.8 m (FM TO FM)
CSL 893 m (ST TO ST)
CAL-906.5 m (FM TO FM)
CSL 750 m (ST TO ST)
CAL-764 m (FM TO FM)
CSL 750 m (ST TO ST)
CAL-764 m (PT TO PT)
CAL - 820.97 m(PT TO FM)
CAL - 906.33 m (PT TO PT)
CAL - 879.70 m (PT TO PT)
CAL - 685.6 m (PT TO PT)
CAL - 763.6m (PT TO FM)
CAL - 763.6 m (PT TO FM)
CAL - 829.5 m (PT TO PT)
GOODS WHARF 650 x30 m
COMMON LOOP LINE NO 1
COMMON LOOP LINE NO 2
UP MAIN LINE NO 3
DN MAIN LINE NO 4
COMMON LOOP LINE NO 5
GOODS LINE NO 6
GOODS LINE NO 7
MAIN LINE DN / UP
GOODS RECEPTION LINE
RECEPTION LINE
DEPARTURE LINE
ENGINE ESCAPE LINE
BALLAST SIDING LINE
LINE NO 1
LINE NO 2
LINE NO 3
LINE NO 4
LINE NO 5
LINE NO 6
LINE NO 7
5.30m
4.64m
4.75m
9.47m
4.84m
4.68m
4.92m
13.760
HL PF
66 m
104.4 m
PT CH:785.5 m F/CSB
DS CH:783.5 m F/ CSB
FM & PT CH:778.5 m F/ CSB
D/END CH:762 m F/ CSB
TPTC2 CH: 730 m F/ CSB
BR. NO. 366 CH 722 m F/CSB KM 131/517.510 SPAN 1X3.05 m SLAB
PT & FM CH:713.5 m F/ CSB
ST OF L- 5 &PT CH 707 m F/ CSB
PT FM CH:642 m F/CSB
ST OF L-6&7 CH:635 m F/CSB
PT CH: 614.5 m F/CSB TO BE TAKEN OUT
PT CH: 573 m F/CSB TO BE TAKEN OUT
END OF WHARF P/F CH:539 m F/ CSB
BR. NO. 367 CH 472 m F/CSB KM 131/767.960 SPAN 1X4.570 m ARCH
END OF P/F CH: 471m
BR. NO. 368CH 347 m F/CSB SPAN 1X1.83m SLAB KM131/893.421
BR. NO. 369 CH 103 m F/CSB SPAN 1X1.83m ARCH KM132/137.289
C/L OF 3m WIDE FOB CH:70 m F/ CSB
END OF WHARF CH:11 m F/ CSB
ST OF L- 6&7 CH:115 m F/SB PT & FM
F 651.341
R 692.641
CH: 680 m F/CSB
KM. 131.560
FRL : - 219.684 m
T. GRADIENT FORGMX- SLBN
R 692.641
R 1600.00
CH: 360 m F/CSB
KM. 131.880
FRL : - 220.146 m
R 2335.526
F 400.552
CH: 140 m F/CSB
KM. 132.100
FRL : - 220.249 m
PROPOSED GRADIENT FOR GMX - SLBN
R 1600.00
F 400.552
CH: 140m F/CSB
KM. 132.100
FRL : - 220.266 m

EXITING TRACK STRUCTURE

SL. NO.	NAME OF LINE	RAIL	SLEEPER	B/ CUSHION
1.	LINE NO. 1	52Kg	PSC	< 100MM
2.	LINE NO. 2	60Kg	PSC	125MM
3.	LINE NO. 3	52Kg	PSC	< 100MM
4.	LINE NO. 4	52Kg/ CST-9	PSC	< 100MM
5.	LINE NO. 5	52Kg	PSC	< 100MM
6.	LINE NO. 6	60Kg	PSC	< 100MM
7.	LINE NO. 7	60Kg	PSC	< 100MM

PROPOSED TRACK STRUCTURE :-

LINE NO.	RAIL	SLEEPER DENSITY	CUSHION
MAIN LINE	60KG	PSC - 1660	350
LOOP LINE	60KG	PSC - 1540	250


F 400.552 F 270.676
CH: 440 m F/CSB
KM. 132.680
FRL : - 218.808 m
PROPOSED GRADIENT FOR SLBN - OBRA
F 400.552 F 270.676
CH: 440m F/CSB
KM. 132.680
FRL : - 218.808 m
EXIT. GRADIENT FOR SLBN - OBRA
F 270.676 F 280.658
CH: 635m F/CSB
KM. 132.875
FRL : - 218.103 m
PROPOSED GRADIENT FOR SLBN - OBRA
F 270.676 F 278.344
CH: 635m F/CSB
KM. 132.875
FRL : - 218.103 m
EXIT. GRADIENT FOR SLBN - OBRA
E.C. RAILWAY BOUNDARY
140.4 m
140.4 m
112.8 m
CL OF SSI BLDG
CH: 508m F/CSB
17m
13m
SSI BLDG
52.0m
4 UNITS TYPE II
PT CH: 171.6 m F/CSB
TO BE TAKEN OUT
END OF P/F CH 179m F/CSB
BR. NO. 370 TO BE EXTENDED
AS 1X 2.00mX 2.00m RCC BOX
FM & PT CH:262.3 m F/CSB
TO BE TAKEN OUT
PT CH:265.20 m F/ CSB
END OF PF
CH:278 m F/CSB
PT CH: 298.8 m F/CSB
TO BE TAKEN OUT
ST OF L - 1&2 CH:302.5 m
PT , FM CH:309.5 m F/CSB
PT & FM CH: 323 m F/CSB
TO BE TAKEN OUT
DS CH:344 m F/CSB
PT CH: 355.2 m F/CSB
TO BE TAKEN OUT
PT CH:363.6 m F/CSB
TO BE TAKEN OUT
PT CH:374 m F/ CSB
PT & FM CH:407 m F/ CSB
FM CH:429.4 m F/CSB
PT PT & FM CH: 432.56 m F/CSB
TO BE TAKEN OUT
FM CH:435 m F/CSB
DS CH:440 m F/ CSB
PT CH: 457.56 m F/CSB
TO BE TAKEN OUT
TPTC-1 CH: 499m
TPTC-1 CH: 518 m F/CSB
D/END CH:520 m F/ CSB
PT CH: 521.59 m F/CSB
TO BE TAKEN OUT
BR. NO. 372 TO BE EXTENDED
AS 1X 4.570mX 4.850m RCC BOX
TPCC1 CH: 545 m
ST. OF L-3 CH:558 m F/CSB
PT, FM CH:565 m F/ CSB
TPCC1 CH: 568 m F/CSB
PT & FM CH:611 m F/ CSB
PT & FM CH 655 m F/CSB
PT & FM
CH:709 m F/ CSB
PT & FM CH:715.5 m F/ CSB
PT & FM
CH:806.5m F/ CSB
48.0 m
PT & FM
CH:813m F/ CSB
CURVE NO. 63A (LHS)
R- 870 m (D- 2.01°)
TL = 234.809 m
LTC = 50 m
TCL = 462.707 m
SPEED = 110 KMph
SHIFT = 0.23
CURVE NO. 63A (LHS)
R- 875 m (D- 2°,)
LTC - 46 m
TCL - 462 m
CURVE NO. 63 (LHS)
R- 875 m (D- 2°)
LTC - 46 m
TCL - 470 m
CURVE NO. 63 (LHS)
R- 887 m (D- 1.97°)
TL = 242.711 m
LTC = 50 m
TCL = 478 m
PF NO. 1
PF NO. 2
PF NO. 3
650 x 10.400 m
FLOOD LIGHT TOWER
HA SDG. CAL=80m (DS TO D/END)
CSL=70m (SH TO DSH)
DN
UP
1 IN 12 (CS)
1 IN 12(CS)
1 IN 8.5(CS)
1 IN 12
1 IN 8.5
5.30
5.3
4.73
8.966
8.95
SHUNTING NECK No. 02, CAL=150 (DS TO D/END) CSL -140m (SH TO DSH)
ENGG. SIDING CAL=250 (DS TO D/END)
(NO STABLING) OVER RUN LINE CAL 120m (PT TO D/END)
CH:122 m F/ CSB
ST OF L - 5 & PT CH:186 m F/ CSB
PT & FM CH:193 m F/ CSB
BR. NO. 370 CH 200 m F/CSB
Km.132/440.195 SPAN 1X2.00m ARCH
PT CH:249.6 m F/CSB
TO BE TAKEN OUT
PT & FM CH:258 m F/CSB
D/END
CH 262.0m F/CSB
DS CH:265 m F/CSB
PT CH:268 m F/CSB
PT CH: 276.8 m
TO BE TAKEN OUT
66 m
109.2 m
D/END
CH:339 m F/CSB
PT CH: 354 m F/CSB
TO BE TAKEN OUT
PT & FM CH:360 m F/CSB
DS CH:365 m F/CSB
PT CH:370 m F/CSB
PT PT & FM CH: 379.2 m F/CSB
TO BE TAKEN OUT
FM CH:450.6 m F/ CSB
TS CH: 470.4 m F/CSB
TO BE TAKEN OUT
PT CH : 510 m F/CSB
D/END CH : 515 m F/CSB
TPTC1 CH : 530 m F/CSB
BR. NO. 372 SIZE 1X4.570m ARCH
KM 132/781.406 CH - 541m F/CSB
PT & FM CH: 568 m F/CSB
TO BE TAKEN OUT
TPCC 1 CH:576m F/ CSB
TPCC1 CH: 580 m F/CSB
DSCH:700.6m F/ CSB
CSR 219.2m
CAL 226.2 m SHUNTING NECK D= 4 °
D= 4 °
TO DALLA SIDING
2.5KM FROM SALAIBANWA
CH:825 m F/ CSB
D/END CH:836.2 m F/ CSB
CURVE NO. 01
D- 4.5°, R- 388.89 m
CL - 291.38 m
Δ - 67° 11' 07"
F 400.552 F 270.676
CH: 440 m F/CSB
KM. 132.680
FRL : - 218.808 m
PROPOSED GRADIENT FOR SLBN - BILLI
F 400.552 F 270.676
CH: 440m F/CSB
KM. 132.680
FRL : - 218.808 m
EXIT. GRADIENT FOR SLBN - BILLI
F 270.676 F 110.548
CH:554m F/CSB
KM. 132.794
FRL : - 218.387m
F 110.548 F 110.548
CH:785m F/CSB
KM. 133.025
EXIT. GRADIENT FOR DALA SIDING

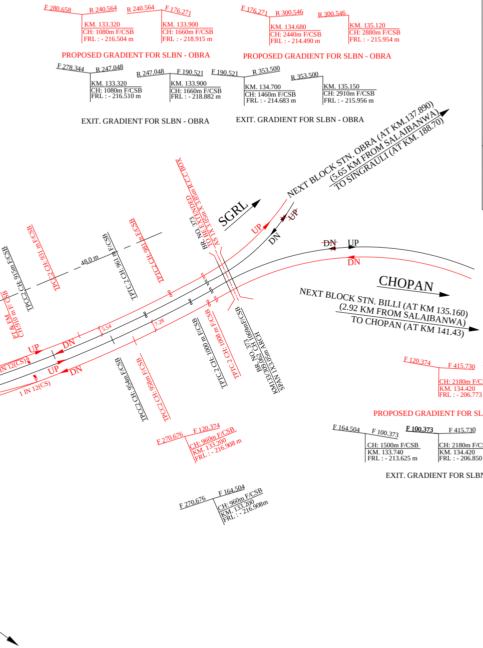
GRADIENT DETAIL OF TRACK UP TO 2.80 KM. FROM CL OF STN. ON EITHER SIDE

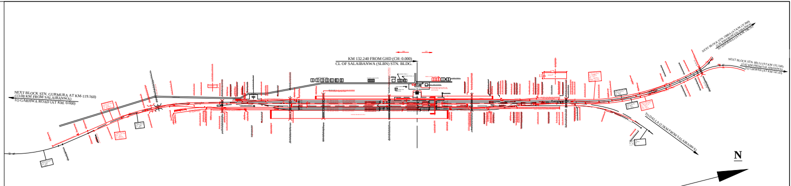
FROM	TO	FROM KM.	TO KM.	TOTAL KM	GRADE
GMX	SLBN	128.880	129.780	0.900	FALL 1 IN 194.340
GMX	SLBN	129.780	130.300	0.520	RISE 1 IN 204.041
GMX	SLBN	130.300	131.390	1.090	RISE 1 IN 265.142
GMX	SLBN	131.390	131.560	0.170	FALL 1 IN 651.341
GMX	SLBN	131.560	131.880	0.320	RISE 1 IN 692.641
GMX	SLBN	131.880	132.100	0.220	RISE 1 IN 1600.00
GMX	SLBN	132.100	132.240	0.140	FALL 1 IN 400.552
SLBN	OBRA & BILLI	132.240	132.680	0.440	FALL 1 IN 400.552
SLBN	OBRA	132.680	132.875	0.195	FALL 1 IN 270.676
SLBN	OBRA	132.875	133.320	0.445	FALL 1 IN 278.344
SLBN	OBRA	133.320	133.900	0.580	RISE 1 IN 247.048
SLBN	OBRA	133.900	134.700	0.800	FALL 1 IN 190.521
SLBN	OBRA	134.700	135.150	0.450	RISE 1 IN 353.500
SLBN	BILLI	132.680	133.200	0.520	FALL 1 IN 270.676
SLBN	BILLI	133.200	133.740	0.540	FALL 1 IN 164.504
SLBN	BILLI	133.740	134.420	0.680	FALL 1 IN 100.373
SLBN	BILLI	134.420	135.160	0.740	FALL 1 IN 415.730

GRADIENT DETAIL OF TRACK UP TO 2.80 KM. FROM CL OF STN. ON EITHER SIDE

FROM	TO	FROM KM.	TO KM.	TOTAL KM	GRADE
GMX	SLBN	129.260	129.560	0.300	FALL 1 IN 122.050
GMX	SLBN	129.560	130.300	0.740	LEVEL
GMX	SLBN	130.300	131.390	1.090	RISE 1 IN 266.048
GMX	SLBN	131.390	132.100	0.710	RISE 1 IN 2335.526
GMX	SLBN	132.100	132.240	0.140	FALL 1 IN 400.552
SLBN	OBRA & BILLI	132.240	132.680	0.440	FALL 1 IN 400.552
SLBN	OBRA	132.680	132.875	0.195	FALL 1 IN 270.676
SLBN	OBRA	132.875	133.320	0.445	FALL 1 IN 280.658
SLBN	OBRA	133.320	133.900	0.580	RISE 1 IN 240.564
SLBN	OBRA	133.900	134.680	0.780	FALL 1 IN 176.271
SLBN	OBRA	134.680	135.120	0.440	RISE 1 IN 300.546
SLBN	BILLI	132.680	133.200	0.520	FALL 1 IN 270.676
SLBN	BILLI	133.200	134.420	1.220	FALL 1 IN 120.374
SLBN	BILLI	134.420	135.160	0.740	FALL 1 IN 415.730

SL. NO.	DIV. & SECTION	NAME OF STRUCTURE WHICH INFRINGES	CHAINAGE OF EXISTING GRADIENT	CHAINAGE OF PROPOSED GRADIENT KM.	DETAILS OF DIMENSIONS INFRINGING				ITEM OF S.O.D.
					MAXIMUM AND MINIMUM	EXISTING ACTUAL DIMENSION		AMOUNT OF INFRINGMENT	
						EXISTING	PROPOSED		
1.	DHN DIV. GMX-SLBN	GRADIENT WITHIN STATION YARD	CH: 850 TO 1152	CH: 850 TO 1152	1 IN 400 (0.25%)	1 IN 265.142 (0.377%)	1 IN 266.048 (0.376%)	0.127%	IRSOD 1676mm GAUGE BG REVISED 2004 CH.- II, IT NO.
2.	DHN DIV. SLBN-OBRA	GRADIENT WITHIN STATION YARD	CH: 440 TO 635 CI: 635 TO 960	CH: 440 TO 635 CI: 635 TO 960	1 IN 400 (0.25%)	1 IN 270.676 (0.369%) 1 IN 278.344 (0.359%)	1 IN 270.676 (0.369%) 1 IN 280.658 (0.356%)	0.119% 0.109%	IRSOD 1676mm GAUGE BG REVISED 2004 CH.- II, IT NO.
3.	DHN DIV. SLBN-BILLI	GRADIENT WITHIN STATION YARD	CH: 440 TO 960	CH: 440 TO 960	1 IN 400 (0.25%)	1 IN 270.676 (0.369%)	1 IN 270.676 (0.369%)	0.119%	IRSOD 1676mm GAUGE BG REVISED 2004 CH.- II, IT NO.


F 280.658
R 240.564
KM. 133.320
CH: 1080m F/CSB
FRL : - 216.504 m
R 240.564
F 176.271
KM. 133.900
CH: 1660m F/CSB
FRL : - 218.915 m
PROPOSED GRADIENT FOR SLBN - OBRA
F 176.271
R 300.546
KM. 134.680
CH: 2440m F/CSB
FRL : - 214.490 m
R 300.546
KM. 135.120
CH: 2880m F/CSB
FRL : - 215.954 m
PROPOSED GRADIENT FOR SLBN - OBRA
F 278.344
R 247.048
KM. 133.320
CH: 1080m F/CSB
FRL : - 216.510 m
R 247.048
F 190.521
KM. 133.900
CH: 1660m F/CSB
FRL : - 218.882 m
EXIT. GRADIENT FOR SLBN - OBRA
F 190.521
R 353.500
KM. 134.700
CH: 1460m F/CSB
FRL : - 214.683 m
R 353.500
KM. 135.150
CH: 2910m F/CSB
FRL : - 215.956 m
EXIT. GRADIENT FOR SLBN - OBRA
NEXT BLOCK STN. OBRA (AT KM.137.890)
(5.65 KM FROM SALAIBANWA)
TO SINGRAULI (AT KM. 188.70)
SGRL
UP
~~UP~~
DN
~~DN~~ UP
DN
BR. NO. 373
TO BE EXTENDED R.C.C BOX
AS 1X 3.05m X 3.85m
TPCC2 CH: 915m F/CSB
TPCC2 CH: 931 m F/CSB
48.0 m
TPTC 2 CH: 961 m F/CSB
TPTC2 CH: 981 m F/CSB
PT & FM
CH:910 m F/CSB
5.54
7.28
UP
DN
1 IN 12(CS)
UP
DN
1 IN 12(CS)
TPCC2 CH: 954m F/CSB
TPCC2 CH: 958m F/CSB
TPTC 2 CH: 1000 m F/CSB
TPTC 2 CH: 1008 m F/CSB
BR. NO. 373
KM133/309.062 CH 1069mF/CSB
SPAN 1X3.05m ARCH
CHOPAN
NEXT BLOCK STN. BILLI (AT KM 135.160)
(2.92 KM FROM SALAIBANWA)
TO CHOPAN (AT KM 141.43)
F 120.374
F 415.730
CH: 2180m F/CSB
KM. 134.420
FRL : - 206.773 m
F 415.730
CH: 2920m F/CSB
KM. 135.160
FRL : - 204.993 m
PROPOSED GRADIENT FOR SLBN - BILLI
F 270.676
F 120.374
CH: 960m F/CSB
KM. 133.200
FRL : - 216.908 m
F 164.504
F 100.373
CH: 1500m F/CSB
KM. 133.740
FRL : - 213.625 m
F 100.373
F 415.730
CH: 2180m F/CSB
KM. 134.420
FRL : - 206.850 m
F 415.730
CH: 2920m F/CSB
KM. 135.160
FRL: - 205.070 m
EXIT. GRADIENT FOR SLBN - BILLI
F 270.676
F 164.504
CH: 960m F/CSB
KM. 133.200
FRL : - 216.908m
N


KM 132.240 FROM GHD (CH: 0.000)
CL OF SALAIBANWA (SLBN) STN. BLDG.
NEXT BLOCK STN. GURMURA AT KM-119.160)
(13.08 KM FROM SALAIBANWA)
TO GARHWA ROAD (AT KM. 0.000)
NEXT BLOCK STN. BILLI (AT KM 135.160)
TO CHOPAN
TO OBRA
N

KEY PLAN
(NOT TO SCALE)

LEGEND :-

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

AUTHORITY :-

P.B. ITEM NO. 49 OF 2021-2022.
THIS DRG. IS BASED ON CE'S DRG. NO. - Y -152 - 2021.

NOTES:-

1. ALL DIMENSION ARE IN MILLIMETER UNLESS OTHERWISE MENTIONED.
2. ESP HAS BEEN PREPARED ON THE BASIS OF MASTER PLAN OF SALAIBANWA STATION.
3. PASSENGER AMENITIES FACILITIES SHOULD BE PROVIDED AS PER RAILWAY BOARD'S GUIDELINES.
4. LAND BOUNDARY AS PER CE'S DRG. NO. - Y -152- 2021.
5. TRACK MACHINE SIDING IS AVAILABLE AT CHOPAN STATION WHICH IS WITHIN 40 km FROM CSB.
6. IF GIRDER BRIDGE PROPOSED THEN INSULATION WILL BE CONSIDERED IN TRACK CIRCUIT AREA .
7. ALL THE POINTS OF 1 IN 12 PROVIDED IN THE YARD ARE CURVED SWITCHES.
8. ALL DIMENSIONS SHOULD BE CHECKED & VERIFIED AT SITE BY CONSTRUCTION AND DIVISION.
9. ALL THE CHAINAGE ARE TAKEN FROM CSB OF SALAIBNWA AS 0.00 FOR PLAN.

SPECIAL NOTE:-

1. IT IS CERTIFIED THAT REGARDING NO CHANGE OF GRADIENT WITHIN 30 M OF POINTS AND CROSSING AS PER IRSOD AND NO POINTS IS TACKING OF FROM THE TRANSITION PORTION OF CURVE AS PER IRPWM.
2. CONDONATION WILL BE OBTAINED FOR INFRINGEMENT TO IRSOD Para. 1 (ii) AND 11 (B) (VII/VIII) OF CHAPTER II PRIOR TO EXECUTION OF WORK.
3. SUITABLE PSR WILL WE IMPOSED FOR CURVE NO. 61.
4. YARD GRADIENT STEEPER THAN RECOMMENDED GRADIENT 1: 1200 (0.083%) HAS BEEN PROVIDED TO MAINTAIN EXISTING GRADIENT AND POINTS AND CROSSINGS.

THIS DRAWING BASED ON C. E. 'S DRG. NO. - Y-152-2021.

C. E. 'S DRG. NO. - Y - 46 - 2022.

DETAILS OF LEVEL CROSSING IN BLOCK SECTION EITHER SIDE

SL.NO.	L. C. NO.	CLASS	BLOCK SECTION	KILOMETER	MANNED/ UNMANNED	TELEPHONE CONNECTED WITH STATION	INTERLOCKED/ NON INTERLOCKED	ENGINEERING / TRAFFIC	TVU WITH YEAR
1	77/B/T	B	SLBN - BXLL	134.392	MANNED	BXLL	INTERLOCKED	TRAFFIC	20,748 (OCT-2019)
2	1/Spl/T	SPL	SLBN -OBRA	134.436	MANNED	OBRA DAM	INTERLOCKED	TRAFFIC	1,04,454 (OCT-2020)
3	——	——	GMX - SLBN	——	——	——	——	——	——

DY.CSTE /CON E.C.RLY. CPU	Vivek Saurabh Vivek Saurabh 2022.02.03 10:13:26+05'30'	CPDE E.C.RLY. HJP	BRIJESH KUMAR SINGH Date: 2022.03.09 09:29:09 +05'30'
DY.CEE/CON E.C.RLY. MHX.	OM SHANKAR PRASAD Digitally signed by OM SHANKAR PRASAD Date: 2022.02.17 18:48:20 +05'30'	CTPM E.C.RLY. HJP	NEERAJ AMBASTHA Digitally signed by NEERAJ AMBASTHA Date: 2022.03.02 17:24:56 +05'30'
DY.CE/CON E.C.RLY. CPU	SHASHI KUMAR Digitally signed by SHASHI KUMAR Date: 2022.01.31 17:03:26 +05'30'	CE/CON/CENTRAL E.C.RLY. MHX.	MD JAWAID AKHTAR Digitally signed by MD JAWAID AKHTAR Date: 2022.02.21 17:29:29 +05'30'
AEN/CON E.C.RLY. CPU	RAJIV KUMAR Digitally signed by RAJIV KUMAR Date: 2022.01.31 17:02:58 +05'30'	CSTE/CON/S E.C.RLY. MHX.	Manish Sharma Digitally signed by Manish Sharma Date: 2022.02.21 17:16:47 +05'30'
SSE/CON/DRG E.C.RLY. CPU	Virendra Kumar Digitally signed by Virendra Kumar Date: 2022.01.31 17:02:32 +05'30'	CEE/CON/ E.C.RLY. MHX.	BINAY KRISHNA SINGH Digitally signed by BINAY KRISHNA SINGH Date: 2022.02.17 20:02:51 +05'30'

पूर्व मध्य रेलवे
EAST CENTRAL RAILWAY

निर्माण विभाग
(CONSTRUCTION DEPARTMENT)

धनबाद मंडल
(DHANBAD DIVISION)

रमना – सिंगरौली दोहरीकरण योजना
RAMNA - SINGRAULI DOUBLING PROJECT

सलाई बनवॉ स्टेशन में प्रस्तावित यार्ड अरेंजमेंट KM.:132.24 गढवा रोड से
PROP. YARD ARRANGEMENT AT SALAIBANWA STATION KM.: 132.24 FROM GHD,

सलाई बनवॉ स्टेशन (PHASE - I).	SALAIBANWA STATION (PHASE - I).

TYPE OF ROUTE : 'D' SPECIAL ROUTE
SCALE : 1:1000
CAO/CON/MHX. DRG. NO.- 1861/Y-CPU/2022
DY. CE/CON/ CPU /DRG. NO. - 08 -2022