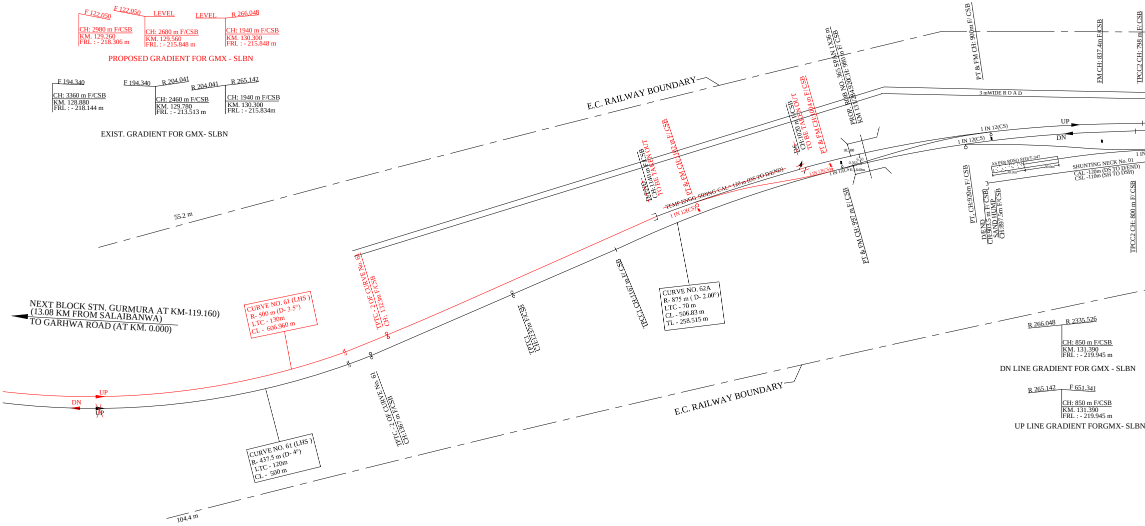
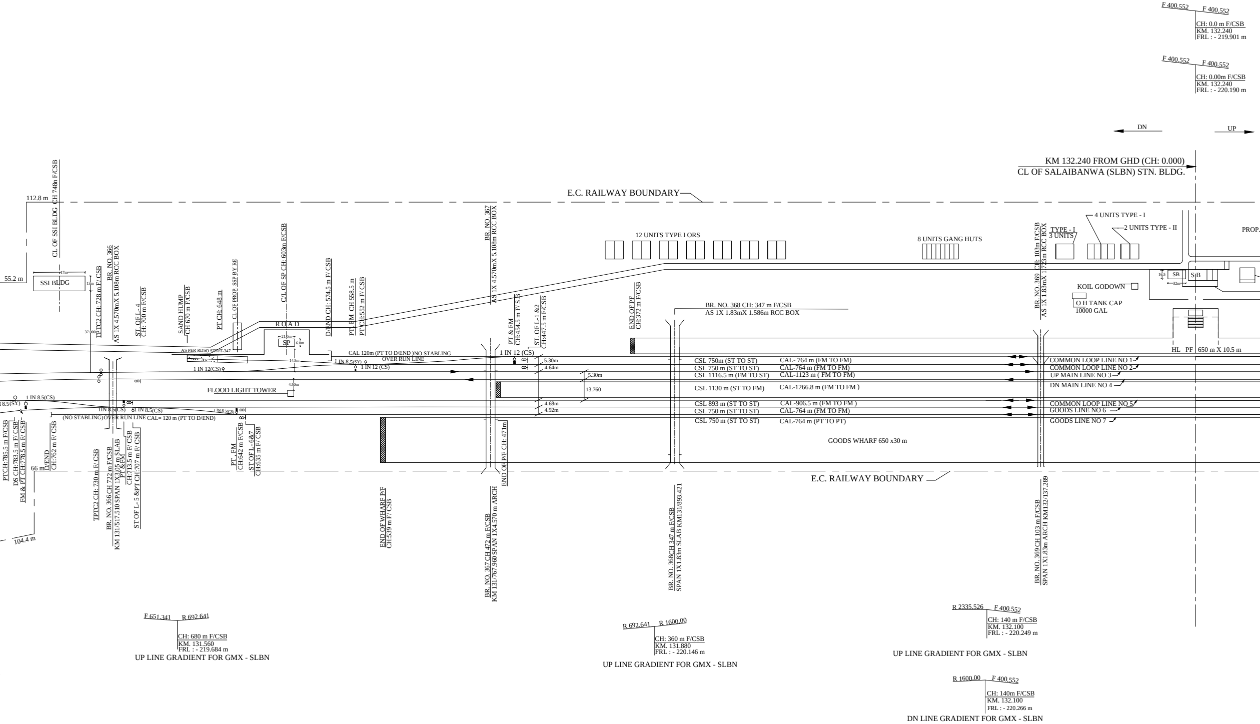
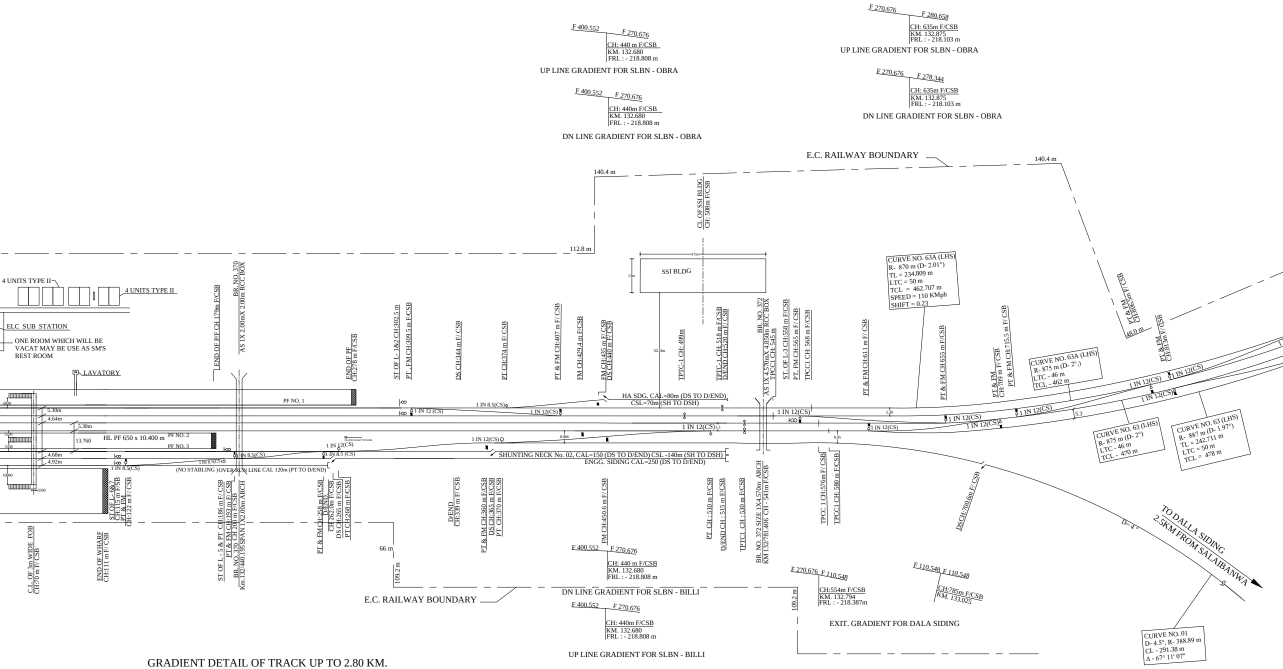

F 122.050
F 122.050
LEVEL
LEVEL
R 266.048
CH: 2980 m F/CSB
KM. 129.260
FRL : - 218.306 m
CH: 2680 m F/CSB
KM. 129.560
FRL : - 215.848 m
CH: 1940 m F/CSB
KM. 130.300
FRL : - 215.848 m
PROPOSED GRADIENT FOR GMX - SLBN
F 194.340
CH: 3360 m F/CSB
KM. 128.880
FRL : - 218.144 m
F 194.340
R 204.041
R 204.041
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
55.2 m
E.C. RAILWAY BOUNDARY
D/END
CH:1140 m F/CSB
TO BE TAKEN OUT
PT & FM CH: 1102 m F/CSB
DS
CH:1020 m F/CSB
TO BE TAKEN OUT
PT & FM CH: 1004 m F/CSB
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
UP
DN
1 IN 12(CS)
1 IN 12(CS)
1 IN
10.500
6.50
0.563
13.640m
1 IN 12(CS)
1 IN 12(CS)
TEMP.ENGG. SIDING CAL= 120 m (DS TO D/END)
1 IN 12(CS)
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)
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
NEXT BLOCK STN. GURMURA AT KM-119.160)
(13.08 KM FROM SALAIBANWA)
TO GARHWA ROAD (AT KM. 0.000)
CURVE NO. 61 (LHS)
R- 500 m (D- 3.5°)
LTC - 130m
CL - 606.960 m
TPTC - 2 OF CURVE No. 61
CH: 1323m F/CSB
TPTC1
CH:1237m F/CSB
TPCC1 CH:1167 m F/ CSB
CURVE NO. 62A
R- 875 m (D- 2.00°)
LTC - 70 m
CL - 506.83 m
TL - 258.515 m
UP
DN
UP
CURVE NO. 61 (LHS)
R- 437.5 m (D- 4°)
LTC - 120m
CL - 500 m
TPTC - 2 OF CURVE No. 61
CH:1367 m F/CSB
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
DN LINE GRADIENT FOR GMX - SLBN
R 265.142
F 651.341
CH: 850 m F/CSB
KM. 131.390
FRL : - 219.945 m
UP LINE GRADIENT FORGMX- SLBN


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
CL OF SSI BLDG CH 748n F/CSB
55.2 m
17m
SSI BLDG
13m
37.000
TPTC2 CH: 728 m F/ CSB
BR. NO. 366
AS 1X 4.570mX 5.108m RCC BOX
ST. OF L - 4
CH: 700 m F/CSB
SAND HUMP
CH 670 m F/CSB
PT CH: 648 m
CL OF PROP. SSP BY RE
C/L OF SP CH: 603m F/CSB
D/END CH: 574.5 m F/ CSB
PT FM CH 558.5 m
PT CH:552 m F/ CSB
ROAD
21.0m
SP
6.0m
14.5m
4.50m
AS PER RDSO STD/T-347
CAL 120m (PT TO D/END)NO STABLING
OVER RUN LINE
1 IN 8.5(SY)
1 IN 12(CS)
1 IN 12 (CS)
FLOOD LIGHT TOWER
1 IN 8.5(CS)
8.5(SY)
1IN 8.5(CS)
1 IN 8.5(CS)
1 IN 8.5(CS)
(NO STABLING)OVER RUN LINE CAL= 120 m (PT TO D/END)
PTCH: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
66 m
104.4 m
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
END OF WHARF P/F
CH:539 m F/ CSB
BR. NO. 367
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
1 IN 12 (CS)
5.30m
4.64m
5.30m
13.760
4.68m
4.92m
END OF P/F CH: 471m
BR. NO. 367 CH 472 m F/CSB
KM 131/767.960 SPAN 1X4.570 m ARCH
12 UNITS TYPE I ORS
END OF PF
CH:372 m F/CSB
BR. NO. 368 CH: 347 m F/CSB
AS 1X 1.83mX 1.586m RCC BOX
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)
GOODS WHARF 650 x30 m
BR. NO. 368CH 347 m F/CSB
SPAN 1X1.83m SLAB KM131/893.421
8 UNITS GANG HUTS
BR. NO. 369 CH: 103m F/CSB
AS 1X 1.83mX 1.723m RCC BOX
TYPE - I
3 UNITS
4 UNITS TYPE - I
2 UNITS TYPE - II
PROP.
16.5
SB
S B
32m
KOIL GODOWN
O H TANK CAP
10000 GAL
HL
PF
650 m X 10.5 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
E.C. RAILWAY BOUNDARY
BR. NO. 369 CH 103 m F/CSB
SPAN 1X1.83m ARCH KM132/137.289
F 651.341
R 692.641
CH: 680 m F/CSB
KM. 131.560
FRL : - 219.684 m
UP LINE GRADIENT FOR GMX - SLBN
R 692.641
R 1600.00
CH: 360 m F/CSB
KM. 131.880
FRL : - 220.146 m
UP LINE GRADIENT FOR GMX - SLBN
R 2335.526
F 400.552
CH: 140 m F/CSB
KM. 132.100
FRL : - 220.249 m
UP LINE GRADIENT FOR GMX - SLBN
R 1600.00
F 400.552
CH: 140m F/CSB
KM. 132.100
FRL : - 220.266 m
DN LINE GRADIENT FOR GMX - SLBN


F 400.552
F 270.676
CH: 440 m F/CSB
KM. 132.680
FRL : - 218.808 m
UP LINE GRADIENT FOR SLBN - OBRA
F 400.552
F 270.676
CH: 440m F/CSB
KM. 132.680
FRL : - 218.808 m
DN LINE GRADIENT FOR SLBN - OBRA
F 270.676
F 280.658
CH: 635m F/CSB
KM. 132.875
FRL : - 218.103 m
UP LINE GRADIENT FOR SLBN - OBRA
F 270.676
F 278.344
CH: 635m F/CSB
KM. 132.875
FRL : - 218.103 m
DN LINE 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
SSI BLDG
17m
13m
52.0m
4 UNITS TYPE II
4 UNITS TYPE II
ELC SUB STATION
ONE ROOM WHICH WILL BE VACAT MAY BE USE AS SM'S REST ROOM
LAVATORY
END OF P/F CH 179m F/CSB
BR. NO. 370 AS 1X 2.00mX 2.00m RCC BOX
END OF PF CH:278 m F/CSB
ST OF L- 1&2 CH:302.5 m
PT , FM CH:309.5 m F/CSB
DS CH:344 m F/ CSB
PT CH:374 m F/ CSB
PT & FM CH:407 m F/ CSB
FM CH:429.4 m F/CSB
FM CH:435 m F/ CSB
DS CH:440 m F/ CSB
TPTC-1 CH: 499m
TPTC-1 CH: 518 m F/CSB
D/END CH:520 m F/ CSB
BR. NO. 372 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
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
PT & FM CH 655 m F/CSB
PT & FM CH:709 m F/ CSB
PT & FM CH:715.5 m F/ CSB
CURVE NO. 63A (LHS)
R- 875 m (D- 2°,)
LTC - 46 m
TCL - 462 m
PT & FM CH:806.5m F/ CSB
48.0 m
PT & FM CH:813m F/ CSB
PF NO. 1
5.30m
4.64m
5.30m
13.760
HL PF 650 x 10.400 m
PF NO. 2
PF NO. 3
4.68m
4.92m
6830
5330
5330
10000
3300
1 IN 8.5(CS)
1 IN 12 (CS)
1 IN 8.5(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 8.5(CS)
1 IN 8.5 (CS)
1 IN 8.5(CS)
1 IN 8.5(CS)
FLOOD LIGHT TOWER
8.966
HA SDG. CAL=80m (DS TO D/END)
CSL=70m (SH TO DSH)
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)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
5.30
8.95
5.3
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
C.L. OF 3m WIDE FOB CH:70 m F/ CSB
END OF WHARF CH:111 m F/ CSB
ST OF L- 6&7 CH:115 m F/SB
PT & FM 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 & 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
D/END CH:339 m F/ CSB
PT & FM CH:360 m F/CSB
DS CH:365 m F/CSB
PT CH:370 m F/CSB
FM CH:450.6 m F/ CSB
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
TPCC 1 CH:576m F/ CSB
TPCC1 CH: 580 m F/CSB
DSCH:700.6m F/ CSB
D= 4 °
TO DALLA SIDING
2.5KM FROM SALAIBANWA
66 m
109.2 m
109.2 m
E.C. RAILWAY BOUNDARY
F 400.552
F 270.676
CH: 440 m F/CSB
KM. 132.680
FRL : - 218.808 m
DN LINE GRADIENT FOR SLBN - BILLI
F 400.552
F 270.676
CH: 440m F/CSB
KM. 132.680
FRL : - 218.808 m
UP LINE 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
CURVE NO. 01
D- 4.5°, R- 388.89 m
CL - 291.38 m
Δ - 67° 11' 07"

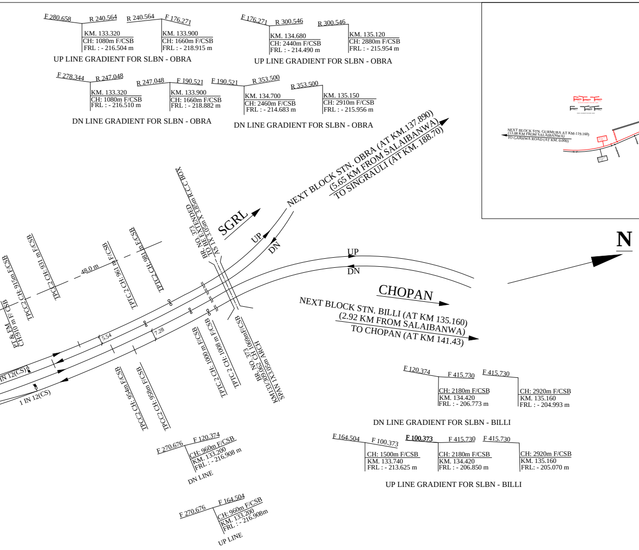
GRADIENT DETAIL OF TRACK UP TO 2.80 KM. FROM CL OF STN. ON EITHER SIDE

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			AMOUNT OF INFRINGMENT	ITEM OF S.O.D.
					MAXIMUM AND MINIMUM	EXISTING ACTUAL DIMENSION			
						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
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
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
F 190.521
R 353.500
KM. 134.700
CH: 2460m F/CSB
FRL : - 214.683 m
R 353.500
KM. 135.150
CH: 2910m F/CSB
FRL : - 215.956 m
NEXT BLOCK STN. OBRA (AT KM.137.890)
(5.65 KM FROM SALAIBANWA)
TO SINGRAULI (AT KM. 188.70)
SGRL
UP
DN
BR. NO. 373
TO BE EXTENDED
AS 1X 3.05m X 3.85m R.C.C BOX
PT & FM
CH:910 m F/CSB
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
UP
DN
CHOPAN
NEXT BLOCK STN. BILLI (AT KM 135.160)
(2.92 KM FROM SALAIBANWA)
TO CHOPAN (AT KM 141.43)
5.54
7.28
1 IN 12(CS)
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
BR. 309.062 CH 1069mF/CSB
KM133/309.062 ARCH
SPAN 1X3.05m ARCH
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
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
F 270.676
F 120.374
CH: 960m F/CSB
KM. 133.200
FRL : - 216.908 m
DN LINE
F 270.676
F 164.504
CH: 960m F/CSB
KM. 133.200
FRL : - 216.908m
UP LINE
N

UP LINE GRADIENT FOR SLBN - OBRA

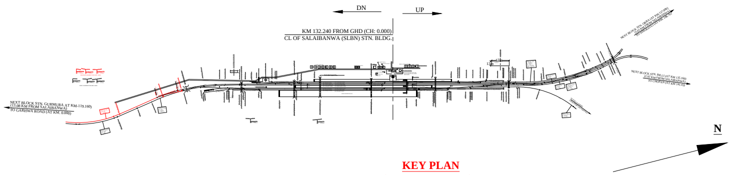
UP LINE GRADIENT FOR SLBN - OBRA

DN LINE GRADIENT FOR SLBN - OBRA

DN LINE GRADIENT FOR SLBN - OBRA

DN LINE GRADIENT FOR SLBN - BILLI

UP LINE GRADIENT FOR SLBN - BILLI


DN
UP
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. OBRA (AT KM.137.890)
(5.65 KM FROM SALAIBANWA)
TO SINGRAULI (AT KM. 188.70)
NEXT BLOCK STN. BILLI (AT KM 135.160)
(2.92 KM FROM SALAIBANWA)
TO CHOPAN (AT KM 141.43)
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.

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 2022.03.26 12:11:28+05'30'	CPDE E.C.RLY. HJP	INDRAJIT KUMAR Digitally signed by INDRAJIT KUMAR Date: 2022.04.13 11:26:21 +05'30'
DY.CEE/CON E.C.RLY. MHX.	OM SHANKAR PRASAD Digitally signed by OM SHANKAR PRASAD Date: 2022.03.28 12:41:12 +05'30'	CTPM E.C.RLY. HJP	NEERAJ AMBASTHA
DY.CE/CON E.C.RLY. CPU	SHASHI KUMAR Digitally signed by SHASHI KUMAR Date: 2022.03.24 17:51:55 +05'30'	CE/CON/CENTRAL E.C.RLY. MHX.	MD JAWAID AKHTAR Digitally signed by MD JAWAID AKHTAR Date: 2022.04.01 17:26:27 +05'30'
AEN/CON E.C.RLY. CPU	RAJIV KUMAR Digitally signed by RAJIV KUMAR Date: 2022.03.24 18:14:23 +05'30'	CSTE/CON/S E.C.RLY. MHX.	Manish Sharma Digitally signed by Manish Sharma Date: 2022.04.01 16:18:39 +05'30'
SSE/CON/DRG E.C.RLY. CPU	Virendra Kumar Digitally signed by Virendra Kumar Date: 2022.03.24 17:50:20 +05'30'	CEE/CON/ E.C.RLY. MHX.	BINAY KRISHNA SINGH Digitally signed by BINAY KRISHNA SINGH Date: 2022.03.31 13:11:40 +05'30'

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

C. E. 'S DRG. NO. - Y - 74 - 2022.

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 - II).	SALAIBANWA STATION (PHASE - II).

TYPE OF ROUTE : 'D' SPECIAL ROUTE
SCALE : 1:1000
CAO/CON/MHX. DRG. NO.- 1933/D/Y-CPU/2022
DY. CE/CON/ CPU /DRG. NO. - 30 -2022