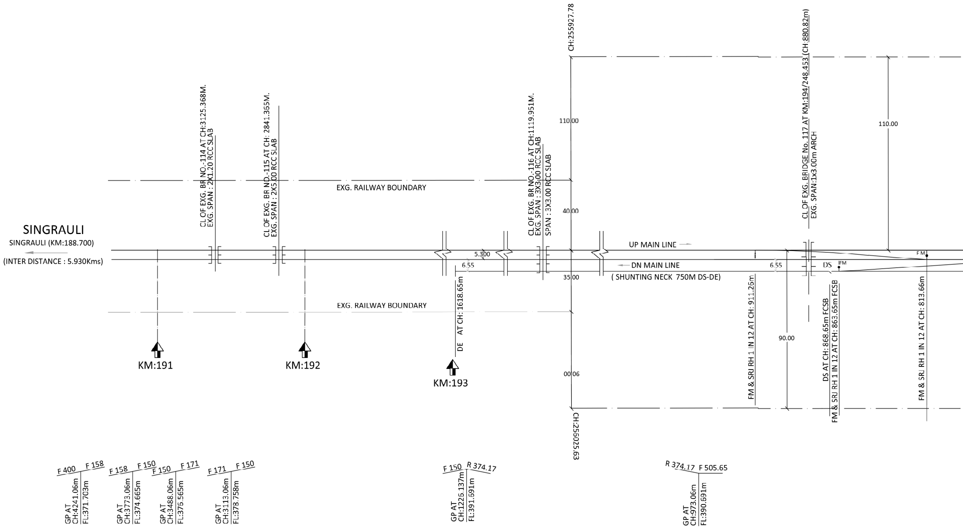
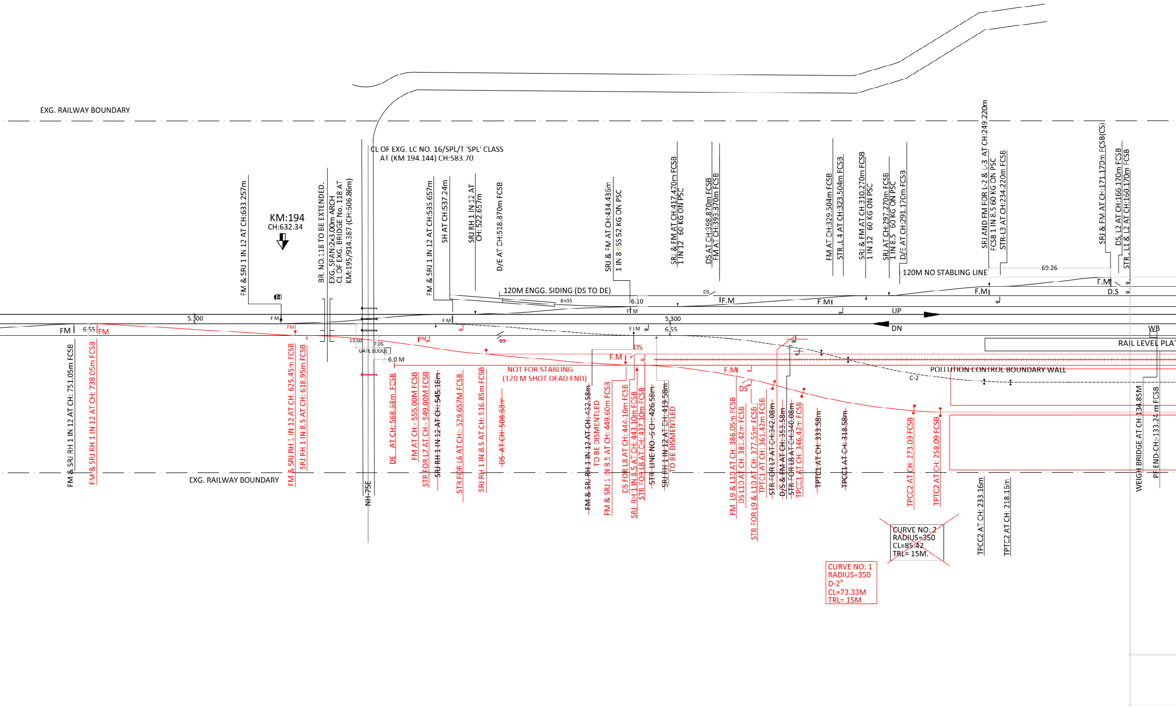
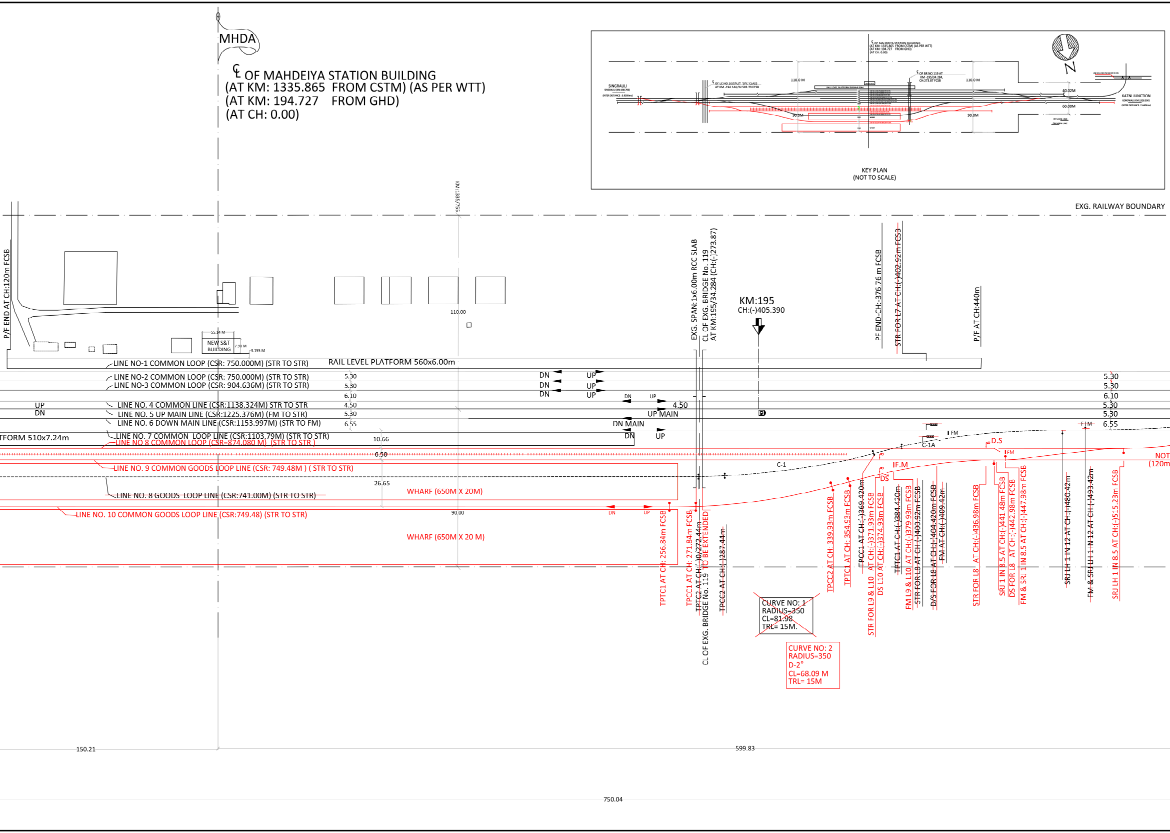
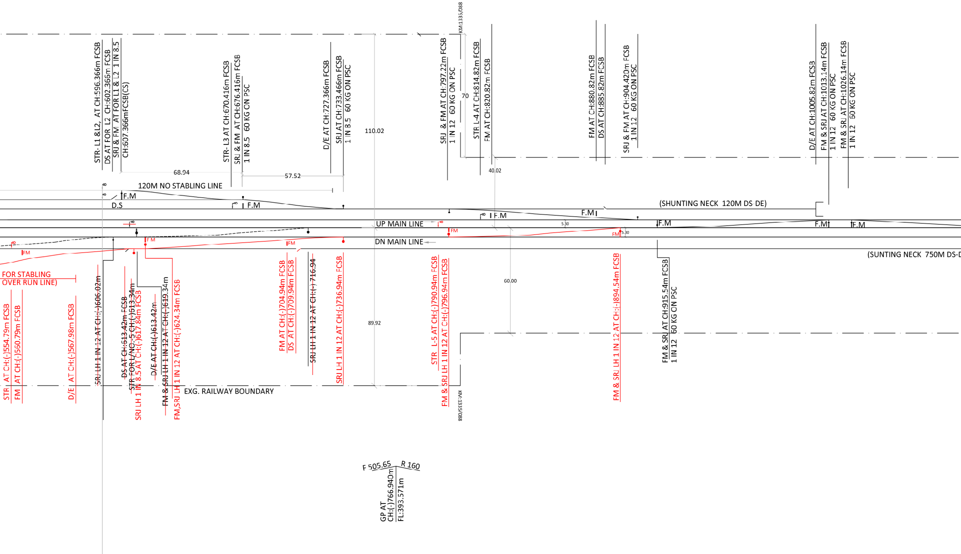

SINGRAULI
SINGRAULI (KM:188.700)
(INTER DISTANCE : 5.930Kms)
CL OF EXG. BR NO.-114 AT CH:3125.368M.
EXG. SPAN : 2X1.20 RCC SLAB
CL OF EXG. BR NO.-115 AT CH: 2841.365M.
EXG. SPAN : 2X5.00 RCC SLAB
EXG. RAILWAY BOUNDARY
CL OF EXG. BR NO.-116 AT CH:1119.951M.
EXG. SPAN : 3X3.00 RCC SLAB
SPAN : 3X3.00 RCC SLAB
CH:255927.78
110.00
40.00
35.00
00.06
CH:255025.63
CL OF EXG. BRIDGE No. 117 AT KM:194/248.453 (CH:880.82m)
EXG. SPAN:1x3.00m ARCH
110.00
UP MAIN LINE
DN MAIN LINE
(SHUNTING NECK 750M DS-DE)
5.300
6.55
6.55
DS
IFM
FM
EXG. RAILWAY BOUNDARY
DE AT CH: 1618.65m
KM:191
KM:192
KM:193
FM & SRJ RH 1 IN 12 AT CH: 911.26m
90.00
DS AT CH: 868.65m FCSB
FM & SRJ RH 1 IN 12 AT CH: 863.65m FCSB
FM & SRJ RH 1 IN 12 AT CH: 813.66m
F 400
F 158
GP AT CH:4241.06m
FL:371.703m
F 158
F 150
GP AT CH:3773.06m
FL:374.665m
F 150
F 171
GP AT CH:3488.06m
FL:376.565m
F 171
F 150
GP AT CH:3113.06m
FL:378.758m
F 150
R 374.17
GP AT CH:1226.137m
FL:391.691m
R 374.17
F 505.65
GP AT CH:973.06m
FL:390.691m

DETAILS OF L-XING IN BLOCK SECTION (MHDA SGRL END)

SL. NO.	LC NO.	CLASS	KM	TVU	TRAFFIC OR ENGG.	M/UM	TELEPHONE CONNECTED	INTERLOCKED NON-INTERLOCKED	REMARK
1	16/SPL/T	SPL	194/1-2	156507 AS ON JAN 2020	TRAFFIC	M	MHDA	INTERLOCKED	ROB IN LIEU OF 16/SPL/T IS SANCTIONED IN P.B. 2016-17

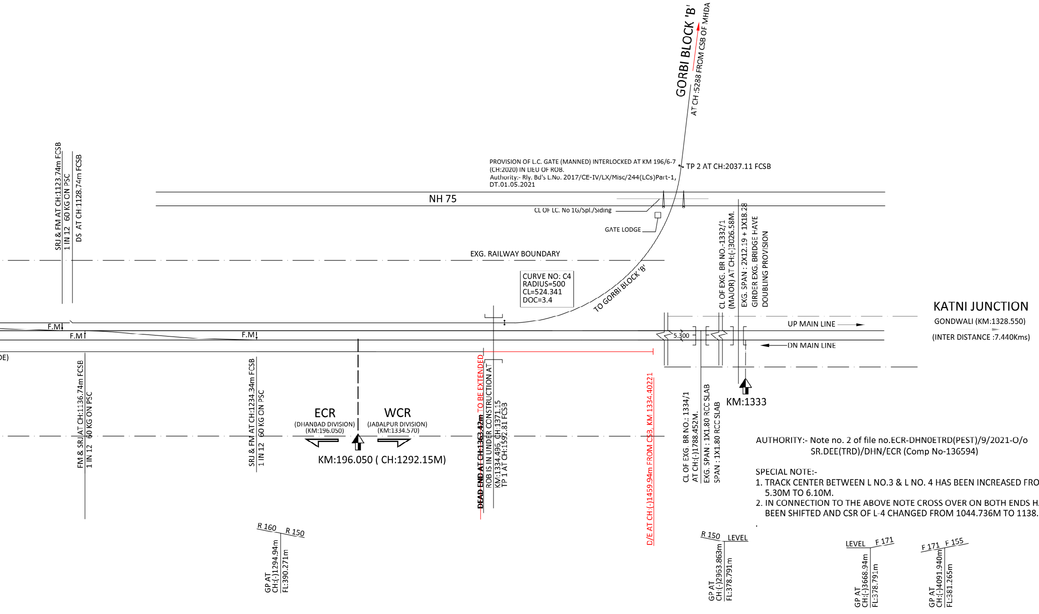

EXG. RAILWAY BOUNDARY
CL OF EXG. LC NO. 16/SPL/T 'SPL' CLASS AT (KM 194.144) CH:583.70
KM:194
CH:632.34
FM & SRJ 1 IN 12 AT CH:633.257m
BR. NO.118 TO BE EXTENDED.
EXG. SPAN:2x3.00m ARCH
CL OF EXG. BRIDGE No. 118 AT
KM:195/914.387 (CH:506.86m)
FM & SRJ 1 IN 12 AT CH:535.657m
SH AT CH:537.24m
SRJ RH 1 IN 12 AT
CH: 522.657m
D/E AT CH:518.870m FCSB
SRJ & FM AT CH:434.436m
1 IN 8 ½SS 52 KG ON PSC
SRJ & FM AT CH:417.470m FCSB
1 IN 12 60 KG ON PSC
DS AT CH:398.870m FCSB
FM AT CH:393.870m FCSB
FM AT CH:329.504m FCSB
STR ,L 4 AT CH:323.504m FCSB
SRJ & FM AT CH:310.270m FCSB
1 IN 12 60 KG ON PSC
SRJ AT CH:297.270m FCSB
1 IN 8.5 60 KG ON PSC
D/E AT CH:291.170m FCSB
SRJ AND FM FOR L-2 & L-3 AT CH:249.220m
FCSB 1 IN 8.5 60 KG ON PSC
STR-L3 AT CH:234.220m FCSB
SRJ & FM AT CH:171.170m FCSB(CS)
DS, L2 AT CH:166.170m FCSB
STR , L1 & L2 AT CH:160.170m FCSB
120M NO STABLING LINE
69.26
120M ENGG. SIDING (DS TO DE)
8½SS
6.10
DS
F.M
F.M
F.M
F.M
D.S
F M
F M
F M
F M
F M
5.300
5.300
6.55
6.55
UP
DN
WB
RAIL LEVEL PLAT
FM
FM
FM
FM
F.M
F.M
DS
DS
DS
13.60
7.05
GATE LODGE
6.0 M
NOT FOR STABLING
(120 M SHOT DEAD END)
POLLUTION CONTROL BOUNDARY WALL
C-2
FM & SRJ RH 1 IN 12 AT CH: 751.05m FCSB
FM & SRJ RH 1 IN 12 AT CH: 738.05m FCSB
FM & SRJ RH 1 IN 12 AT CH: 625.45m FCSB
SRJ RH 1 IN 8.5 AT CH: 618.95m FCSB
NH-75E
DE AT CH: 568.68m FCSB
FM AT CH:- 555.00M FCSB
STR FOR L7 AT CH:- 549.00M FCSB
SRJ RH 1 IN 12 AT CH: 545.18m
STR FOR L6 AT CH:- 529.657M FCSB
SRJ RH 1 IN 8.5 AT CH: 516.85m FCSB
DS AT CH: 508.68m
FM & SRJ RH 1 IN 12 AT CH: 432.58m
TO BE DISMENTLED
FM & SRJ 1 IN 8.5 AT CH: 449.60m FCSB
DS FOR L8 AT CH: 444.10m FCSB
SRJ RH 1 IN 8.5 AT CH: 443.10m FCSB
STR FOR L8 AT CH: 437.10m FCSB
STR LINE NO.-6 CH: 426.58m
SRJ RH 1 IN 12 AT CH: 419.58m
TO BE DISMENTLED
FM L9 & L10 AT CH: 386.05m FCSB
DS L10 AT CH: 381.42m FCSB
STR FOR L9 & L10 AT CH: 377.55m FCSB
TPTC1 AT CH: 361.42m FCSB
STR FOR L7 AT CH:342.08m
D/S & FM AT CH: 353.58m
STR FOR L8 AT CH:340.08m
TPCC1 AT CH: 346.42m FCSB
TPTC1 AT CH: 333.58m
TPCC1 AT CH: 318.58m
TPCC2 AT CH: 273.09 FCSB
TPTC2 AT CH: 258.09 FCSB
TPCC2 AT CH: 233.16m
TPTC2 AT CH: 218.16m
WEIGH BRIDGE AT CH:134.85M
PF END-CH:-133.24 m FCSB
CURVE NO: 2
RADIUS=350
CL=85.42
TRL= 15M.
CURVE NO: 1
RADIUS=350
D-2°
CL=73.33M
TRL= 15M


MHDA
℄ OF MAHDEIYA STATION BUILDING
(AT KM: 1335.865 FROM CSTM) (AS PER WTT)
(AT KM: 194.727 FROM GHD)
(AT CH: 0.00)
KEY PLAN
(NOT TO SCALE)
SINGRAULI
KATNI JUNCTION
110.0 M
90.0M
40.02M
60.00M
N
EXG. RAILWAY BOUNDARY
KM:1335/755
P/F END AT CH:120m FCSB
110.00
55.14 M
NEW S&T BUILDING
7.90 M
3.155 M
EXG. SPAN:1x6.00m RCC SLAB
CL OF EXG. BRIDGE No. 119
AT KM:195/34.284 (CH:(-)273.87)
KM:195
CH:(-)405.390
PF END-CH:-376.76 m FCSB
STR FOR L7 AT CH:(-)402.92m FCSB
P/F AT CH:440m
RAIL LEVEL PLATFORM 560x6.00m
LINE NO-1 COMMON LOOP (CSR: 750.000M) (STR TO STR)
LINE NO-2 COMMON LOOP (CSR: 750.000M) (STR TO STR)
LINE NO-3 COMMON LOOP (CSR: 904.636M) (STR TO STR)
LINE NO. 4 COMMON LINE (CSR:1138.324M) STR TO STR
LINE NO. 5 UP MAIN LINE (CSR:1225.376M) (FM TO STR)
LINE NO. 6 DOWN MAIN LINE (CSR:1153.997M) (STR TO FM)
LINE NO. 7 COMMON LOOP LINE (CSR:1103.79M) (STR TO STR)
LINE NO 8 COMMON LOOP (CSR=874.080 M) (STR TO STR)
LINE NO. 9 COMMON GOODS LOOP LINE (CSR: 749.48M) (STR TO STR)
~~LINE NO. 8 GOODS LOOP LINE (CSR:741.00M) (STR TO STR)~~
LINE NO. 10 COMMON GOODS LOOP LINE (CSR:749.48) (STR TO STR)
UP
DN
TFORM 510x7.24m
5.30
5.30
6.10
4.50
5.30
6.55
10.66
6.50
26.65
90.00
DN
UP
DN
UP
DN
UP
DN
UP
4.50
UP MAIN
DN MAIN
DN
UP
WHARF (650M X 20M)
WHARF (650M X 20 M)
DN
UP
C-1
C-1A
FM
D.S
FM
IF.M
DS
F/M
5.30
5.30
6.10
5.30
5.30
6.55
NOT
(120m
TPTC1 AT CH: 256.84m FCSB
TPCC1 AT CH: 271.84m FCSB
~~TPTC2 AT CH:(-)0/272.44m~~
CL OF EXG. BRIDGE No. 119 TO BE EXTENDED
~~TPCC2 AT CH:(-)287.44m~~
TPCC2 AT CH: 339.93m FCSB
TPTC1 AT CH: 354.93m FCSB
TPCC1 AT CH:(-)369.420m
STR FOR L9 & L10 AT CH:(-)371.93m FCSB
DS L10 AT CH:(-)374.93m FCSB
~~TPTC1 AT CH:(-)384.420m~~
FM L9 & L10 AT CH:(-)379.93m FCSB
~~STR FOR L8 AT CH:(-)400.92m FCSB~~
~~D/S FOR L8 AT CH:(-)404.420m FCSB~~
~~FM AT CH:(-)409.42m~~
STR FOR L8 AT CH:(-)436.98m FCSB
SRJ 1 IN 8.5 AT CH:(-)441.48m FCSB
DS FOR L8 AT CH:(-)442.98m FCSB
FM & SRJ 1 IN 8.5 AT CH:(-)447.98m FCSB
~~SRJ LH 1 IN 12 AT CH:(-)480.42m~~
~~FM & SRJ LH 1 IN 12 AT CH:(-)493.42m~~
SRJ LH 1 IN 8.5 AT CH:(-)515.23m FCSB
~~CURVE NO: 1~~
~~RADIUS=350~~
~~CL=81.98~~
~~TRL= 15M.~~
CURVE NO: 2
RADIUS=350
D-2°
CL=68.09 M
TRL= 15M
150.21
599.83
750.04


STR- L1 &L2, AT CH:596.366m FCSB
DS AT FOR L2 CH:602.366m FCSB
SRJ & FM AT FOR L1 & L2 1 IN 8.5
CH:607.366mFCSB(CS)
STR- L3 AT CH:670.416m FCSB
SRJ & FM AT CH:676.416m FCSB
1 IN 8.5 60 KG ON PSC
D/E AT CH:727.366m FCSB
SRJ AT CH:733.466m FCSB
1 IN 8.5 60 KG ON PSC
110.02
SRJ & FM AT CH:797.22m FCSB
1 IN 12 60 KG ON PSC
KM:1335/088
70
STR L-4 AT CH:814.82m FCSB
FM AT CH:820.82m FCSB
FM AT CH:880.82m FCSB
DS AT CH:885.82m FCSB
SRJ & FM AT CH:904.420m FCSB
1 IN 12 60 KG ON PSC
D/E AT CH:1005.82m FCSB
FM & SRJ AT CH:1013.14m FCSB
1 IN 12 60 KG ON PSC
FM & SRJ AT CH:1026.14m FCSB
1 IN 12 60 KG ON PSC
68.94
57.52
40.02
120M NO STABLING LINE
F.M
D.S
F.M
(SHUNTING NECK 120M DS DE)
F.M
F.M
UP MAIN LINE
F.M
F.M
F.M
5.30
5.30
FM
FM
FM
FM
FM
DN MAIN LINE
(SUNTING NECK 750M DS-D
FOR STABLING
OVER RUN LINE)
STR AT CH:(-)554.79m FCSB
FM AT CH:(-)560.79m FCSB
D/E AT CH:(-)567.98m FCSB
~~SRJ LH 1 IN 12 AT CH:(-)606.02m~~
~~DS AT CH:613.42m FCSB~~
~~STR FOR L/NO.-5 CH:(-)613.34m~~
SRJ LH 1 IN 8.5 AT CH:(-)617.84m FCSB
~~D/E AT CH:(-)613.42m~~
~~FM & SRJ LH 1 IN 12 AT CH:(-)619.34m~~
FM,SRJ LH 1 IN 12 AT CH:(-)624.34m FCSB
FM AT CH:(-)704.94m FCSB
DS AT CH:(-)709.94m FCSB
~~SRJ LH 1 IN 12 AT CH:(-) 716.94~~
SRJ LH 1 IN 12 AT CH:(-)736.94m FCSB
89.92
60.00
STR L-5 AT CH:(-)790.94m FCSB
FM & SRJ LH 1 IN 12 AT CH:(-)796.94m FCSB
KM:1335/088
FM & SRJ LH 1 IN 12 AT CH:(-)894.54m FCSB
FM & SRJ AT CH:915.54m FCSB
1 IN 12 60 KG ON PSC
EXG. RAILWAY BOUNDARY
F 505.65
R 160
GP AT
CH:(-)766.940m
FL:393.571m

DETAILS OF L-XING IN BLOCK SECTION (MHDA-GORBI)

SL. NO.	LC NO.	CLASS	KM	TVU	TRAFFIC OR ENGG.	M/UM	TELEPHONE CONNECTED	INTERLOCKED NON INTERLOCKED	REMARK
1	1G/SPL/Siding	SPL	196/6-7	54824	ENGG. SIDING	M	MHDA	INTERLOCKED	L.C 1G/SPL/SDG IS AT NH-75E, THERE IS A PROVISION OF ROB.


GORBI BLOCK 'B'
AT CH :5288 FROM CSB OF MHDA
PROVISION OF L.C. GATE (MANNED) INTERLOCKED AT KM 196/6-7
(CH:2020) IN LIEU OF ROB.
Authority:- Rly. Bd's L.No. 2017/CE-IV/LX/Misc/244(LCs)Part-1,
DT.01.05.2021
TP 2 AT CH:2037.11 FCSB
NH 75
CL OF LC. No 1G/Spl./Siding
GATE LODGE
EXG. RAILWAY BOUNDARY
CURVE NO: C4
RADIUS=500
CL=524.341
DOC=3.4
TO GORBI BLOCK 'B'
CL OF EXG. BR NO.-1332/1
(MAJOR) AT CH:(-)3026.58M.
EXG. SPAN : 2X12.19 + 1X18.28
GIRDER EXG. BRIDGE HAVE
DOUBLING PROVISION
SRJ & FM AT CH:1123.74m FCSB
1 IN 12 60 KG ON PSC
DS AT CH:1128.74m FCSB
F.M
F.M
F.M
DE)
FM & SRJ AT CH:1136.74m FCSB
1 IN 12 60 KG ON PSC
SRJ & FM AT CH:1234.34m FCSB
1 IN 12 60 KG ON PSC
ECR
(DHANBAD DIVISION)
(KM:196.050)
WCR
(JABALPUR DIVISION)
(KM:1334.570)
KM:196.050 (CH:1292.15M)
~~DEAD END AT CH:1363.42m~~ TO BE EXTENDED
ROB IS IN UNDER CONSTRUCTION AT
KM:1334.495, CH:1371.15
TP 1 AT CH:1592.81 FCSB
D/E AT CH:(-)1459.94m FROM CSB, KM 1334.40221
5.300
CL OF EXG. BR NO.: 1334/1
AT CH:(-)1788.452M.
EXG. SPAN : 1X1.80 RCC SLAB
SPAN : 1X1.80 RCC SLAB
KM:1333
UP MAIN LINE
DN MAIN LINE
R 160
R 150
GP AT
CH:(-)1294.94m
FL:390.271m
R 150
LEVEL
GP AT
CH:(-)2963.863m
FL:378.791m
LEVEL
F 171
GP AT
CH:(-)3668.94m
FL:378.791m
F 171
F 155
GP AT
CH:(-)4091.940m
FL:381.265m

KATNI JUNCTION
GONDWALI (KM:1328.550)
(INTER DISTANCE :7.440Kms)

AUTHORITY:- Note no. 2 of file no.ECR-DHN0ETRD(PEST)/9/2021-O/o
SR.DEE(TRD)/DHN/ECR (Comp No-136594)

SPECIAL NOTE:-

1. TRACK CENTER BETWEEN L NO.3 & L NO. 4 HAS BEEN INCREASED FROM 5.30M TO 6.10M.
2. IN CONNECTION TO THE ABOVE NOTE CROSS OVER ON BOTH ENDS HAVE BEEN SHIFTED AND CSR OF L-4 CHANGED FROM 1044.736M TO 1138.324M

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INFRINGEMENT OF MAXIMUM AND MINIMUM DIMENSION

FORM -XVII

SL NO.	LOCATION		NAME OF STRUCTURE WHICH	PRESCRIBED MAX.		EXISTING ACTUAL DIMENSION	AMOUNT OF INFRINGEMENT	PARTICULARS OF SANCTIONS TO INFRINGEMENT & REMARKS	AUTHORITY
	DIVISION & SECTION	KILOMETERAGE		CHAPTER /ITEM	MAX. & MIN.				
1.	DHANBAD DIVISION KATNI-SGRL SETION	CH: 766.940M-1294.94M KATNI END	1 IN 160 (GRADE WITH STATION LIMIT)	I.R SOD 1676MM GAUGE (BG) REVISED 2004 CH NO 11 IT NO. 2 NOTE a, b	1 IN 400 (0.25%)	1 IN 160 (0.625%)	0.375%	CRS L.NO.21/3/VIII/Infringement/21/137, dt.11.06.2020	CRS/EASTERN CIRCLE/KKK

1. EXISTING WORK
2. WORK TO BE DONE IN PHASE -2 SHOWN IN RED (THROUGH KATNI-SINGRAULI DOUBLING WORK ESTIMATE)
3. POLLUTION CONTROL BOUNDARY WALL
4. EXISTING WORK TO BE DISMENTLED

CRS SANCTION REQUIRED

GENERAL NOTE:

1. ALL DIMENSIONS ARE IN METRIC UNITS.
2. CHAINAGE 0.00m IS RECKONED FROM CENTRE LINE MAHDEIYA STATION.
3. KILOMETERS ARE RECKONED FROM CENTER LINE OF GHD STATION.
4. THIS DRAWING IS BASED ON CE's Drg. No.- Y-175-2021.
5. PROPOSED SAND HUMP SHOULD BE AS PER DRG NO. ER/CEs D-281/91
6. L.T, H.T CABLE /O.H LINES TO BE RELOCATED WHERE EVER REQUIRED.
7. POWER LINE CROSSING TO BE MODIFIED IF REQUIRED.
8. HIGH MAST, FLOOD LIGHT, TOWERS MAY BE LOCATED/RELOCATED WHERE EVER NECESSARY.
9. ALL ESSENTIAL PASSENGER AMENITIES SHOULD BE PROVIDED AS PER RAILWAY BOARD'S INSTRUCTION.
10. CONNECTIVITY BETWEEN OLD AND NEW BRIDGE STRUCTURES TO BE SEALED PROPERLY FOR AVOIDING THE LEAKAGES.
11. PROPER DRAINAGE SYSTEM IN THE YARD HAS TO BE ENSURED AS PER THE SITE CONDITIONS.
12. LAND BOUNDARIES INDICATED IN THE DRAWING MAY NOT REFLECT THE ACTUAL EXG. RAILWAY BOUNDARY AND FOR RECKONING ACTUAL RAILWAY LAND, THE ACTUAL LAND PLANS AS AVAILABLE IN HQ (OR) DIVISIONAL OFFICE ONLY ARE THE FINAL AUTHORITY. THE LAND BOUNDARIES SHOWN IN THE PLAN CAN NOT BE AN AUTHORITY FOR THIS PURPOSE .
13. THE CHAINAGES INDICATED ARE AS PER ACTUAL SITE CONDITIONS.
14. TRACK STRUCTURE SHALL BE 60 Kg RAIL ON PSC SLEEPER.
15. ALL POINTS & CROSSINGS TO BE LAID WITH C/S, FH, CMS X-ING ON 60 Kg. 1ST CLASS PSC SLEEPERS AS FSL LAYOUTS TO RELEVANT 'RDSO' DRAWINGS.
16. TABLE FOR CONDONATION HAS BEEN SHOWN.
17. ONE METER WIDE CONCRETE PATHWAY WILL BE PROVIDED BETWEEN ALL GOODS LINE FOR GDR AND TRAIN EXAMINATION.
18. TWO METER WIDE CONCRETE PATHWAY WILL BE PROVIDED UP TO UP/DN HOME SIGNAL FOR SERVING OPERATING FORMS TO THE LOCO POLOTS IN CASE OF FAILURE OF HOME SIGNAL.
19. PUCCA DRAINAGE SYSTEM WITH CROSS DRAINAGE FACILITY WILL BE PROVIDED FOR ALL LINES.
20. TELEPHONE CONNECTION OF LC. GATE No.1G/SPL/Siding IS PROVIDED WITH MHDA STATION.
21. THERE IS NO CHANGE IN GRADIENT WITHIN 30 M OF POINT ZONE AND NO T/O IS TAKEN OFF FROM TRANSITION PORTION OF ANY CURVE.
22. ALL T/Os HAVE CURVED SWITCHES.
23. IN TERMS OF PARA NO. 408(2)(b) OF ITPWM 2000, POINT & XING (1 IN 8.5) AT CH:-441.48M, 447.98M, 515.23M, 617.84M (KTN END), CH:-443.10M, 449.60M, 516.85M, 618.95M (SGRL END) NEEDS PCE APPROVAL.

CE's DRG. NO. Y - 71 - 2022

SIGNATURE OF DIVISIONAL OFFICERS		SIGNATURE OF HQ OFFICERS	
DRM/DHN (ASHISH BANSAL)	ASHISH BANSAL Digitally signed by ASHISH BANSAL Date: 2022.03.17 09:05:28 +05'30'	CPDE (INDRAJIT KUMAR)	INDRAJIT KUMAR Digitally signed by INDRAJIT KUMAR Date: 2022.04.04 20:13:58 +05'30'
Sr.DEN/C/DHN (AMIT KUMAR)	AMIT KUMAR	CTPM (NEERAJ AMBASTHA)	NEERAJ AMBASTHA Digitally signed by NEERAJ AMBASTHA Date: 2022.04.04 16:00:02 +05'30'
Sr.DOM/DHN (PANKAJ KUMAR)	PANKAJ KUMAR Digitally signed by PANKAJ KUMAR Date: 2022.03.16 16:26:49 +05'30'		
Sr.DSTE/C/DHN (GAUTAM GUPTA)	GAUTAM GUPTA Digitally signed by GAUTAM GUPTA		
Sr.DEE(TRD)/DHN (BHAJAN LAL)	BHAJAN LAL Digitally signed by BHAJAN LAL Date: 2022.03.16 19:42:06 +05'30'		
Sr.DEE(G)/DHN (ANANDI PANDIT)	Dinesh prasad sah Digitally signed by Dinesh prasad sah Date: 2022.03.11 12:31:03 +05'30'		
Sr.DEN(4)/DHN (N. L. YADAV)	NANDLAL YADAV Digitally signed by NANDLAL YADAV Date: 2022.03.10 16:34:16 +05'30'		
JE(D&D)/DHN (V.K. MALAKAR)	VIKAS KUMAR MALAKAR		

EAST CENTRAL RAILWAY, DHANBAD
पूर्व मध्य रेलवे , धनबाद

MAHDEIYA STATION ,(MHDA) महदिया स्टेशन

धनबाद मंडल में कटनी-सिंगरौली दोहरीकरण कार्य के संबंध में महदिया यार्ड की रीमॉडलिंग द्वितीय चरण और अंतिम चरण

REMODELING OF MAHDEIYA YARD (PHASE-2 & FINAL) IN CONNECTION WITH KATANI-SINGRAULI DOUBLING WORK IN DHANBAD DIVISION .

AUTHORITY :-
(i) CE/C-1/WCR L.No.EW/HQ/KTE-SGRL/Est./Corr./36, DT.12.02.2021

SCALE:-1:1000
DRAWING NO:-DRM/DHN/DRG.NO.- 54 - 2022