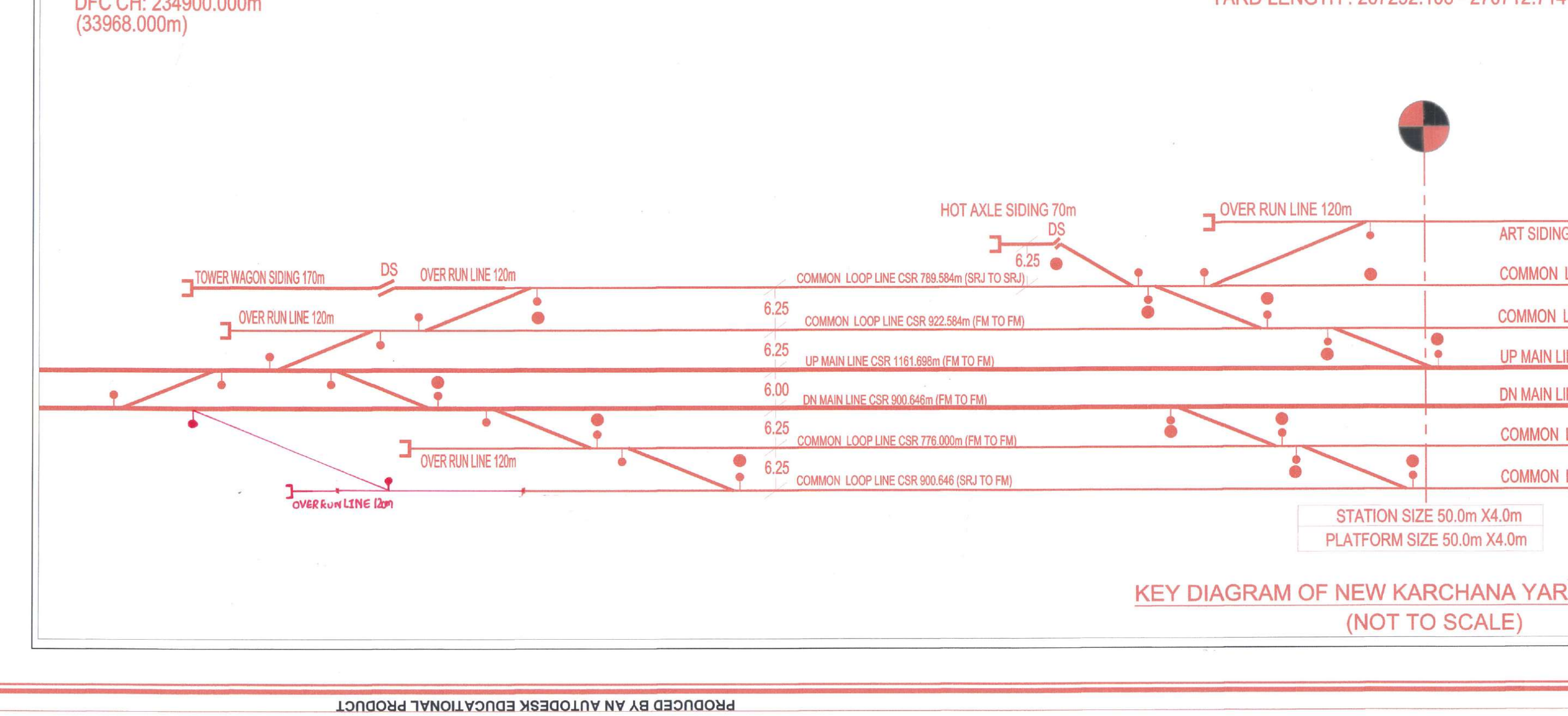
HOWRAH
NEXT DFC STATION NEW UNCHDIH YARD STATION
DFC CH: 234900.000m
(33968.000m)
F=0.304%
1 in 328.947
R=0.234%
1 in 427.350
F=0.234%
1 in 427.350
R=0.083%
1 in 1204.819
L = 654.000m
KM 267/388, RUB/DFC-IR PROPOSED RUB, NO. 444 1 X 7.50 X 4.50m, RCC BOX
NEW KARCHANA JUNCTION YARD STATION
DFCC C/L: 268868.000/ 0.0
YARD LENGTH : 267292.106 - 270712.714= 2704.454m
KM 269/146, RUB/DFC-IR PROPOSED RUB, NO. 447 1 X 7.50 X 4.50m, RCC BOX
33 KV LINE UNDER GROUND CABLE
START OF PLATFORM
CENTER LINE OF STATION BUILDING
END OF PLATFORM
PROP. RETAINING WALL
DELHI
NEXT DFC STATION NEW MANAURI
DFC CH: 296320.645m
(27452.645m)
R=0.030%
1 in 3333.333
F=0.394%
1 in 253.807
R=0.394%
1 in 253.807
R=0.420%
1 in 238.095
L = 452.000m
L = 672.500m
Ch = 271200.000 m
FL = 98.966 m
Ch = 271890.000 m
FL = 96.249 m
TOWARDS IRADATGANJ
UP MAIN LINE
DN MAIN LINE
16.828
21.754
6.25
6.00
PROW
MATCH LINE

PLAN

(SCALE 1:1000)


HOWRAH
NEXT DFC STATION
NEW UNCHDIH YARD STATION
DFC CH: 234900.000m
(33968.000m)
NEW KARCHANA JUNCTION YARD STATION
DFCC C/L: 268868.000/ 0.0
YARD LENGTH : 267292.106 - 270712.714= 2704.454m
DELHI
NEXT DFC STATION NEW MANAURI
DFC CH: 296320.645m
(27452.645m)
TOWER WAGON SIDING 170m
DS
OVER RUN LINE 120m
HOT AXLE SIDING 70m
COMMON LOOP LINE CSR 789.584m (SRJ TO SRJ)
COMMON LOOP LINE CSR 922.584m (FM TO FM)
UP MAIN LINE CSR 1161.698m (FM TO FM)
DN MAIN LINE CSR 900.646m (FM TO FM)
COMMON LOOP LINE CSR 776.000m (FM TO FM)
COMMON LOOP LINE CSR 900.646 (SRJ TO FM)
OVER RUN LINE 120m
ART SIDING LINE CSR 776M (SRJ TO SRJ)
COMMON LOOP LINE CSR 776.000M (FM TO FM)
COMMON LOOP LINE CSR 879.176m (FM TO FM)
UP MAIN LINE CSR 1003.822m (SRJ TO FM)
DN MAIN LINE CSR 1025.292m (FM TO FM)
COMMON LOOP LINE CSR 776.000m (FM TO FM)
COMMON LOOP LINE CSR 776.000.000m (SRJ TO SRJ)
STATION SIZE 50.0m X4.0m
PLATFORM SIZE 50.0m X4.0m
ENGINE SIDING 75m
TS
MACHINE SIDING 150m
HOT AXLE SIDING 70m
NEW KARCHANA-CHHEOKI LINK LINE
6.25
6.00
10.00
6.70

KEY DIAGRAM OF NEW KARCHANA YARD STATION

(NOT TO SCALE)

SPECIAL NOTE:

1. Auxiliary Sub Station building and related all work is not in the scope of GIl-SIL JV Contract and the location of building shown is only indicative as provided by PMC.

————	EXISTING IR TRACK
————	PRO. DFCC MAIN LINE
————	PRO. DFCC LOOP LINE
– – – – – –	FUTURE LOOP LINE
—PROW——PROW—	DFCC ROW LINE

	PRO. TURNOUT 1 IN 12
	FUTURE TURNOUT 1 IN 12
	(BS) OR DE BUFFER STOP OR DEAD END
	(DS) DERAILING SWITCH
●	(FM) FOULING MARK
	SRJ STOCK RAIL JOINT

BS	BUFFER STOP
TS	TRAP SWITCH
FM	FOULING MARK
BTC	BEGINING TO TRANSITION CURVE
BCC	BEGINING TO CIRCULAR CURVE
ECC	END OF CIRCULAR CURVE
ETC	END OF TRANSITION CURVE

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

CORPORATE OFFICE

23.1.2019 A.SHARMA DIRECTOR(PP)	23.1.19 GGM/CIVIL	8/1/19 GGM/OP	10.01.19 GM/S&T	9/1/19 GGM/Elect.
AM/Opert.	10.01.19 MANAGER/S&T			9.1.19 Mgr/ELEC

CPM OFFICE ALLAHABAD

27.9 OM PRAKASH CPM/ALD(E)	26/9/18 S.K.SINGH Dy.CPM/Engg/ALD(E)	26/9/18 A.CPM/S&T/ALD(E)	26/9/18 A.CPM/Elect/ALD(E)	APM/Engg
28/9/18 APM/Engg	25/9/18 APM/S & T	24/09/18 APM/Elect	P.K. gupta 27/9/18 APM /Traffic	

SECTION–CP–201

NOTES :

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
3. TOP WIDTH OF EMBANKMENT / FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
4. CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE.
5. EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KMPH.
6. TRACK CENTER BETWEEN DFC & EXITING IR TRACK HAS BEEN KEPT AT MIN. 6.0M AT STRAIGHT SECTION.
7. TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.0M AT STRAIGHT SECTION.
8. DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
9. DETAIL DRAINAGE SYSTEM,DRAWINGS WILL BE SUBMITTED SEPARATELY
10. OFC CABLE FALLING IN PROPOSED DFC ALIGNMENT HAS TO BE SHIFTED SUITABLY
11. PUBLIC UTILITIES,HT/LT LINES,ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
12. AT THE LOCATIONS WHERE EMBANKMENT HEIGHT IS <1M,IT IS PROPOSED TO MAKE THE EMBANKMENT HEIGHT AS 1M BY CUTTING THE EARTH
13. FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.
14. ALL TURNOUTS ARE 1 IN 12 CURVED THICK WEB SWITCHES.
15. TROLLEY REFUGE WILL BE PROVIDED ALONG THE ALIGNMENT AS PER CONTRACT.
16. NECESSARY ARRANGEMENTS FOR TSS/SSP WILL BE DECIDED LATER.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

डेडीकेटेड फ्रेट कोरीडोर

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

STATION YARD PLAN
NEW KARCHANA JUNCTION

DRAWING NO.	SIZE	REV	SCALE
P 2 ESP 0006	A1	K	AS SHOWN

REVIEWS

REV	DATE	REMARKS
H	30/06/2018	AS PER COMMENT LETTER NO :PMCS/EDFC2/LTT/2018/03961
I	13/07/2018	AS PER COMMENT LETTER NO :PMCS/EDFC2/LTT/2018/05257
J	21/08/2018	AS PER COMMENT LETTER NO :PMCS/EDFC2/LTT/2018/06125
K	18/09/2018	AS PER COMMENT LETTER NO :PMCS/EDFC2/LTT/2018/06956

DRAWING STAGE

☑ FOR APPROVAL

☐ GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV

DESIGN CONSULTANT:

STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004–5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

	DATE	NAME	SIGN.
DRAWN	18·9·18	HCP	
CHKD.			
APPD.	18·9·18	S. MITRA	

SUBMITTED BY GIL-SIL JV

	DATE	NAME	SIGN.
CHKD.	18.09.2018	REEPAK GUPTA	
APPD.	18.09.2018	NISHEETH K SINGH	

NOC BY SYSTRA - Mott MacDonald JV

	DATE	NAME	SIGN.
CHKD.	21·09·2018	M.S. NARAYANA	
NOC	21·09·2018	P. AMERI KANOS	

APPROVAL BY DFCC

	DATE	NAME	SIGN.
CHKD.			
APPD.			

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