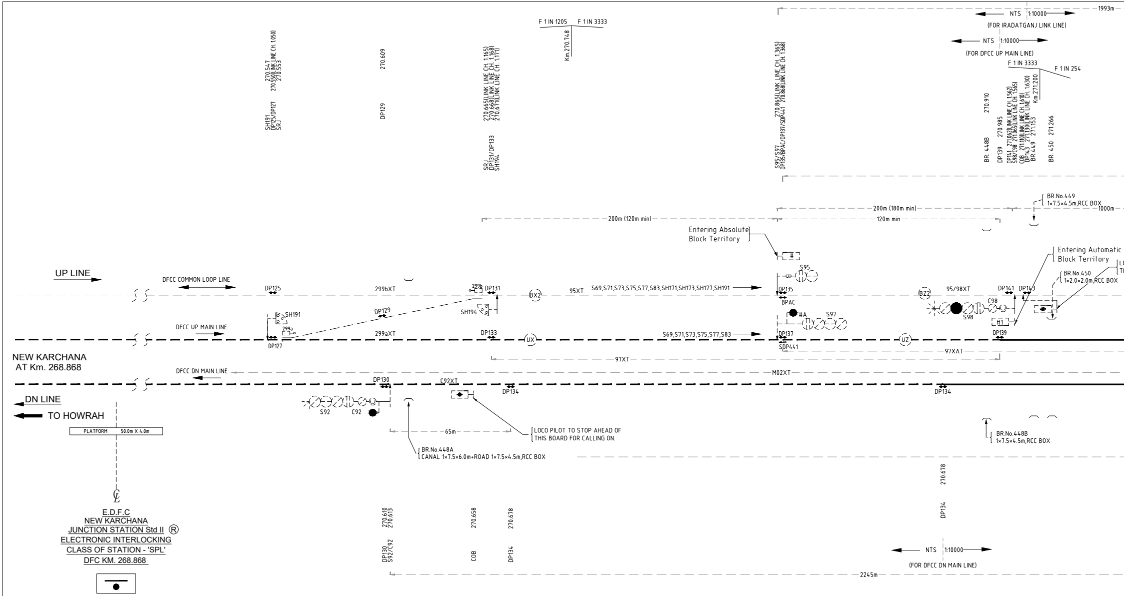
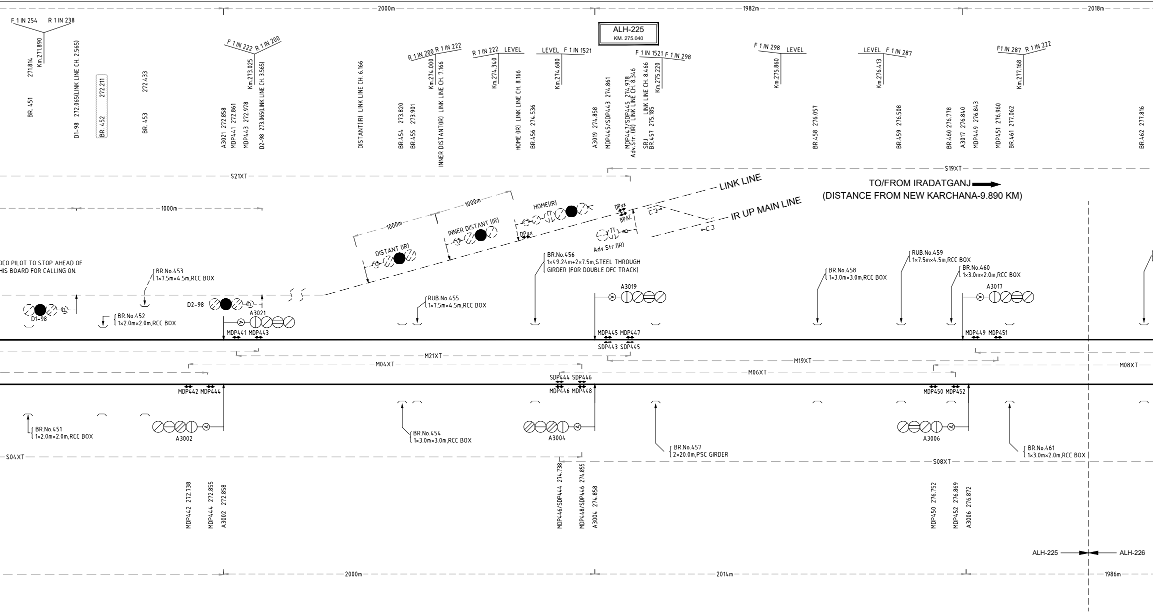

F 1 IN 1205
F 1 IN 3333
Km.270.748
270.547
270.550(LINK LINE CH. 1.050)
270.553
SH191
DP125/DP127
SRJ
270.609
DP129
270.665(LINK LINE CH. 1.165)
270.668(LINK LINE CH. 1.168)
270.671(LINK LINE CH. 1.171)
SRJ
DP131/DP133
SH194
270.865(LINK LINE CH. 1.365)
270.868(LINK LINE CH. 1.368)
S95/S97
DP135/BPAC/DP137/SDP441
NTS 1:10000
(FOR IRADATGANJ LINK LINE)
1993m
NTS 1:10000
(FOR DFCC UP MAIN LINE)
F 1 IN 3333
F 1 IN 254
270.910
BR. 448B
270.985
DP139
DP141 271.062(LINK LINE CH. 1.562)
S98/C98 271.065(LINK LINE CH. 1.565)
COB 271.110(LINK LINE CH. 1.610)
DP143 271.130(LINK LINE CH. 1.630)
BR.449 271.153
Km.271.200
BR. 450 271.266
BR.No.449
1×7.5×4.5m,RCC BOX
200m (180m min)
1000m
200m (120m min)
120m min
Entering Absolute Block Territory
#
S95
Entering Automatic Block Territory
BR.No.450
1×2.0×2.0m,RCC BOX
UP LINE
DFCC COMMON LOOP LINE
DP125
299bXT
299b
DP131
BX2
95XT
S69,S71,S73,S75,S77,S83,SH171,SH173,SH177,SH191
DP135
BPAC
BZ2
95/98XT
DP141
DP143
#A
S97
S98
C98
#1
SH191
299a
DP129
SH194
DFCC UP MAIN LINE
299aXT
DP133
UX
S69,S71,S73,S75,S77,S83
DP137
SDP441
UZ
DP139
DP127
97XAT
97XT
NEW KARCHANA
AT Km. 268.868
DFCC DN MAIN LINE
M02XT
DP130
C92XT
DP134
DP134
DN LINE
TO HOWRAH
S92
C92
PLATFORM 50.0m X 4.0m
65m
LOCO PILOT TO STOP AHEAD OF THIS BOARD FOR CALLING ON.
BR.No.448A
CANAL 1×7.5×6.0m+ROAD 1×7.5×4.5m,RCC BOX
BR.No.448B
1×7.5×4.5m,RCC BOX
℄
270.678
DP134
270.610
270.613
DP130
S92/C92
270.658
COB
270.678
DP134
NTS 1:10000
(FOR DFCC DN MAIN LINE)
2245m

E.D.F.C
NEW KARCHANA
JUNCTION STATION Std II ®
ELECTRONIC INTERLOCKING
CLASS OF STATION - 'SPL'
DFC KM. 268.868

LEGEND

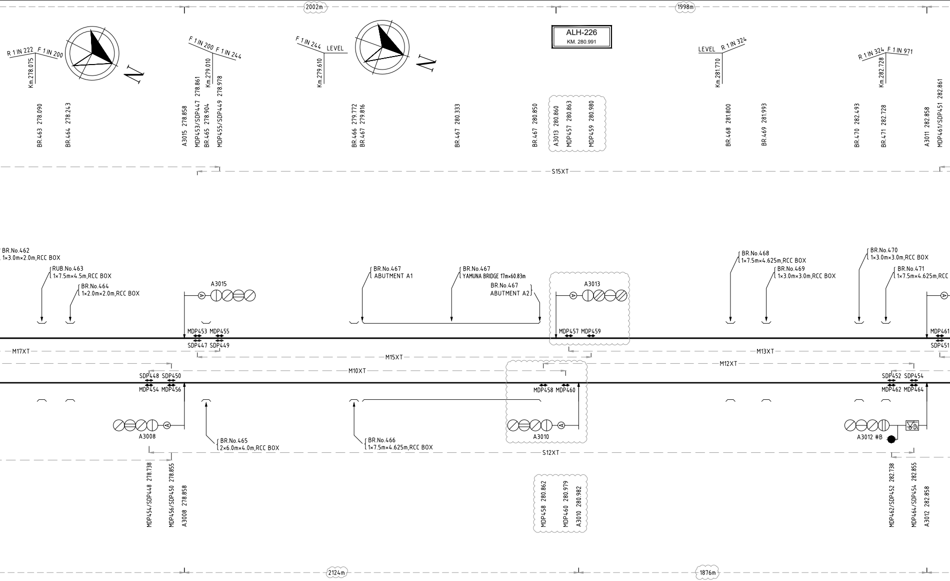
	Calling-On Board	DP	Detection Point for Main Track in Station Section	FM	Fouling Mark	●	Illuminated 'A' Marker	— — —	Future Line	BSLB	Block Section Limit Board	
STOP	Stop Board	MDP	Detection Point for Main Track in Block Section		Bridge/RUB/ROB	●	Gate Stop Signal in Automatic Block Territory System	℄	Center Line of Station Building	☒	SP/SSP/TSS	
—	Track	SDP	Detection Point for Supervisory Track in Block Section		Trap Switch		'C' Marker	CSL	Clear Standing Length		Crank Handle Box (Sealed And Pad Locked)	SRJ
	Electrical Point Machine		Electrically Operated Lifting Barrier	DLT	Direct Line Telephone	GATE LODGE	Gate Lodge with Panel for Electrical Driven Booms	NTS	Not to Scale	LVB	Line verification Box	XX
	Buffer Stop		Sliding Boom Barrier	ALH	Auto Location Hut	KEY'Z' KEY'Y' KEY'X'	'E' Type Lock Arrangement for Sliding Boom Barrier	CSR	Clear Standing Room		Crank Handle-KLCR	☒
●	Station Building		Safety Chain	A	Automatic 'A' Marker	KEY'R' KEY'Q' KEY'P'	'E' Type Lock Arrangement for Safety Chain	SER	Signalling Equipment Room	TELEPHONE	Telephone	TBD


2000m
1982m
2018m
ALH-225
KM. 275.040
F 1 IN 254
R 1 IN 238
271.814
Km.271.890
BR. 451
D1-98 272.065(LINK LINE CH. 2.565)
BR. 452 272.211
BR. 453 272.433
F 1 IN 222
R 1 IN 200
Km.273.025
A3021 272.858
MDP441 272.861
MDP443 272.978
D2-98 273.065(LINK LINE CH. 3.565)
DISTANT(IR) LINK LINE CH. 6.166
BR.454 273.820
BR.455 273.901
R 1 IN 200
R 1 IN 222
Km.274.000
INNER DISTANT(IR) LINK LINE CH. 7.166
R 1 IN 222
LEVEL
Km.274.340
HOME (IR) LINK LINE CH. 8.166
BR.456 274.536
LEVEL
F 1 IN 1521
Km.274.680
A3019 274.858
MDP445/SDP443 274.861
MDP447/SDP445 274.978
Adv.Str. (IR) LINK LINE CH. 8.346
SRJ LINK LINE CH. 8.466
BR.457 275.185
F 1 IN 1521
F 1 IN 298
Km.275.220
F 1 IN 298
LEVEL
Km.275.860
BR.458 276.057
LEVEL
F 1 IN 287
Km.276.413
BR.459 276.508
BR.460 276.778
A3017 276.840
MDP449 276.843
MDP451 276.960
BR.461 277.062
F1 IN 287
R 1 IN 222
Km.277.168
BR.462 277.816
S21XT
S19XT
LINK LINE
IR UP MAIN LINE
TO/FROM IRADATGANJ
(DISTANCE FROM NEW KARCHANA-9.890 KM)
1000m
1000m
1000m
HOME(IR)
DPxx
BPAC
INNER DISTANT (IR)
DPxx
DISTANT (IR)
Adv.Str.(IR)
OCO PILOT TO STOP AHEAD OF
HIS BOARD FOR CALLING ON.
BR.No.453
1×7.5m×4.5m,RCC BOX
BR.No.452
1×2.0m×2.0m,RCC BOX
D1-98
D2-98
A3021
MDP441 MDP443
RUB.No.455
1×7.5m×4.5m,RCC BOX
BR.No.456
1×49.24m+2×7.5m,STEEL THROUGH
GIRDER (FOR DOUBLE DFC TRACK)
A3019
MDP445 MDP447
SDP443 SDP445
BR.No.458
1×3.0m×3.0m,RCC BOX
RUB.No.459
1×7.5m×4.5m,RCC BOX
BR.No.460
1×3.0m×2.0m,RCC BOX
A3017
MDP449 MDP451
M21XT
M04XT
M19XT
M06XT
M08XT
SDP444 SDP446
MDP442 MDP444
MDP446 MDP448
MDP450 MDP452
BR.No.451
1×2.0m×2.0m,RCC BOX
A3002
BR.No.454
1×3.0m×3.0m,RCC BOX
A3004
BR.No.457
2×20.0m,PSC GIRDER
A3006
BR.No.461
1×3.0m×2.0m,RCC BOX
S04XT
S08XT
MDP442 272.738
MDP444 272.855
A3002 272.858
MDP446/SDP444 274.738
MDP448/SDP446 274.855
A3004 274.858
MDP450 276.752
MDP452 276.869
A3006 276.872
ALH-225
ALH-226
2000m
2014m
1986m

Signal Post Telephone	'SPL'	SPECIAL		Gate Stop Signal in Station Territory
Location Box	—⊖—	'P' Marker		This indicated details updated/ introduced in this revision.
Stock Rail Joint	⊢#	Entering in absolute block territory		
Route Button	⊢#1	Entering in automatic block territory		
Neutral Section (NS)	⊣	Dead End (DE)		
TO BE DECIDED	BPAC	Block Proving With Axle Counter		

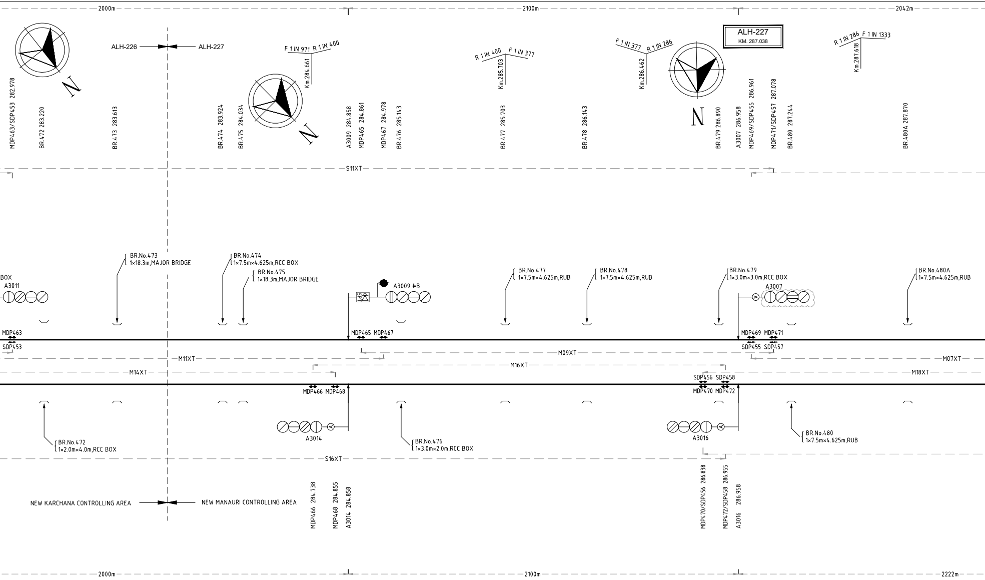
AUTO LOCATION HUT-225

	SIGNALS	PRIMARY TRACK		SUPERVISORY TRACK		LC GATES
		TRACK SECTION	DPS	TRACK SECTION	DPS	
UP LINE	A3021,A3019, A3017	M21XT,M19XT, M17XT	MDP441,MDP443, MDP445,MDP447, MDP449,MDP451	S19XT	SDP443,SDP445	—
DOWN LINE	A3006,A3004, A3002	M06XT,M04XT, M02XT	MDP452,MDP450, MDP448,MDP446, MDP444,MDP442	S04XT	SDP446,SDP444	

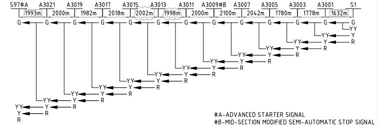

2002m
1998m
ALH-226
KM. 280.991
R 1 IN 222
F 1 IN 200
Km.278.075
N
F 1 IN 200
F 1 IN 244
Km.279.010
F 1 IN 244
LEVEL
Km.279.610
N
LEVEL
R 1 IN 324
Km.281.770
R 1 IN 324
F 1 IN 971
Km.282.728
BR.463 278.090
BR.464 278.243
A3015 278.858
MDP453/SDP447 278.861
BR.465 278.904
MDP455/SDP449 278.978
BR.466 279.772
BR.467 279.816
BR.467 280.333
BR.467 280.850
A3013 280.860
MDP457 280.863
MDP459 280.980
BR.468 281.800
BR.469 281.993
BR.470 282.493
BR.471 282.728
A3011 282.858
MDP461/SDP451 282.861
S15XT
BR.No.462
1×3.0m×2.0m,RCC BOX
RUB.No.463
1×7.5m×4.5m,RCC BOX
BR.No.464
1×2.0m×2.0m,RCC BOX
A3015
BR.No.467
ABUTMENT A1
BR.No.467
YAMUNA BRIDGE 17m×60.83m
BR.No.467
ABUTMENT A2
A3013
BR.No.468
1×7.5m×4.625m,RCC BOX
BR.No.469
1×3.0m×3.0m,RCC BOX
BR.No.470
1×3.0m×3.0m,RCC BOX
BR.No.471
1×7.5m×4.625m,RCC
MDP453 MDP455
SDP447 SDP449
MDP457 MDP459
MDP461
SDP451
M17XT
M15XT
M13XT
M10XT
M12XT
SDP448 SDP450
MDP454 MDP456
MDP458 MDP460
SDP452 SDP454
MDP462 MDP464
A3008
BR.No.465
2×6.0m×4.0m,RCC BOX
BR.No.466
1×7.5m×4.625m,RCC BOX
A3010
A3012 #B
S12XT
MDP454/SDP448 278.738
MDP456/SDP450 278.855
A3008 278.858
MDP458 280.862
MDP460 280.979
A3010 280.982
MDP462/SDP452 282.738
MDP464/SDP454 282.855
A3012 282.858
2124m
1876m

AUTO LOCATION HUT-226

	SIGNALS	PRIMARY TRACK		SUPERVISORY TRACK		LC GATES
		TRACK SECTION	DPS	TRACK SECTION	DPS	
UP LINE	A3015,A3013, A3011	M15XT,M13XT, M11XT	MDP453,MDP455, MDP457,MDP459, MDP461,MDP463	S15XT,S11XT	SDP447,SDP449, SDP451,SDP453	—
DOWN LINE	A3012,A3010, A3008	M12XT,M10XT, M08XT	MDP464,MDP462, MDP460,MDP458, MDP456,MDP454	S12XT,S08XT	SDP454,SDP452, SDP450,SDP448	


2000m
2100m
2042m
ALH-226
ALH-227
ALH-227
KM. 287.038
N
N
N
F 1 IN 971 R 1 IN 400
Km.284.661
R 1 IN 400 F 1 IN 377
Km.285.703
F 1 IN 377 R 1 IN 286
Km.286.462
R 1 IN 286 F 1 IN 1333
Km.287.618
MDP463/SDP453 282.978
BR.472 283.220
BR.473 283.613
BR.474 283.924
BR.475 284.034
A3009 284.858
MDP465 284.861
MDP467 284.978
BR.476 285.143
BR.477 285.703
BR.478 286.143
BR.479 286.890
A3007 286.958
MDP469/SDP455 286.961
MDP471/SDP457 287.078
BR.480 287.244
BR.480A 287.870
S11XT
BR.No.473
1×18.3m,MAJOR BRIDGE
BR.No.474
1×7.5m×4.625m,RCC BOX
BR.No.475
1×18.3m,MAJOR BRIDGE
BR.No.477
1×7.5m×4.625m,RUB
BR.No.478
1×7.5m×4.625m,RUB
BR.No.479
1×3.0m×3.0m,RCC BOX
BR.No.480A
1×7.5m×4.625m,RUB
BOX
A3011
A3009 #B
A3007
MDP463
SDP453
MDP465 MDP467
MDP469 MDP471
SDP455 SDP457
M11XT
M09XT
M07XT
M14XT
M16XT
M18XT
SDP456 SDP458
MDP466 MDP468
MDP470 MDP472
A3014
A3016
BR.No.472
1×2.0m×4.0m,RCC BOX
BR.No.476
1×3.0m×2.0m,RCC BOX
BR.No.480
1×7.5m×4.625m,RUB
S16XT
NEW KARCHANA CONTROLLING AREA
NEW MANAURI CONTROLLING AREA
MDP466 284.738
MDP468 284.855
A3014 284.858
MDP470/SDP456 286.838
MDP472/SDP458 286.955
A3016 286.958
2000m
2100m
2222m

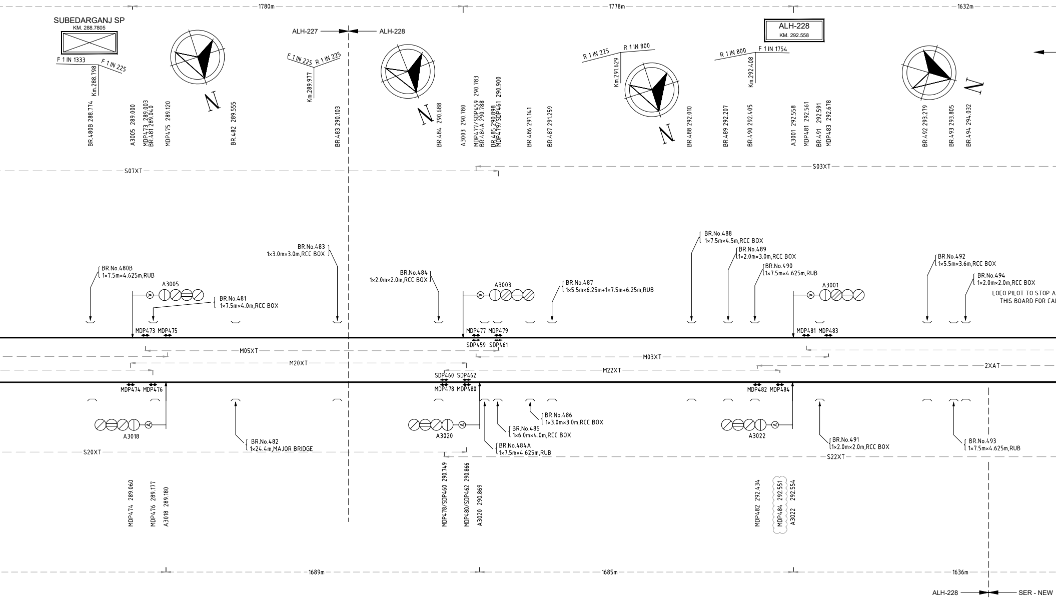
UP DIRECTION ASPECT CONTROL CHART


S97#A
A3021
A3019
A3017
A3015
A3013
A3011
A3009#B
A3007
A3005
A3003
A3001
S1
1993m
2000m
1982m
2018m
2002m
1998m
2000m
2100m
2042m
1780m
1778m
1632m
G
YY
Y
R

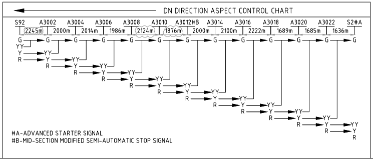
#A-ADVANCED STARTER SIGNAL
#B-MID-SECTION MODIFIED SEMI-AUTOMATIC STOP SIGNAL

AUTO LOCATION HUT-227

	SIGNALS	PRIMARY TRACK		SUPERVISORY TRACK		LC GATES
		TRACK SECTION	DPS	TRACK SECTION	DPS	
UP LINE	A3009,A3007, A3005	M09XT,M07XT, M05XT	MDP465,MDP467, MDP469,MDP471, MDP473,MDP475	S07XT	SDP455,SDP457	—
DOWN LINE	A3018,A3016, A3014	M18XT,M16XT, M14XT	MDP476,MDP474, MDP472,MDP470, MDP468,MDP466	S16XT	SDP458,SDP456	


1780m
1778m
1632m
SUBEDARGANJ SP
KM. 288.7805
ALH-227
ALH-228
ALH-228
KM. 292.558
F 1 IN 1333
F 1 IN 225
Km.288.798
F 1 IN 225
R 1 IN 225
Km.289.977
R 1 IN 225
R 1 IN 800
Km.291.629
R 1 IN 800
F 1 IN 1754
Km.292.408
N
N
N
N
BR.480B 288.774
A3005 289.000
MDP473 289.003
BR.481 289.040
MDP475 289.120
BR.482 289.555
BR.483 290.103
BR.484 290.688
A3003 290.780
MDP477/SDP459 290.783
BR.484A 290.788
BR.485 290.898
MDP479/SDP461 290.900
BR.486 291.141
BR.487 291.259
BR.488 292.010
BR.489 292.207
BR.490 292.405
A3001 292.558
MDP481 292.561
BR.491 292.591
MDP483 292.678
BR.492 293.279
BR.493 293.805
BR.494 294.032
S07XT
S03XT
BR.No.483
1×3.0m×3.0m,RCC BOX
BR.No.480B
1×7.5m×4.625m,RUB
A3005
BR.No.481
1×7.5m×4.0m,RCC BOX
BR.No.484
1×2.0m×2.0m,RCC BOX
A3003
BR.No.487
1×5.5m×6.25m+1×7.5m+6.25m,RUB
BR.No.488
1×7.5m×4.5m,RCC BOX
BR.No.489
1×2.0m×3.0m,RCC BOX
BR.No.490
1×7.5m×4.625m,RUB
A3001
BR.No.492
1×5.5m×3.6m,RCC BOX
BR.No.494
1×2.0m×2.0m,RCC BOX
LOCO PILOT TO STOP A
THIS BOARD FOR CA
MDP473 MDP475
MDP477 MDP479
SDP459 SDP461
MDP481 MDP483
M05XT
M20XT
M03XT
M22XT
2XAT
SDP460 SDP462
MDP474 MDP476
MDP478 MDP480
MDP482 MDP484
A3018
A3020
A3022
BR.No.486
1×3.0m×3.0m,RCC BOX
BR.No.485
1×6.0m×4.0m,RCC BOX
BR.No.482
1×24.4m,MAJOR BRIDGE
BR.No.484A
1×7.5m×4.625m,RUB
BR.No.491
1×2.0m×2.0m,RCC BOX
BR.No.493
1×7.5m×4.625m,RUB
S20XT
S22XT
MDP474 289.060
MDP476 289.177
A3018 289.180
MDP478/SDP460 290.749
MDP480/SDP462 290.866
A3020 290.869
MDP482 292.434
MDP484 292.551
A3022 292.554
1689m
1685m
1636m
ALH-228
SER - NEW

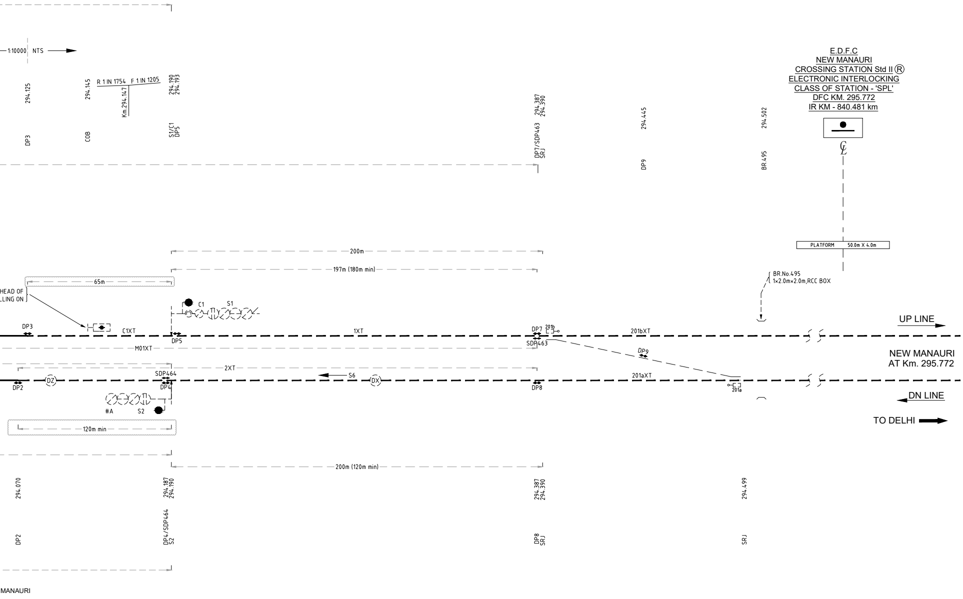
DN DIRECTION ASPECT CONTROL CHART


S92
A3002
A3004
A3006
A3008
A3010
A3012#B
A3014
A3016
A3018
A3020
A3022
S2#A
2245m
2000m
2014m
1986m
2124m
1876m
2000m
2100m
2222m
1689m
1685m
1636m
G
YY
Y
R

#A-ADVANCED STARTER SIGNAL
#B-MID-SECTION MODIFIED SEMI-AUTOMATIC STOP SIGNAL

AUTO LOCATION HUT-228

	SIGNALS	PRIMARY TRACK		SUPERVISORY TRACK		LC GATES
		TRACK SECTION	DPS	TRACK SECTION	DPS	
UP LINE	A3003,A3001	M03XT,M01XT	MDP477,MDP479, MDP481,MDP483	S03XT	SDP459,SDP461	—
DOWN LINE	A3022,A3020	M22XT,M20XT	MDP484,MDP482, MDP480,MDP478	S20XT	SDP462,SDP460	


1:10000 NTS
294.125
DP3
294.145
COB
R 1 IN 1754
F 1 IN 1205
Km.294.147
294.190
294.193
S1/C1
DP5
294.387
294.390
DP7/SDP463
SRJ
294.445
DP9
294.502
BR.495
E.D.F.C
NEW MANAURI
CROSSING STATION Std II ®
ELECTRONIC INTERLOCKING
CLASS OF STATION - 'SPL'
DFC KM. 295.772
IR KM - 840.481 km
PLATFORM 50.0m X 4.0m
200m
197m (180m min)
65m
HEAD OF
LLING ON
C1
S1
BR.No.495
1×2.0m×2.0m,RCC BOX
DP3
C1XT
1XT
DP7
201b
201bXT
UP LINE
DP5
SDP463
M01XT
DP9
NEW MANAURI
AT Km. 295.772
2XT
SDP464
S6
201aXT
DZ
DX
DP2
DP4
DP8
201a
DN LINE
#A
S2
TO DELHI
120m min
200m (120m min)
294.070
294.187
294.190
294.387
294.390
294.499
DP2
DP4/SDP464
S2
DP8
SRJ
SRJ
MANAURI

1:10000 NTS

TEMPORARY NOTE:

1. SIGNAL LOCATIONS MAY NEED CHANGE TO ENSURE CONTINUOUS VISIBILITY BASED ON SIGNAL SIGHTING.
2. CHAINAGE OF MDP & SDP ARE TENTATIVE. IT WILL NEED UPDATE BASED ON OEM DESIGN / RESETTING ARRANGEMENT OF THE AXLE COUNTER.
3. ADDITIONAL TRACK SECTION MAY BE ADDED, BASED ON OEM DESIGN.

NOTE:

1. AUTOMATIC BLOCK SIGNALLING PROVIDED IN NEW KARCHANA - NEW MANAURI SECTION.
2. TELEPHONIC COMMUNICATION IS PROVIDED BETWEEN SM/NEW KARCHANA AND SM/NEW MANAURI.
3. (i) IN MODIFIED AUTOMATIC BLOCK SIGNALLING (MABS) BETWEEN NEW KARCHANA - NEW MANAURI SECTION SIG. No. A3009 IN UP DIRECTION, SIG. No. A3012 IN DN DIRECTION ARE CONVERTED INTO MODIFIED SEMI-AUTOMATIC STOP SIGNALS FOR ENHANCING LEVEL OF SAFETY DURING FOG AND OTHER EXIGENCIES.
   (ii) SPECIAL NOTE FOR ASPECT CONTROL CHART:-
   # A-IN MODIFIED AUTOMATIC BLOCK SIGNALLING (MABS), THE ADVANCED STARTERS SHALL ASSUME 'OFF' ASPECT OR BE TAKEN 'OFF' ONLY WHEN THE LINE IS CLEAR UPTO AN ADEQUATE DISTANCE BEYOND THE MID SECTION MODIFIED SEMI-AUTOMATIC STOP SIGNAL.
   # B-IN MODIFIED AUTOMATIC BLOCK SIGNALLING (MABS), THE MID SECTION MODIFIED SEMI-AUTOMATIC STOP SIGNALS SHALL ASSUME 'OFF' ASPECT OR BE TAKEN 'OFF' ONLY WHEN THE LINE IS CLEAR UPTO AN ADEQUATE DISTANCE BEYOND THE HOME SIGNAL OF THE STATION AHEAD.
4. ON UP MAIN LINE SIG. No. A3009 (MID SECTION MODIFIED SEMI-AUTOMATIC STOP SIGNAL) OF NEW KARCHANA - NEW MANAURI SECTION IS CONTROLLED BY SM/NEW MANAURI AND ON DOWN MAIN LINE SIG. No. A3012 (MID SECTION MODIFIED SEMI-AUTOMATIC STOP SIGNAL) OF NEW KARCHANA - NEW MANAURI SECTION IS CONTROLLED BY SM/NEW KARCHANA.
5. SIGNAL POST TELEPHONE (SPT) IS PROVIDED ON SIGNAL No. A3009 AND A3012 FOR COMMUNICATION WITH SM/NEW MANAURI AND SM/NEW KARCHANA RESPECTIVELY.
6. EMERGENCY SOCKET SHALL BE PROVIDED ON ALL SIGNALS IN NEW KARCHANA - NEW MANAURI SECTION.
7. MSDAC IS PROVIDED IN THE BLOCK SECTION FOR TRACK VACANCY DETECTION.
8. MAIN SYSTEM AXLE COUNTER DETECTORS SHALL BE PROVIDED ON OUTER RAIL AND SUPERVISORY AXLE COUNTER DETECTORS SHALL BE PROVIDED ON INNER RAIL.
9. IF ANY TRACK SECTION OF MAIN SYSTEM SHOWS OCCUPIED/ERROR WITH ITS SUPERVISORY TRACK SECTION SHOWING CLEAR, AUTOMATIC RESET WILL BE APPLIED TO THE EFFECTED TRACK SECTION OF THE MAIN SYSTEM.
10. IF ANY SUPERVISORY TRACK SECTION SHOWS OCCUPIED/ERROR WITH ALL TRACK SECTIONS OF MAIN SYSTEM SUPERVISING BY IT SHOWING CLEAR, AUTOMATIC RESET WILL BE APPLIED TO THE AFFECTED SUPERVISORY TRACK SECTION.
11. ALL SIGNALLING INSTALLATION TO BE SUITABLE FOR ADJACENT 25KV AC TRACTION (IR) AND 2×25KV AC TRACTION (DFCCIL).
12. ALL SIGNALS SHALL BE LED LIT.
13. ALH POSITIONS WILL BE REFINED AFTER JOINT SITE SURVEY BETWEEN PMC AND CRSCD.
14. THE SYMBOL OF MDP/SDP SHOWN ARE NOT AS PER SCALE BECAUSE IT WAS COMING NEARBY SIGNAL POST.
15. NECESSARY ARRANGEMENT FOR TSS/SP/SSP WILL BE INCORPORATED AT A LATER STAGE.

SPECIAL NOTE:

i. AT THE TIME OF INSTALLATION, ALH WILL BE LOCATED NEAR TO EXISTING ROAD, IF ANY.
ii. THIS DRAWING SERVES AS BLOCK SECTION SIP AND STATIONS HERE ARE ONLY INDICATIVE REFER TO STATION SIP FOR DETAILS.
iii. THE MID SECTION MODIFIED AUTO SEMI-AUTOMATIC SIGNAL POST SHALL BE DISTINGUISHED FROM OTHER SIGNALS BY PROVIDING BLUE RETRO-REFLECTIVE TAPE OF 400MM SIZE AT THE BOTTOM OF POST AND THEN WHITE TAPE 400MM ABOVE IT UPTO THE TOP OF THE POST ALTERNATIVELY.
iv. THE SIGNALLING REQUIREMENTS AT STATION YARDS WILL NEED UPDATE AFTER FINALISATION OF STATION YARD SIPS.

BLOCK WORKING:

NEW KARCHANA - NEW MANAURI	AUTOMATIC BLOCK SYSTEM

FOR CONTRACTOR

PREPARED BY:	CHECKED BY:	REVIEWED BY:	APPROVED BY:
PRAVEEN	PRADEEP	MAO WEIDONG	LIU BIAO

REV.	DATE	DESCRIPTION	PREP.BY	CHK. BY	REV. BY
H	02-06-2020	UPDATED AS PER PMC LETTER 00446 dt. 16.01.2020	PRAVEEN	PRADEEP	MAO WEIDONG
G	13-01-2020	UPDATED AS PER PMC LETTER 07432 dt. 05.10.2018	PRAVEEN	PRADEEP	MAO WEIDONG
F	27-09-2018	UPDATED AS PER PMC COMMENTS dt. 16.04.2018	SUSHIL KUMAR	LI JIA	-
E	07-04-2018	UPDATED AS PER PMC COMMENTS dt. 24.11.2017	HUANG XIAOHUI	FENG HAO	-
D	18-10-2017	UPDATED AS PER PMC COMMENTS dt. 15.10.2017	ZHAO WEI	HUANG XIAOHUI	-
C	07-10-2017	UPDATED AS PER PMC COMMENTS dt. 06.10.2017	ZHAO WEI	HUANG XIAOHUI	-
B	03-10-2017	UPDATED AS PER PMC COMMENTS dt. 21.08.2017	ZHAO WEI	HUANG XIAOHUI	-
A	02-08-2017	FIRST ISSUE	CUI YAN	HUANG XIAOHUI	-

CRSC Beijing National Railway Research & Design Institute of Signal & Communication Co., Ltd.

NAME OF THE CONTRACT:
MUGHALSARAI-NEW BHAUPUR DESIGN AND BUILD S&T SYSTEM WORK
CONTRACT PACKAGE-203

CLIENT NAME:
Dedicated Freight Corridor Corporation of India Ltd.
A Government of India (Ministry of Railway) Enterprise

SCALE
H:- 1:10000
V:- 1:250

PROJECT NAME:
Eastern Dedicated Freight Corridor Project-2

SHEET
01

TITLE:
संकेत अन्तर्पाशन विन्यास
नया करछना - नया मनौरी खंड सेक्शन
SIGNAL INTERLOCKING PLAN
NEW KARCHANA - NEW MANAURI BLOCK SECTION

TOTAL SHEET
01

STATUS:
W

आरेख संख्या :
DWG No. :
1/SG/0044

REV.
H

REF. DWG. :
1.ALIGNMENT PLAN & PROFILE FROM KM 267+000 TO KM 269+400 REV. B, KM 269+400 TO KM 271+800 REV. C, KM 271+800 TO KM 275+400 REV. A, KM 275+400 TO KM 278+160 REV. B, KM 278+155 TO KM 294+200 REV. H, KM 294+200 TO KM 295+400 REV. I, KM 295+400 TO KM 297+800 REV. H.
2.SIGNAL INTERLOCKING PLAN OF NEW KARCHANA STATION DRAWING NO. 1/SG/0048, REV.H
3.SIGNAL INTERLOCKING PLAN OF NEW MANAURI STATION DRAWING NO. 1/SG/0039, REV.E

SH. SIZE
3532x 420
MM

PMC:
SYSTRA - MOTT MACDONALD (JV)
SYSTRA MOTT M MACDONALD M

EMPLOYER:
DEDICATED FREIGHT CORRIDOR
CORPORATION OF INDIA LIMITED
डेडीकेटेड फ्रेट कॉरीडोर
Dedicated Freight Corridor Corporation of India Ltd.
A Government of India (Ministry of Railway) Enterprise

PROJECT OFFICE (ALD)		PROJECT OFFICE/W (ALD)		HEADQUARTER OFFICE	
TEAM LEADER		CGM		GGM/GM/S&T	
DY. TEAM LEADER (S&T)		GM/DY. CPM/S&T		AM/S&T	
SR. SIGNAL DESIGN ENGINEER		DPM/APM/S&T/E		GGM/OP. & SAFETY	
		APM/TRAFFIC		AM/OP.	