LEGEND:-

1. PROPOSED WORK SHOWN IN RED THUS
2. EXIST. WORKS SHOWN IN BLACK THUS.
3. EXIST. WORKS TO BE DISMANTLED SHOWN IN GREEN THUS

NOTES:-

1. ALL DIMENSIONS ARE IN METRES EXCEPT OTHERWISE STATED.
2. THIS PLAN IS BASED ON SITE SURVEY.
3. PROPER TELECOMMUNICATION FACILITIES AT STATION SHALL BE PROVIDED.
4. PASSENGER AMENITIES SHALL BE PROVIDED AS PER RLY. BD'S LETTER NO. 91/W1/GEN/0/30-PT-II, DT. 24-08-03 AND PLATFORM AS PER RLY. BD'S LETTER NO. 91/W1/GEN/0/30-PT-II, DT. 17-07-08.
5. THE RELEASED MATERIALS AND DISMANTLED /ABANDONED STRUCTURE SHALL BE STACKED IN STATION AREA AND DEBRIS TO BE DISPOSED OFF OUT SIDE STATION AREA BEFORE OPENING TO TRAFFIC.
6. FOOT OVER BRIDGE/SUBWAY STRUCTURAL DETAILS OF BUILDING WORKS ETC. TO BE DECIDED JOINTLY ALONG WITH OPEN LINE OFFICIALS.
7. PROPER DRAINAGE TO BE MAINTAINED IN THE YARD.

CE'S PLAN No. CE/Y/38/2012.

~~PLAN NO:- GE/CON/JN-G/Y/47/2012~~

~~PLAN NO. BY:GE/CON/AUP/N-G/N/03/2011~~

NF RLY (CONSTRUCTION)

NEW MAL JN.-CHANGRABANDHA GAUGE CONVERSION PROJECT

PROPOSED YARD REMODELLING AT MALBAZAR STATION (MBZ)

("D" CLASS STATION), "E" CATEGORY

SCALE = 1:1000

CE/C/RDSO
N.F. RAILWAY.

CHIEF ENGINEER/CON-3/MLG
N.F. RAILWAY.

CSO/MLG
N.F. RLY. MLG.

CE (TP)/MLG.
N.F. RLY.

CME/PL/MLG
N.F. RAILWAY

CEE/MLG
N.F. RAILWAY

DY.CE/CON/PL/MLG
N.F. RAILWAY.

CTPM/MLG
N.F. RAILWAY

DRM/APDJ
N.F. RAILWAY.

Sr. DME/APDJ
N.F. RAILWAY

Sr. DME/APDJ
N.F. RAILWAY

Sr. DEE/APDJ
N.F. RAILWAY

DY.CEE/CON/NJP
N.F. RAILWAY

A.XEN/CON/PL/MLG
N.F. RAILWAY

DY.COM/CON/MLG
N.F. RAILWAY

Sr. DSTE/APDJ
N.F. RAILWAY

DY.CSTE/CON-1/ MLG
N.F. RAILWAY

ALL THE DETAILS GIVEN IN THE PLAN ARE CORRECT AS PER THE ACTUAL SITE VERIFICATION

SSE/CON/TRACK/1
N.F. RAILWAY. MLG

SSE(WS)/AUP
N.F. RAILWAY

AXEN/CON/NJP
N.F. RAILWAY

SE(DRG)/CON/NJP
N.F. RAILWAY

CAD BY: S. LAMA, JE(Drg)/CON/NJP

CHECKED BY

CPDE / MLG
N. F. RAILWAY. MLG.

CSTE/PL/MLG
N.F. RAILWAY

CSTE/CON/MLG
N.F. RAILWAY

DEN-III/APDJ
N.F. RAILWAY

DY.CSTE/CON/PL/MLG
N.F. RAILWAY

DEN/APDJ (SC)
N.F. RAILWAY

DY.CHIEF ENGINEER/CON/NJP
N.F. RAILWAY

CURVE NO. 4
Δ = 90°-14'-07"
R = 583.33 M.
TL. = 583.730 M
CL. = 918.688 M.
Trl. = 90.00M.

CH. 3504.50 M.

152.40

900

CH. 3161.50 M.

CH. 3312.50 M.

130.80

STAFF QUARTERS

CH. 3250.00 M.

EQUI STOP BOARD

15.00

1.68

PROP. M/ LEVEL PASSENGER PLATFORM 350x8.5M

PROP. MAIN LINE

CH. 3230.00 M.

200.00

STAFF QUARTERS

CH. 3000.00 M.

TP1= 2230.127M

TP2= 3025.127M

TP1= 2299.127M

EX. PLATFORM 88.80x4.8M

TO BARADIGHI (CBD END)

TP1-CH. 3305.91M

TP2-CH. 3195.91M

CH. 4000.00 M.

1 IN 200

1 IN 150

CL OF EXIST. LEVEL X-ING NO.ND-5, 'C' CLASS (U/M), CH. 6626M (KM 6/6-7)

PROP. LEVEL X-ING NO.ND-2, 'C' CLASS (M)(E)

CH. 4000.00 M.

1 IN 200

1 IN 315

FOR 450M

CH. 7400.00 M.

250

CL OF EXIST. BR. NO. 7, 1x3.66m R.C.C. SLAB, CH. 5619.00M (KM 5/6-7)

PROP. BR. NO. 9, 1x3.66m PSC SLAB (CHANGE OF SLAB WITH JACKETING)

1 IN 150

1 IN 180

1 IN 200

CH. 5950.00 M.

1200

1950

CH. 4000.00 M.

1 IN 200

1 IN 315

CH. 7400.00 M.

CH. 7150.00 M.

CL OF EXIST. LEVEL X-ING NO.ND-2, 'C' CLASS (M)(E)

PROP. LEVEL X-ING NO.ND-2, 'C' CLASS (M)(E)

1 IN 200

1 IN 180

1 IN 200

CH. 5950.00 M.

CH. 7150.00 M.

1200

1950

CL OF EXIST. BR. NO. 6, 1x3.353m STEEL GIRDER, CH. 2835.00M (KM 2/8-9)

PROP. BR. NO. 8, 2x3.66m RCC BOX

CL OF EXIST. BR. NO. 4, 1x0.90m BRICK BARREL, CH. 2240.00M (KM 2/2-3)

PROP. BR. NO. 6, 1x1.80m H.P.

CL OF EXIST. BR. NO. 5, 1x12.20m STEEL GIRDER, CH. 2460.00M (KM 2/3-4)

PROP. BR. NO. 7, 2x6.10m RCC BOX

CL OF EXIST. BR. NO. 3, 10x1.83m RCC BOX, CH. 1770.00M

PROP. BR. NO. 5, 2x6.10m RCC BOX

CL OF EXIST. L-XING NO. ND-3, 'C' CLASS (U/M), CH. 2093.00M (KM 2/0-1)

PROP. BR. NO. 5, 1x5.00m RCC BOX (RUB)

CL OF EXIST. BR. NO.2, 1x1.83m RCC BOX, CH. 1465.00M (KM 1/4-5)

PROP. BR. NO. 2, 1x 3.66m RCC BOX

CL OF EXIST. BR. NO. 1, 1x1.83m RCC BOX, CH. 1000.00M (KM 1/0-1)

PROP. BR. NO. 1, 4x7.625m RCC BOX

CL OF EXIST. L-XING NO. ND-2, 'C' CLASS (U/M), CH. 1522.00M (KM 1/5-6)

PROP. L-XING NO. ND-2, 'C' CLASS (M)(E)

CL OF EXIST. BR. NO. 3, 10x1.83m RCC BOX, CH. 1770.00M (KM 1/6-7)

PROP. BR. NO. 4, 2x6.10m RCC BOX

CL OF EXIST. L-XING NO. ND-1, 'A' CLASS (M), CH. 692.00M

PROP. L-XING NO. ND/1A, 'A' CLASS (M) AT CH. 692.00 M (KM 0/6-7)

CL OF NEW MAL JN. STN. BLDG., CH. 0.00M

TP1- CH. 586.52M (KM 0/5-6)

TP2- CH. 1427.79M (KM 1/4-5)

TP1- CH. 1875.28M (KM 1/8-9)

TP2- CH. 2059.70M (KM 2/0-1)

TP1- CH. 1486.55M (KM 1/4-5)

TP2- CH. 1743.07M (KM 1/7-8)

CURVE NO. 2
Δ = 33°-35'-37"
R = 437.50 M.
TL. = 132.062 M
CL. = 256.515 M.
Trl. = 77.00 M.

CURVE NO. 3
Δ = 24°-9'-10"
R = 437.50 M.
TL. = 93.603 M
CL. = 184.426 M.
Trl. = 80 M.

CURVE NO. 1
Δ = 135°-23'-23"
R = 356.018 M.
TL. = 867.840 M
CL. = 841.269 M.
Trl. = 40.00 M.

1 IN 200

1 IN 250

1 IN 400

CH. 2550.00 M.

CH. 1550.00 M.

CH. 750.00 M.

CH. 0.00 M.

1000

800

750

CH. 3000.00 M.

CH. 2870.00 M.

CH. 2840.00 M.

CH. 3130.00 M.

CH. 2750.00 M.

EQUI STOP BOARD

DUTY HUT

PROP. L-XING NO. ND-1 'A' CLASS (M)

PROP. BR. NO. 8, 2x3.66m RCC BOX

CL. OF EXIST. BR. NO. 6, 1x3.353m STEEL GIRDER, CH. 2835.00M (KM 2/8-9)

CL. OF EXIST. L-XING NO. ND-1 'A' CLASS (M) (MBZ)

CL. OF NEW MAL JN. (MBZ END)

CL. OF MALBAZAR STN. BUILDING. AT CH. 3000.00 M. (From MBZ) (KM 3-0)

EX. PLATFORM 88.80x4.8M

PROP. M/ LEVEL PASSENGER PLATFORM 350x8.5M

PROP. MAIN LINE

TP1= 2230.127M

TP2= 3025.127M

TP1= 2299.127M

CH. 3130.00 M

1 IN 200

1 IN 250

EQUI STOP BOARD

DUTY HUT

CH. 2750.00 M.

1 IN 250

1 IN 400

PWI OFFICE

ROAD

PWI/ MBZ WORKSHOP

TO BARADIGHI (CBD END)

7.900 Km. (BDS)

TO NEW MAL JN. (MBZ) 3.00 Km. (MBZ)

UP

DN

100.00

169.20

176.40

285.00

16.40

17.20

450

RAILWAY LAND BOUNDARY

TO NEW MAL JN. (MBZ END)

N