RIM
260 230 L 215
CH:3940.0m F/CSB
CH:3220.0m F/CSB
CH:2720.0m F/CSB
215 160
CH:2200.0m F/CSB
160 L
CH:1320.0m F/CSB
L 425
CH:1020.0m F/CSB
TO SM/RIM
EKT4 EKT3 EKT2 EKT1
SBK-R SBK-Q
SBK-P
(ELECTRO-MECHANICALLY LOCK FREE)
EMERGENCY KEY 'M' IN A LOCKED & SEALED RED BOX.(ELECTRO-MECHANICALLY LOCK FREE)
IN GATE GOOMTY
TEMP. L.C.GATE(MANNED) (MOTOR OPERATED) L.C. NO.AR-5 CH:10001.0m (NORMALLY OPEN TO ROAD TRAFFIC) (SLIDING BARRIER PROVIDED)
GATE CUM S & T GOOMTY CH:9980.00m
UP ASPECT CONTROL CHART FOR L.C GATE NO. AR-5
UP GATE DIST SIG
UP GATE SIG NO. GS1
1Km
G G
Y R
DN ASPECT CONTROL CHART FOR L.C GATE NO. AR-5
DN GATE SIG NO. GS2
DN GATE DIST SIG
1Km
G G
R Y
COVERED BOX
EKT-9 EKT-8 EKT-7 EKT-6 EKT-5 EKT-4 EKT-3 EKT-2 EKT1
SBK-S SBK-R SBK-Q SBK-P SBK-D SBK-C SBK-B SBK-A
KEY 'L' IN A LOCKED & SEALED RED BOX (ELECTRO-MECHANICALLY LOCK FREE)
IN GATE GOOMTY
TEMP. L.C.GATE(MANNED) (MOTOR OPERATED) L.C. NO.AR-12 CH:960.10m CONTROLLED BY-51 (NORMALLY OPEN TO ROAD TRAFFIC) (TWIN BARRIER PROVIDED) (SLIDING BARRIER PROVIDED)
PT CH:915.80m
GATE CUM S & T GOOMTY CH:905.0m
DE CH:928.60m
UP BR. ADV STR OF AVP
BPAC/BR SEC.AVP - RIM
DN BR. HOME SIG. OF AVP
DN/UP
RAIPUR(ABHANPUR:16.671km)
UP GATE DISTANT
SLIDING BARRIER-B
SLIDING BARRIER-A
GS-1
GS-2
RS(N)
RS(S)
DN GATE DISTANT
1.4Km
1Km
180m
6.0M
UP DIST
10KMPH SPEED BOARD
C1A/B/C
1AT (SRL)
1T
BPAC/BR SEC.AVP-RIM
28AT
SLIDING BARRIER-D
SLIDING BARRIER-C
BRIDGE NO.187 CH:982.0m (SPAN 1 X 1.2M)
31BT
31AT
120m OVER RUN LINE (NO STABLING)
SH25A/B/C
31A
32BT
32A
R/BY 28
C6
SH6
32AT
LL2T1
MLT1
LL1T1
6.10m
S/C1B,SH25C
S/C1A,SH25B
S/C1C,SH25A
S & T GOOMTY CH:860.0m
W/CH CLAMP BOX
WEST CH. LOC CH:800m
DE CH:843.10m
PT CH:830.30m
FB CH:749.80m
PT CH:723.10m
FB CH:835.30m
PT CH:808.60m
PF/E CH:778.0m
UP ASPECT CONTROL CHART
UP DIST SIG
UP HOME SIG NO.1
UP STR SIG NO. 3
1Km
1204m
YY Y R
YY YwU
Y R
TO SM/RIM
CH1 KLR CH2 KLR
IN WEST CH. LOC.
रेल सतह गुडस प्लेटफार्म
R.L. GOODS PLATFORM (700m X 20m) (PHASE-II)
ROB NO. 185 CH:343.0m SPAN-1x12m RCC BOX
LL2T2
MLT2
LL1T2
LINE NO.3
LINE NO.2
LINE NO.1
LOOP LINE-2(GOODS LINE)
MAIN LINE
LOOP LINE-1
CSL:736m(STR TO STR)
CSL:718m(STR TO STR)
CSL:736m(STR TO STR)
उच्च सतह पैसेंजर प्लेटफार्म
H.L. PASSENGER PLATFORM (600m X 9.50m) (428.0mX9.50/9.0m)
S.M's VDU
TEMP. PF/E CH:392.84m
TO WEST CH. LOC
TO TEMP L.C. GATE NO.AR-12 AT CH:960.10m
TO TEMP. L.C. GATE NO.AR-5 AT CH:10001.0m
CH3 KLR CH4 KLR CH5 KLR
IN SM's ROOM
DN/UP
डाउन/अप
उ/N
UP STN. BLDG. CH:00.00m (CH:166.176m FROM RAJIM LINE T/OFF AT AVP) (CH:214.8.0m F/ CSB MNDH) km:883.096 FROM HWH(CENTER EI BUILDING)
PT CH:44.50m
FB CH:17.80m
PF/E CH:78.00m
PT CH:62.70m
DE CH:75.50m
PT CH:148.20m
DS CH:168.20m
PF/E CH:35m
PT CH:41.00m
PF/E CH:52m
FB CH:67.70m
DE CH:161.00m
TEMP. DE CH:218.20m
DE CH:243.20m
SH5
SH3
SH7
42A
42AT
42BT
42B
41A
41AT
41BT
41B
43
LL2T3
MLT3
LL1T3
SH7,SH5,SH3 SHUNTING NECK (CSL:67.00m(SH - SH) 43.00m
SH19
SH26A/B/C
DN ASPECT CONTROL CHART
DN ADV STR SIG NO. 28
DN STR SIG NO.4
293m
G G
CH:334m F/CSB
425

SL.	SECTION	L.C.GATE NO.	km	CLASS	CONTROLLED FROM	INTERLOCKED/NON-INTERLOCKED
1	RIM-AVP	AR-5	-	-	RIM	INTERLOCKED

WORKING OF SLIDING BARRIER FOR TEMP. L.C. GATE NO.AR-5 AT CH:10001.0m:-

WHEN LIFTING BARRIER/BARRIERS BECOMES DEFECTIVE THE CORRESPONDING SLIDING BOOM BARRIER IS CLOSED AND LOCKED AGAINST ROAD TRAFFIC AND REMAINING LIFTING BARRIER CLOSED & LOCKED AGAINST ROAD TRAFFIC OPERATION FROM GATE PANEL.

1. FOR OPERATION OF SLIDING BOOM BARRIER 'A' WHEN LIFTING BARRIER 'A' IS OUT OF ORDER.
   - A. SBK 'P' IS EXTRACTED FROM EKT-2 (ELECTRO MECHANICALLY LOCK FREE) PROVIDED AT GATE GOOMTY IT WILL REPLACE THE ROAD SIGNALS TO 'ON'.
   - B. SBK 'P' THUS EXTRACTED IS INSERTED IN 'E' TYPE LOCK PROVIDED ON PEDESTAL OF SLIDING BARRIER-A TO UNLOCK IT, AFTER UNLOCKING THE SLIDING BARRIER IS PULLED ACROSS THE ROAD TILL THE LOCKING END REST ON THE LOCK POST.
   - C. AFTER SLIDING BARRIER-A IS LOCKED, KEY 'Q' IS EXTRACTED FROM THE LOCK POST. SBK 'P' MAY BE EXTRACTED FROM 'E' TYPE LOCK WHEN SLIDING BARRIER-B IS REQUIRED TO BE CLOSED AGAINST ROAD TRAFFIC.
   - D. KEY 'Q' THUS EXTRACTED IS INSERTED IN EKT-3.
2. FOR OPERATION OF SLIDING BOOM BARRIER 'B' WHEN LIFTING BARRIER 'B' IS OUT OF ORDER.
   - A. SBK 'P' IS EXTRACTED FROM EKT-2 (ELECTRO MECHANICALLY LOCK FREE) PROVIDED AT GATE GOOMTY IT WILL REPLACE THE ROAD SIGNALS TO 'ON'.
   - B. SBK 'P' THUS EXTRACTED IS INSERTED IN 'E' TYPE LOCK PROVIDED ON PEDESTAL OF SLIDING BARRIER-B TO UNLOCK IT, AFTER UNLOCKING THE SLIDING BARRIER IS PULLED ACROSS THE ROAD TILL THE LOCKING END REST ON THE LOCK POST.
   - C. AFTER SLIDING BARRIER-P IS LOCKED, KEY 'R' IS EXTRACTED FROM THE LOCK POST. SBK 'P' MAY BE EXTRACTED FROM 'E' TYPE LOCK WHEN SLIDING BARRIER-A IS REQUIRED TO BE CLOSED AGAINST ROAD TRAFFIC.
   - D. KEY 'R' THUS EXTRACTED IS INSERTED IN EKT-4.
3. AFTER CLOSING THE L.C GATE, ROTARY SWITCH IS TURNED TO REVERSE TO PERMIT GATE MAN TO TAKE OFF CONCERNED SIGNALS.
4. ROAD SIGNALS ALONGWITH FLASHING ARRANGEMENT & HOOTERS ARE PROVIDED.

WORKING OF TEMP. L.C. GATE NO.AR-5 AT CH:10001.0m:-

1. RED & GREEN BUTTONS ARE PROVIDED ON GATE OPERATION PANEL AT GATE GOOMTY FOR CLOSING AND OPENING OF L.C. GATE RESPECTIVELY.
2. A ROTARY SWITCH IS PROVIDED ON GATE OPERATION PANEL WHICH IS KEPT NORMAL FOR OPERATION OF L.C GATE.
3. AFTER CLOSING THE L.C.GATE THE ROTARY SWITCH IS TURNED TO REVERSE TO PERMIT GATE MAN TO TAKE 'OFF' CONCERNED SIGNALS.
4. EMERGENCY KEY 'M' IS EXTRACTED FROM EKT-1, (ELECTRO-MECHANICALLY LOCK FREE), KEPT IN SEALED RED BOX AT GATE LODGE FOR MANUAL OPERATION OF LIFTING BARRIERS IN CASE OF EMERGENCY.
5. EXTRACTION OF EMERGENCY KEY 'M' FROM EKT-1 SHALL ENSURE THAT ALL THE RELEVENT SIGNALS ARE AT 'ON'.
6. THE ROTARY SWITCH IS TURNED TO NORMAL TO PUT BACK THE CONCERNED SIGNALS TO 'ON' IN CASE OF EMERGENCY OR FOR OPENING OF L.C.GATE.
7. ROAD SIGNALS ALONG WITH FLASHING ARRANGEMENT AND HOOTERS ARE PROVIDED.

WORKING OF SLIDING BARRIER FOR TEMP L.C. GATE NO.AR-12 AT CH:-960.10m

1. WHEN LIFTING BARRIER /BARRIERS BECOMES DEFECTIVE THE CORRESPONDING SLIDING BOOM BARRIER IS CLOSED AND LOCKED AGAINST ROAD TRAFFIC AND REMAINING LIFTING ARE CLOSED AND LOCKED AGAINST ROAD TRAFFIC FROM GATE PANEL.
2. FOR OPERATION OF SLIDING BOOM BARRIER 'A'
   - (a) SBK 'P' IS EXTRACTED FROM EKT-6 (ELECTRO-MECHANICALLY FREE) PROVIDED AT GATE GOOMTY REPLACES THE ROAD SIGNAL TO 'ON'.
   - (b) KEY 'P' THUS EXTRACTED IS INSERTED IN 'E' TYPE LOCK PROVIDED ON SLIDING BARRIER 'A' TO UNLOCK IT. AFTER UNLOCKING ,THE SLIDING BARRIER IS PULLED ACROSS THE ROAD TILL LOCKING END REST ON THE LOCK POST.
   - (c) AFTER SLIDING BARRIER 'A' IS LOCKED KEY 'A' IS EXTRACTED FROM THE LOCK POST.
   - (d) KEY 'A' THUS EXTRACTED IS INSERTED IN EKT-2 AND TURNED.
3. FOR OPERATION OF SLIDING BOOM BARRIER 'B'
   - (a) SBK 'Q' IS EXTRACTED FROM EKT-7 (ELECTRO-MECHANICALLY FREE) PROVIDED AT GATE GOOMTY REPLACES THE ROAD SIGNAL TO 'ON'.
   - (b) KEY 'Q' THUS EXTRACTED IS INSERTED IN 'E' TYPE LOCK PROVIDED ON SLIDING BARRIER 'B' TO UNLOCK IT. AFTER UNLOCKING , THE SLIDING BARRIER IS PULLED ACROSS THE ROAD TILL LOCKING END REST ON THE LOCK POST.
   - (c) AFTER SLIDING BARRIER 'B' IS LOCKED KEY 'B' IS EXTRACTED FROM THE LOCK POST.
   - (d) KEY 'B' THUS EXTRACTED IS INSERTED IN EKT-3 AND TURNED.
4. FOR OPERATION OF SLIDING BOOM BARRIER 'C'
   - (a) SBK 'R' IS EXTRACTED FROM EKT-8 (ELECTRO-MECHANICALLY FREE) PROVIDED AT GATE GOOMTY REPLACES THE ROAD SIGNAL TO 'ON'.
   - (b) KEY 'R' THUS EXTRACTED IS INSERTED IN 'E' TYPE LOCK PROVIDED ON SLIDING BARRIER 'C' TO UNLOCK IT. AFTER UNLOCKING ,THE SLIDING BARRIER IS PULLED ACROSS THE ROAD TILL LOCKING END REST ON THE LOCK POST.
   - (c) AFTER SLIDING BARRIER 'C' IS LOCKED KEY 'C' IS EXTRACTED FROM THE LOCK POST.
   - (d) KEY 'C' THUS EXTRACTED IS INSERTED IN EKT-4 AND TURNED.
5. FOR OPERATION OF SLIDING BOOM BARRIER 'D'
   - (a) SBK 'S' IS EXTRACTED FROM EKT-9 (ELECTRO-MECHANICALLY FREE) PROVIDED AT GATE GOOMTY REPLACES THE ROAD SIGNAL TO 'ON'.
   - (b) KEY 'S' THUS EXTRACTED IS INSERTED IN 'E' TYPE LOCK PROVIDED ON SLIDING BARRIER 'D' TO UNLOCK IT. AFTER UNLOCKING ,THE SLIDING BARRIER IS PULLED ACROSS THE ROAD TILL LOCKING END REST ON THE LOCK POST.
   - (c) AFTER SLIDING BARRIER 'D' IS LOCKED KEY 'D' IS EXTRACTED FROM THE LOCK POST.
   - (d) KEY 'D' THUS EXTRACTED IS INSERTED IN EKT-5 AND TURNED.
6. AFTER CLOSING THE SLIDING BARRIER/BARRIERS AGAINST DAMAGED MOTOR OPERATED LIFTING BARRIERS ,THE PROCEDURE GIVEN IN WORKING OF L.C. GATE (MOTOR OPERATED) IS TO BE FOLLOWED.

WORKING OF TEMP. L.C. GATE NO.AR-12 AT CH:-960.10m(MOTOR OPERATED):-

1. RED & GREEN BUTTONS ARE PROVIDED ON GATE OPERATION PANEL AT GATE GOOMTY FOR CLOSING AND OPENING OF L.C. GATE RESPECTIVELY.
2. A ROTARY SWITCH IS PROVIDED ON GATE OPERATION PANEL WHICH IS KEPT NORMAL FOR OPERATION OF L.C GATE.
3. AFTER CLOSING THE L.C.GATE THE ROTARY SWITCH IS TURNED TO REVERSE TO RELEASE SLOT TO SM TAKE 'OFF' CONCERNED SIGNALS.
4. EMERGENCY KEY 'L' IS EXTRACTED FROM EKT-1, (ELECTRO-MECHANICALLY LOCK FREE), KEPT IN SEALED RED BOX AT GATE GOOMTY FOR MANUAL OPERATION OF LIFTING BARRIERS IN CASE OF EMERGENCY.
5. EXTRACTION OF EMERGENCY KEY 'L' FROM EKT-1 SHALL ENSURE THAT ALL THE RELEVENT SIGNALS ARE AT 'ON'.
6. FOR OPENING OF L.C. GATE THE ROTARY SWITCH IS TURNED TO NORMAL.
7. ROAD SIGNALS ALONG WITH FLASHING ARRANGEMENT AND HOOTERS ARE PROVIDED.

NOTES:-

1. ALL POINTS ARE MOTOR OPERATED EXCEPT WHERE OTHERWISE INDICATED.
2. ALL POINTS ARE 1 IN 12 TWS EXCEPT WHERE OTHERWISE INDICATED.
3. ●–● REPRESENT DETECTION POINT OF SINGLE SECTION DIGITAL AXLE COUNTER (SSDAC).
4. ⊢☒ LEGEND BOARD WITH LEGEND "DRIVER TO DRAW AHEAD UPTO THE FOOT OF THE SIGNAL IF FOUND IT AT 'ON'. "
5. ⊢▢ REPRESENTS GOODS WARNING BOARD.
6. ALL SIGNALS ARE PROVIDED WITH LED LAMP.
7. MAIN VDU ALONG WITH STAND BY IS PROVIDED FOR OPERATION OF ALL SIGNALLING GEARS WITH FULL DESCRIPTION OF THE YARD.
8. 'NO LIGHT PROTECTION' IS PROVIDED FOR ALL STOP & SHUNT SIGNALS.
9. SIZE OF DUAL VDU 55'' /4K.
10. 120SEC. TIME DELAY IS TO BE PROVIDED FOR TAKING OFF CALLING ON SIGNALS NO. C4, C6 & C8 AS PER CSTE/SECR/BSP'S POLICY CIRCULAR NO. 01/2014,DT01.05.14.
11. BEFORE PERMITTING NON SIGNAL/CALLING ON SIGNAL MOVEMENT, CLEARANCE OF THE TRACK ON THE ROUTE INCLUDING FOULING TRACK (IF ANY) SHOWING 'RED' SHALL BE PHYSICALLY VERIFIED BY ON DUTY SM. THIS IS TO BE INCORPORATED IN THE SWR.
12. BEFORE TAKING OFF CALLING ON SIGNAL, ON DUTY SM SHALL ENSURE THAT THE TRAIN HAS COME TO STILL STAND AT THE FOOT OF THE SIGNAL. NO RUN THROUGH IS PERMITTED
13. 'HARD KEY' SHALL BE PROVIDED TO STATION MASTERS FOR OPERATION OF VDU AND SAME TO BE MENTIONED IN SWR.
14. STARTER SIGNAL NO. 3 AND 4 ARE PLACED AT 3m FROM THE RESPECTIVE GLUED JOINT WITH 5 SECOND TIME DELAY IN HR CIRCUIT OF STARTER SIGNAL VIDE RAILWAY BOARD LETTER NO.- 2012/Sig/SEM-II/Misc, DATED: 10.10.2012.
15. ⊢▷ REPRESENTS LEGEND BOARD FOR 10 KMPH SPEED.
16. S3, S5 & S7 ARE FIXED 'ON' SIGNALS.
17. SH19 IS FIXED 'ON' SHUNT SIGNAL.
18. STAGGERING BETWEEN DETECTION POINT OF SSDAC (STANDBY) IS PROVIDED 1.5 TO 1.8m.
19. APPROXIMATE NO. OF ROUTES IS 26.
20. THE PROPOSED LOCATIONS OF SIGNALS ARE TO BE VERIFIED WITH RESPECT TO THE REPORT OF "SIGNAL SIGHTING COMMITTEE" AND LOCATION OF "NEUTRAL SECTION" BEFORE EXECUTION OF WORKS & COMMISSIONING OF THE SECTION.
21. SIGNALLING ARRANGMENT IS PROVIDED TO SUIT 25KV AC RE.
22. AS PER POLICY CIRCULAR NO. 03/2020 OF PCSTE/SECR/BSP CENTRALISED EI IS TO BE PROVIDED. ACCORDINGLY S&T END GOOMTIES ARE NOT SHOWN.
23. STANDARIZATION OF S&T DRAWINGS i.e. RCC, INTERFACE CIRCUIT, APPLICATION LOGIC & EQUIVALENT CIRCUIT TO BE ADOPTED AS PER APPROVED RDSO DESIGN.
24. ⌂ REPRESENTS CRANK HANDLE LOCATION BOX.
25. ⌂ REPRESENTS CRANK HANDLE CLAMP BOX.
26. SINGLE LINE BLOCK PANEL (SLBP) IS PROVIDED WITH "UFSBI"WHICH STANDS FOR "UNIVERSAL FAIL SAFE BLOCK INTERFACE".
27. AUTOMATIC MEDIA CHANGEOVER IS PROVIDED FOR BLOCK PANEL UFSBI.
28. ⊢▭ REPRESENTS SINGLE LINE BLOCK PANEL CONTROL ON ADVANCED STARTER.
29. BPAC STANDS FOR BLOCK PROVING AXLE COUNTER.
30. GM/SECR's APPROVAL HAS BEEN OBTAINED FOR TEMPORARY LC AR-5 AND AR-12 VIDE LETTER NO. SECR/CON/ENGG/MISC/233/2023, O/O DYCE/CON/RAIPUR/HQ/SECR(COMPUTER NO. 125936), NOTE NO. 47, DTD. 22.02.2024.
31. DISPENSATION/CONDONATION TO BE OBTAINED UNDER 'APPROVAL OF RLY BOARD'/ 'APPROVED SPECIAL INSTRUCTIONS'/ 'SPECIAL INSTRUCTIONS' FOR THE INSTANT INSTALLATION.

SL.	SUBJECT: DISPENSATION/CONDONATION TO BE OBTAINED FOR.	RULES UNDER WHICH DISPENSATION/ CONDONATION IS ASKED (GR&SR/SEM/SOD ETC) FOR.	DISPENSATION/CONDONATION TO BE OBTAINED FROM: RLY BD/CRS/PCOM.
1.	PROVISION OF CALLING ON SIGNAL BELOW FOLLOWING STARTER SIGNALS (SIG NO.4, 6 & 8).	GR 3.13(2)	Ø3 PCOM/SECR DISPENSATION OBTAINED VIDE NO. S&T/C/ RAIPUR/D/RIM/, DATE:14.06.2024.
2.	DISPENSATION TO BE OBTAINED FOR DECLARING RAJIM STATION AS TERMINAL STATION.	-	Ø3 PCOM/SECR DISPENSATION OBTAINED VIDE LETTER NO. OPTG/CRS-DISPN-RAJIM/NEW-LINE/537-A,DATE: 06.06.2024.
3.	GRADE CONDONATION FOR STEEPER THAN 1 IN 1200 GRADE IN YARD FROM CH:334.0m TO CH:1020m FOR NEW LINE.	CHAPTER II, NOTE 2(i)(a)	GM/SECR APPROVAL OBTAINED VIDE LETTER NO. SECR/CON/ENGG/MISC/245/2023, O/O DYCE/CON/RAIPUR/HQ/SECR(COMPUTER NO. 127445), NOTE NO. 20, DTD. 14.12.23.

CRANK HANDLE GROUPING FOR EMERGENCY OPERATION OF POINTS

CRANK HANDLE	CONTROL POINTS	LOCATION
CH1	31A/B	WEST CH. LOC.
CH2	32A/B	WEST CH. LOC.
CH3	41A/B	SM's ROOM
CH4	42A/B	SM's ROOM
CH5	43	SM's ROOM

CONTROLS IN SM's VDU

TOTAL NO. OF CONTROLS– 1 TO 60.
SIGNAL CONTROLS– 1 TO 30 (SPARES– 2,9 TO 18,20 TO 24,27,29 & 30).
POINT CONTROLS– 31 TO 50 (SPARES– 33-40 & 44-50).
OTHER CONTROLS– 51 TO 60 (SPARES– 52-60).

SYSTEM OF WORKING

SL.NO.	SYSTEM	SECTION	INSTRUMENT	LOCATION
1.	ABSOLUTE BLOCK	RAJIM - ABHANPUR	*SLBP	SM's ROOM

*PROVIDED WITH BLOCK PROVING AXLE COUNTER (BPAC) WITH UFSBI.

DETAILS OF CONTROL (SDG PT & L.C. GATE)

SL.NO.	CONTROL NO.	PURPOSE AND LOCATION
1.	51	L.C GATE NO. AR-12 AT CH:960.10m

SIGNAL OVERLAP OF UP HOME SIGNAL NO.1 ⟶

S.NO.	DESTINATION UP TO SIGNAL NO.	OVERLAPS	POINT IN THE OVERLAPS		TRACK CIRCUITS IN THE OVERLAPS.
			NORMAL	REVERSE	
1.	3	3-OV	41,42,43	-	42BT,41BT.
2.	5	5-OV	42	-	42AT
3.	7	7-OV	41	-	41AT.

कार्य संख्या WORK NO.	कार्य का वर्णन DESCRIPTION OF WORKS	संदर्भ REFERENCE	अनुमोदित APPROVED / जांचकर्ता CHECKED	Signature block		नक्शा संख्या ENGINEERING PLAN NO.
Ø2	CHANGES SHOWN AS PER APPROVED ESP BEARING CE's NO. TR/R/RIM/YD/1938/2024, ALT-1 **(PHASE-I).** i) GATE CUM S&T GOOMTY AT CH:905.0m FOR L.C. GATE NO. AR-5 SHIFTED TO AT CH:936.0m. ii) PLATFORM END CHAINAGE OF PROPOSED PASSENGER PLATFORM IS SHIFTED TO AT CH:35m IN PLACE OF CH: 52.0m iii) CAL OF SHUNTING NECK IS REDUCED TO 50m. iv) DIMENTIONS OF PROPOSED PASSENGER PLATFORM CHANGED TO (428.0m X 9.50m). v) S&T GOOMTY AT CH: 860.0m IS DELETED. vi) R.L. GOODS PLATFORM IS DELETED.	i)AS PER APPROVED ESP BEARING CE's NO. TR/R/RIM/YD/1938/2024, ALT-1 (PHASE-I). ii)AS PER DY.CSTE/C/DES./BSP LTR. NO. S&T/Con/SIP__RIM/Alt./ Date:24.10.2024	APPROVED	CSTE CON BSP	MUKESH KUMAR MISHRA Digitally signed by MUKESH KUMAR MISHRA Date:2024.10.26 11:32:34 +05'30'	CE's NO. TR/R/RIM/YD/1938/2024, ALT-1 (PHASE-I)
				CTPM-SEC RAILWAY	Hamendra Kumar Digitally signed by Hamendra Kumar Date:2024.10.25 05:51:48 +05'30'	
			CHECKED	DY.CSTE-CON-DES-BSP	ANIL KUMAR JHA Digitally signed by ANIL KUMAR JHA Date:2024.10.24 04:17:55 +05'30'	
				DY.CSTE-C-D&D-II-BSP	ANUBHA PRAKASH Digitally signed by ANUBHA PRAKASH Date:2024.10.24 04:04:44 +05'30'	
				ASTE-I-CON-BSP	PRABHAKAR RAO SUNKARA Digitally signed by PRABHAKAR RAO SUNKARA Date:2024.10.24 02:19:44 +05'30'	
				SSE-CON-DES-BSP	L KIRAN KUMAR PATRO Digitally signed by L KIRAN KUMAR PATRO Date:2024.10.24 02:17:41 +05'30'	

संपूर्ण संदर्भ
COMPLETION REFERENCES

कार्य संख्या WORK NO.	COMMISSIONED ON	SANCTION NO. & DATE	DISPENSATION NO.& DATE	C.O.M's SPECIAL INSTRUCTION & DATE	I. P.	COMPLETION CHANGES
Ø3	17.02.2025	CRS/SEC/R/2/859, DATE: 08.01.2025	-	i) OPTG/CRS-DISPN-RAJIM/NEW-LINE/537-A, DATE: 06.06.2024. ii) S&T/C/RAIPUR/D/RIM/, DATE:14.06.2024.	SIP.SECR.R.RIM.Ø1, SIP.SECR.R.RIM.Ø2	NO CHANGE IN COMPLETION. REF: DY.CSTE/C/R's LETTER NO. NIL, DATED:22.03.2025.

Signature block

APPROVAL	CSTE CON BSP	MUKESH KUMAR MISHRA Digitally signed by MUKESH KUMAR MISHRA Date: 2025.04.04 12:47:40 +05'30'
	CTPM-SEC RAILWAY	Hamendra Kumar Digitally signed by Hamendra Kumar Date: 2025.04.03 13:42:05 +05'30'
LEVEL-3 CHECKING	DY.CSTE-C-D&D-II-BSP	ANUBHA PRAKASH ANUBHA PRAKASH I am the author of this document 2025.04.01 19:32:41+05'30'
LEVEL-2 CHECKING	ASTE-D&D-II-CON-BSP	ASHWANI KUMAR JHALARIA ASHWANI KUMAR JHALARIA I am the author of this document 2025.04.01 19:31:01+05'30'
LEVEL-1 CHECKING	ASTE-CON-D&D-I-BSP	JAGDAMB KUMAR MAHTO JAGDAMB KUMAR MAHTO I am the author of this document 2025.04.01 19:28:09+05'30'
DRAWN & CHECKED BY	SSE-CON-D&D-BSP	L KIRAN KUMAR PATRO L KIRAN KUMAR PATRO I am the author of this document 2025.04.01 19:26:05+05'30'

Signature block

CSTE CON BSP	NISHIT NIRMAL MATHEWS Digitally signed by NISHIT NIRMAL MATHEWS Date:2024.04.03 01:27:55 +05'30'
CTPM-SEC RAILWAY	Hamendra Kumar Digitally signed by Hamendra Kumar Date:2024.04.04 03:25:17 +05'30'
DY.CSTE CON DES BSP	ANIL KUMAR JHA Digitally signed by ANIL KUMAR JHA Date:2024.04.03 01:23:54 +05'30'
DSTE-CON-I-BSP	ANUBHA PRAKASH Digitally signed by ANUBHA PRAKASH Date:2024.04.04 17:32:55 +05'30'
ASTE-I-CON-BSP	PRABHAKAR RAO SUNKARA Digitally signed by PRABHAKAR RAO SUNKARA Date:2024.04.03 01:22:00 +05'30'
SSE-S-D&D-C-V	L KIRAN KUMAR PATRO Digitally signed by L KIRAN KUMAR PATRO Date:2024.04.03 01:17:43 +05'30'

NOTES: NEW EI INSTALLATION	नक्शा सं DRG. NO.	मंडल–रायपुर	पैमाना SCALE	अंकित DRAWN BY
SUPERSEDED SI PLAN NO. SI/R/RIM/2020, WN'A' (NOT COMMISSIONED)	~~PROPOSED~~ Ø3 SIP.SECR.R.RIM.Ø1	द.पू.म.रे. S.E.C.R.	LONG. 1CM=10M TRANS. 1CM=5M.	SUSHOBHAN SHEKHAR
		DIVN-RAIPUR		JE/DRG/C/BSP

EARLIER APPROVED SI PLAN NO. SI/R/RIM/2020, WORK NO.'A' :
DESCRIPTION: YARD REMODELLING OF RIM STATION IN CONNECTION WITH BG LINE BETWEEN KENDRI-DTR/AVP-RIM.
REFERENCE: i) APPROVED CE's DRG.NO.TR/R/RIM/YD/1594/2020,ALT-1.
ii)PINK BOOK ITEM NO.16 OF 2015-16.

-sd/- DT:28.12.2020 (A.K.ANAND)	-sd/- DT:13.01.2021 (A.K SINGH)	-sd/- (D.D.TANDIA)	-sd/- DT:28.12.2020 (A.K.JHA)	-sd/- DT:01.01.2021 (VISHAL GARG)	-sd/- DT:01.01.2021 (SHEELA TIRKEY)
SSE/DRG/C/BSP	ASTE/D&D/C/BSP	DSTE/C/D&D/BSP	DY.CSTE/C/D/BSP	Dy.COM/SECR/BSP	CSTE/CON/SECR/BSP

संकेत अन्तर्पाशन नक्शा
SIGNAL INTERLOCKING PLAN
(ELECTRONIC INTERLOCKING)
(CENTRALISED)
(MACLS) STD-II

राजिम
RAJIM
CODE-RIM km:883.096 F/HWH CLASS-'B'

~~कार्य सं.~~ Ø3
~~WORK NO.~~
DESCRIPTION: GAUGE CONVERSION OF RIM STATION YARD IN CONNECTION WITH NEW BG LINE(GC) BETWEEN KENDRI-DHAMTARI & ABHANPUR-RAJIM.
REFERENCE: P.B. ITEM NO. 16 OF 2015-16.
CE's DRG NO. TR/R/RIM/YD/1938/2024.

नक्शा सं
DRG. NO.
~~PROPOSED~~ Ø3
SIP.SECR.R.RIM.Ø1

RIM

01.04.2025

Signature Not Verified
Digitally signed by [illegible]
Date: 2026.0[illegible]
1[illegible]:00:18 IST
Reason: IREPS-CRIS
Location: New Delhi