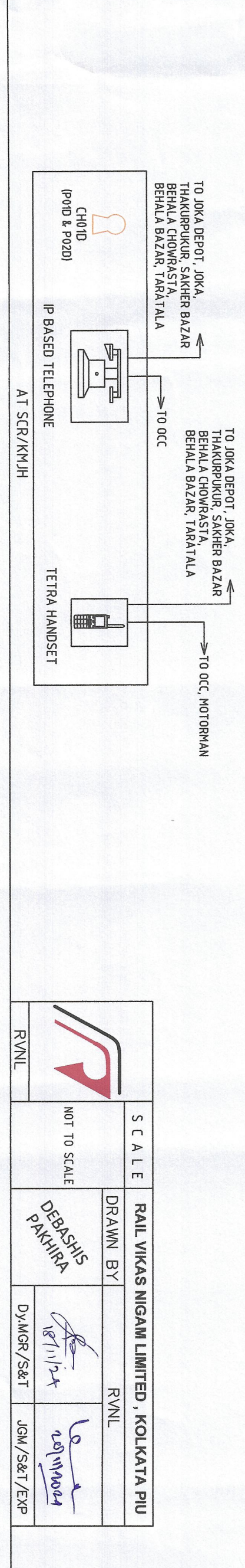
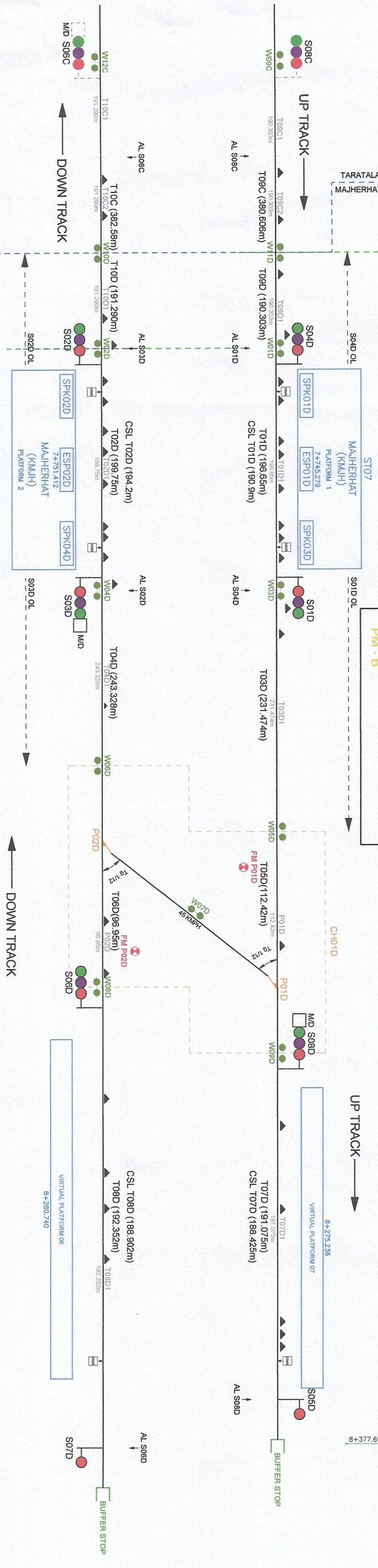
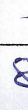


Figure 1 is a plan view of the proposed road layout for the 10.5 km section of the Bafra Plain Road. The layout shows a series of connected road segments with various curves and straight sections. Key points are labeled with stationing and coordinates. The road starts at PC B+7+039.268 and ends at ST B+7+791.665. The layout includes several curves with radii (R) and lengths (L), and straight sections with lengths (L). The road is shown in a plan view, with the alignment and stationing clearly marked.



 भारतीय रेल INDIAN RAILWAYS	METRO RAILWAY KOLKATA						DRAWING NO.
	STATION WORKING RULE DIAGRAM FOR CBTC SYSTEM FOR MAHERHAT STATION						
CHECKED	 29/11/24	 29.11.24.	 29/11/24	 29/11/24	 29/11/24	 29/11/24	SMD/KM/JH/03

The diagram illustrates the layout and signaling of a railway station, divided into three main horizontal sections: Approach, Station, and Platform/Track.

Approach Section

- 3 ASPECTS SIGNAL WITH ROUTE INDICATOR:** Shows a signal with three aspects (red, yellow, green) and a route indicator.
- 3 ASPECTS SIGNAL WITHOUT ROUTE INDICATOR:** Shows a signal with three aspects (red, yellow, green).
- APPROACH LOCKING DISTANCE:** Indicated by a vertical line and the label "AL xxx".
- AXLE COUNTER WHEEL DETECTOR:** Represented by a green circle with the label "Wxxx".
- BUFFER STOP:** Represented by a vertical line with the label "Bxxx".
- BUFFER STOP PHYSICAL SIGNAL:** Represented by a red circle with the label "Sxxx".
- CRANK HANDLE & POINT:** A diagram showing a crank handle (Pxxx) with a normal position (black line) and a reverse position (orange line). The label "NORMAL - POSITION OF POINT : BLACK LINE REVERSE - POSITION OF POINT : ORANGE LINE" is present.
- FOULING POINT:** Represented by a red circle with the label "FM Pxxx".
- CRANK HANDLE KEYS:** Represented by a yellow circle with the label "Kxxx".
- EMERGENCY STOP PLUNGER:** Represented by a blue circle with the label "ESPxxx".
- TOWARDS xxx / END OF LINE STATION DIRECTION:** Indicated by arrows pointing towards the station.

Station Section

- IXL AREA BOUNDARY:** Indicated by a vertical line.
- NORMAL DRIVING DIRECTION:** Indicated by a horizontal line.
- OVERLAP:** Indicated by a horizontal line.
- PHYSICAL SIGNAL-SHUNTING:** Represented by a signal with a shunting symbol (a circle with a diagonal line).
- VIRTUAL SIGNAL:** Represented by a signal with a virtual symbol (a circle with a diagonal line).
- VIRTUAL PLATFORM:** Indicated by a horizontal line.

Platform/Track Section

- PLATFORM EDGE:** Indicated by a vertical line.
- SIGNALING EQUIPMENT ROOM:** Represented by a box labeled "SER".
- STAFF PROTECTION KEY:** Represented by a box labeled "SPK".
- STATION BOUNDARY:** Indicated by a vertical line.
- RUN AUTHORIZATION ZONE:** Indicated by a horizontal line.
- SYSTEM BOUNDARY:** Indicated by a vertical line.
- NORMAL STOPPING MARKER BOARD:** Represented by a box labeled "NMB".
- TRACK VACANCY SECTION:** Indicated by a horizontal line.
- SLOT SIGNAL:** Represented by a box labeled "SSxx".
- STOPPING REVERSE MARKER BOARD:** Represented by a box labeled "SRMB".
- BAUSE:** Represented by a box labeled "Bxxx".
- AUTOMATIC ROUTE CALLING (ARC):** Indicated by a horizontal line.
- AUTOMATIC OVERLAP CALLING:** Indicated by a horizontal line.
- CARROUSEL MODE:** Indicated by a horizontal line.
- FLEET MODE:** Indicated by a horizontal line.
- REVERSAL ZONE:** Indicated by a horizontal line.
- LOGICAL TRACK ELEMENT:** Indicated by a horizontal line.
- CENTER OF PLATFORM:** Indicated by a vertical line.
- UP TRACK / DOWN TRACK:** Indicated by arrows pointing up and down.

- NOTES:**
1. All dimensions are in meters.
 2. a. The Route S01C to S01D can be initiated only when the Route from S04D to S08C and S08D to S04D are not initiated from Majlherat Station. The Route S01C/S03C to S03D can be initiated only when the route from S02D to S00C and S06D/S08D to S02D are not initiated from Majlherat Station.
 3. b. The Route of S02D to S06C and the route S06D/S08D to S02D can be initiated only when the route from S01C/S03C to S03D is not initiated from Joka Station. The Route of S04D to S08C and the route of S08D to S04D can be initiated only when the route from S01C to S01D is not initiated from Joka Station.
 4. Joka Station to Taratala Station to be considered as Single Yard and Electronic Interlocking provided with Hot Standby Configuration at Joka Station & Object Controllers at Behala Chowmasta & Taratala Station. Also, Electronic Interlocking provided with Hot Standby Configuration at Majlherat Station is provided for Majlherat Station.
 5. All points are motor operated.
 6. Actual Toe of Switch (ATS) of Point change is mentioned in SIP. Sd to C/S distance is considered as -
i) For :8.5 C/S point - 1.5 m ; ii)For 1:12 C/S point - 1.144 m. Entire Section is provided with Multi Section Digital Axle Counter for train detection.
 7. The Changeover of SIP has been considered as shown in Plan and Profile drawing.
 8. The following Crank Handle Groups are provided:

Crank Handle Grouping for Emergency Operation of Points			
Station Name	Crank Handle	Control Points	Location
Majlherat	CH0D	P01D, P02D	SCD/MJH
 9. The Buffers at Majlherat on both Up & On Line are placed according to ESP of Majlherat No. MNCW/JOKA-MAJLHERAT/STN_VARD/MAJLHERAT/01-2023 (A1-T-2).
 10. Placement of Balises at correct location as per system requirements may be ensured.