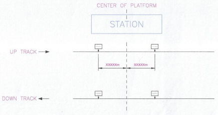
Location of Wayside Access Point			
Sr. No.	Name	Chainage	UP/DN Track
1	WRU0101	00+836	Beginning of the track - UP Line
2	WRU0102	00+836	Beginning of the track - Down Line
3	WRU0103	01+068	Up Line
4	WRU0104	01+068	Down Line
5	WRU0105	01+206	Upline Downline Cross Over Point
6	WRU0106	01+315	Down Line
7	WRU0107	01+530	Up Line
8	WRU0108	01+765	Down Line
9	WRU0109	02+020	Up Line
10	WRU0110	02+165	Up Line
11	WRU0111	02+281	Down Line
12	WRU0112	02+535	Up Line
13	WRU0113	02+765	Down Line
14	WRU0201	02+961	Up Line
15	WRU0202	03+219	Down Line
16	WRU0203	03+475	Up Line
17	WRU0204	03+727	Down Line
18	WRU0205	03+970	Up Line
19	WRU0206	04+154	Down Line
20	WRU0301	04+352	Up Line
21	WRU0302	04+590	Down Line
22	WRU0303	04+820	Up Line
23	WRU0304	05+040	Down Line
24	WRU0305	05+226	Up Line
25	WRU0401	05+422	Down Line
26	WRU0402	05+680	Up Line
27	WRU0403	05+915	Down Line
28	WRU0404	06+110	Up Line
29	WRU0405	06+270	Down Line
30	WRU0501	06+510	Up Line
31	WRU0502	06+717	Down Line
32	WRU0503	06+938	Up Line
33	WRU0504	07+098	Down Line
34	WRU0505	07+328	Up Line
35	WRU0506	07+558	Down Line
36	WRU0601	07+748	Up Line
37	WRU0602	07+914	Up Line
38	WRU0603	08+062	Up Line
39	WRU0604	08+231	Down Line
40	WRU0605	08+482	Up Line
41	WRU0701	08+672	Down Line
42	WRU0702	08+893	Up Line
43	WRU0703	09+113	Down Line
44	WRU0704	09+313	Up Line
45	WRU0705	09+513	Down Line
46	WRU0706	09+732	Up Line
47	WRU0801	09+922	Down Line
48	WRU0802	10+100	Up Line
49	WRU0803	10+265	Up Line
50	WRU0804	10+430	Down Line
51	WRU0805	10+668	Up Line
52	WRU0901	10+857	Down Line

SYMBOLS, LEGENDS & NOTES

Sxxy 🟥🟪🟩☐ M/D/S/T	3 ASPECTS SIGNAL WITH ROUTE INDICATOR
Sxxy 🟥🟪🟩	3 ASPECTS SIGNAL WITHOUT ROUTE INDICATOR
↑ AL xxx	APPROACH LOCKING DISTANCE
Wxxy	AXLE COUNTER WHEEL DETECTOR
BUFFER_END_01	BUFFER STOP
Sxxy 🟥	BUFFER STOP PHYSICAL SIGNAL
CHxxy Pxxy 1/X	CRANK HANDLE & POINT 'NORMAL' POSITION OF POINT : BLACK LINE 'REVERSE' POSITION OF POINT : ORANGE LINE
FM Pxxy	FOULING POINT
	CRANK HANDLE KEYS
ESPxxy	EMERGENCY STOP PLUNGER
TOWARDS xxx STATION →	END OF LINE STATION DIRECTION
XXY (OC) ¦ XXY (OC)	IXL AREA BOUNDARY
→	NORMAL DRIVING DIRECTION
Sxxy-OL(n) →	OVERLAP
SHxxy	PHYSICAL SIGNAL-SHUNTING
VSxxy	VIRTUAL SIGNAL

X+XXX.xx XX+XXX.xx(Tx) X+XXX.xx STxx	PLATFORM EDGE
SER	SIGNALLING EQUIPMENT ROOM
SPK	STAFF PROTECTION KEY
STXX ¦ STXX	STATION BOUNDARY
IXLT ← ¦ → CTCT	SYSTEM BOUNDARY
NSMB	NORMAL STOPPING MARKER BOARD
SRMB	STOPPING REVERSE MARKER BOARD
Txxy	TRACK VACANCY SECTION
SLxxy	SLOT SIGNAL
▲	BALISE
Txxyz/Pxxyz	LOGICAL TRACK ELEMENT
CM →	AUTOMATIC ROUTE CALLING (ARC)
AOC	AUTOMATIC OVERLAP CALLING
CM	CARROUSEL MODE
FM	FLEET MODE
REVERSAL ZONE ↔	REVERSAL ZONE


CENTER OF PLATFORM
STATION
UP TRACK
XXXXXm
XXXXXm
DOWN TRACK

Depending on the station, the equipment in SER is:
-IXL stations: WT, ACM, TGMT, Airlink, SRV-C
-OC stations: WT, ACM

NOTES:

1. All dimensions are in meters.
2. Trains moving from Depot to Mainline.
   a. The operator of Kavi Subhash depot informs the operator of mainline his intention to send a train from Depot to mainline. The Depot operator then asks the mainline operator to set the ahead route (SL06A to S02A or SL08A to S02A or SL08A to S04A).
   b. The operator of mainline then sets the route from SL06A to S02A or SL08A to S02A or SL08A to S04A.
   c. Once the ahead route is set, the operator of the Depot sets the route from SH17Y/SH18Y/SH19Y/SH20Y till SL06A. Or from SH08Y/SH09Y/SH10Y/SH11Y/SH12Y to SL08A.
   d. SH17Y/SH18Y/SH19Y/SH20Y is controlled by (signal aspect released by) SL06A and SH08Y/SH09Y/SH10Y/SH11Y/SH12Y is controlled by (signal aspect released by) SL08A with P13Y reverse for movement from depot to mainline.
   e. Finally the route is set from Depot to mainline.
3. Trains moving from Mainline to Depot.
   a. The operator of Kavi Subhash mainline informs the operator of depot his intention to send a train from mainline to Depot. The Mainline operator then asks the Depot operator to set the ahead route (SL01Y to SH13Y/SH14Y/SH15Y/SH16Y or SL03Y to S02Y/S03Y/S04Y/S05Y/S06Y).
   b. The operator of Depot then sets the route from SL01Y to SH13Y/SH14Y/SH15Y/SH16Y or SL03Y to S02Y/S03Y/S04Y/S05Y/S06Y.
   c. Once the ahead route is set, the operator of the Mainline sets the route from S03A till SL01Y, or S03A to SL03Y, or S01A to SL03Y.
   d. S01A is controlled by (signal aspect released by) SL03Y for movement towards depot with point P06A reverse and S03A is controlled by (signal aspect released by) SL01Y with point P02A reverse or controlled by (signal aspect released by) SL03Y with P06A reverse.
   e. Finally the route is set from mainline to Depot.
4. Electronic Interlocking provided with Hot Standby Configuration at Kavi Subhash Station & Object Controller at Hemanta Mukhopadhyay Station. Also, Electronic Interlocking provided with Hot Standby Configuration at Barun Sengupta & Object Controller at IT Centre.
5. Entire Section is provided with Multi Section Digital Axle Counter for train detection.
6. All points are motor operated.
7. Actual Toe of Switch (ATS) chainage is mentioned in SIP.

   SRJ to ATS distance is considered as -

   I) For 1:8.5 C/S point - 1.5 m. ; II) For 1:12 C/S point - 1.144 m.
8. The Chainage of SIP has been considered as shown in Plan and Profile drawing.
9. (a) Signals S09A, S11A, S11C, S13C & S06D are kept spare.

   (b) P10A & P06C is kept spare.

   (c) Axle Counter W02A, W32C, W34C, W36C, W38C, W40C, W13D & W14D are kept spare.

   (d) Track section T04A, T20A, T32C, T34C, T36C, T11D & T12D are kept spare.

   (e) Emergency Stop Plungers ESP08A, ESP08B, ESP10B, ESP12C, ESP14C, ESP16C, ESP18C & ESP06D are kept as spare.
10. The following Crank Handle Groups are provided:

Crank Handle Grouping for Emergency Operation of Points			
Station Name	Crank Handle	Control Points	Location
Kavi Subhash	CH01A	P07A, P09A	SCR (KKSO)
	CH02A	P01A, P03A, P04A, P05A	SCR (KKSO)
	CH03A	P02A	SCR (KKSO)
	CH04A	P08A, P06A, P11A	SCR (KKSO)
Hemanta Mukhopadhyay	CH01B	P01B, P02B	SCR (KHMD)
	CH02B	P03B, P04B	SCR (KHMD)
Barun Sengupta	CH01C	P01C, P02C	SCR (KBST)
	CH02C	P03C, P04C	SCR (KBST)
	CH03C	P05C, P07C	SCR (KBST)
IT Centre	CH01D	P01D, P02D, P03D, P04D	SCR (KITC)

11. Placement of Balises is as per system requirement.
12. The Section beyond Beleghata shown in dotted line, shall not be commissioned in this phase due to non-availability of viaduct. In the ATS HMI, routes beyond Beleghtata will not be available for operation, and the ATS HMI view will be up to Beleghata Buffer.
13. The fixed Signal (Beleghata Buffer) shall not be controlled from IXL and shall not display on the ATS HMI. Only Fixed Signal shall be lit "ON" physically at site.

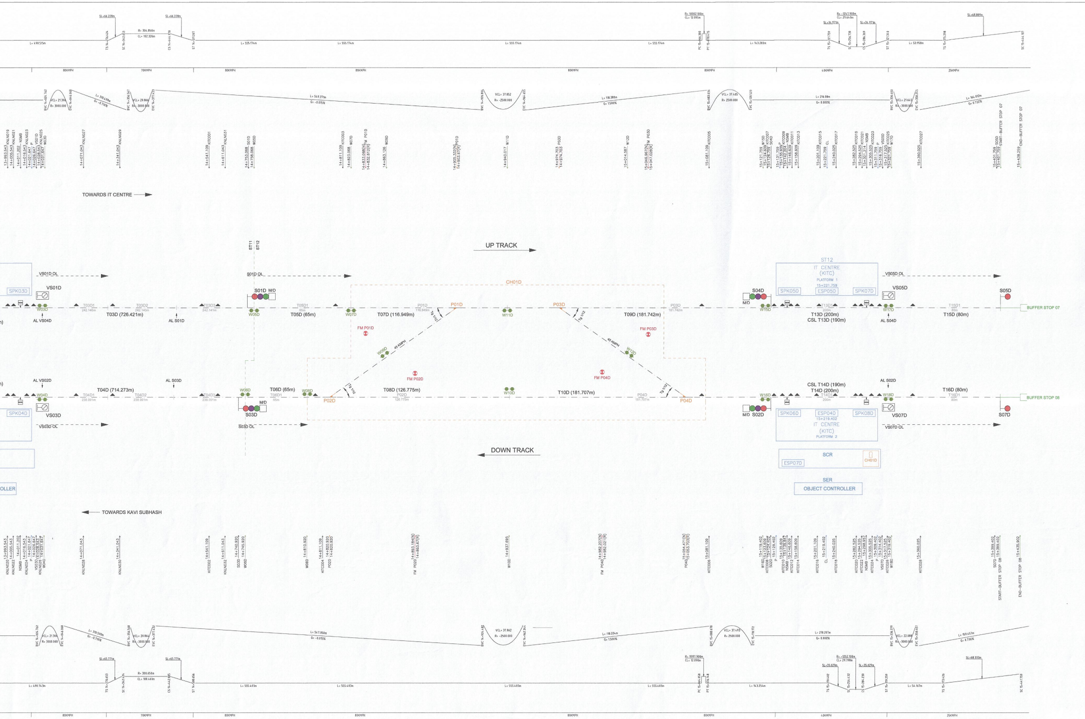
METRO RAILWAY
KOLKATA

SCALE	CHECKED						APPROVED			CRS SANCTION
NOT TO SCALE	27/01/25	27.01.25	28.1.25		28/1/25	30/01/25	Post Vacant	30.1.25	30/1/25	No. DATE:
	SSE/DRG	SSE/SIG/CON	ASTE/C	ASTE/SIG	Dy. CSTE/CON	Dy. COM/O&M	CSTE/PROJ.	PCOM	PCSTE	

SIGNALLING PLAN
KAVI SUBHASH TO IT CENTRE
LINE 6 (CBTC)

DRAWING NO.

RVNL-S&T-KOL-S02-KB1-SIG-0437, REV.-6.0



TOWARDS IT CENTRE
UP TRACK
DOWN TRACK
TOWARDS KAVI SUBHASH
VS01D OL
VS01D
SPK03D
AL VS04D
T03D (726.421m)
AL S01D
ST11
ST12
S01D OL
S01D M/D
W05D
T05D (65m)
W07D
T07D (116.949m)
CH01D
P01D
FM P01D
W09D
45 KMPH
W11D
P03D
FM P03D
W12D
T09D (181.742m)
S04D
M/D
W15D
ST12
IT CENTRE
(KITC)
PLATFORM 1
15+221.759
SPK05D
ESP05D
SPK07D
T13D (200m)
CSL T13D (190m)
VS05D OL
VS05D
W17D
AL S04D
S05D
T15D (80m)
BUFFER STOP 07
AL VS02D
W04D
SPK04D
VS03D
VS03D OL
T04D (714.273m)
AL S03D
W06D
T06D (65m)
S03D
S03D OL
W08D
P02D
T08D (126.775m)
FM P02D
W10D
T10D (181.707m)
FM P04D
P04D
CSL T14D (190m)
T14D (200m)
W16D
M/D S02D
SPK06D
ESP04D
15+219.402
IT CENTRE
(KITC)
PLATFORM 2
SPK08D
AL S02D
W18D
VS07D
VS07D OL
T16D (80m)
S07D
BUFFER STOP 08
SCR
ESP07D
CH01D
SER
OBJECT CONTROLLER
80KMPH
70KMPH
40KMPH
25KMPH

NOTES:

REV NO	DATE	DESCRIPTION	SIGN
6.0	14.01.2025	Updated as per CFX00840191 & CFX00840603	ADm
5.0 (Int. ver.)	04.11.2024	Updated as per CFX00840506	
4.0	17.10.2024	Updated as per Customer Comments	
3.0	07.10.2024	Updated as per Customer Comments	
2.0	18.09.2024	Updated as per Customer Comments	
1.0	19.08.2024	Initial Release	

THE RESPONSIBILITY OF CONTROL, CHECK & VERIFICATION OF ACCURACY, CORRECTNESS, COMPLETENESS, INTEGRATION & FULL COMPLIANCE OF THE CONTRACT PROVISIONS IN RESPECT OF DESIGN, ANALYSIS AND DRAWINGS RESTS WITH THE DETAILED DESIGN CONSULTANT / DETAILED DESIGN CONSULTANT & CONTRACTOR.

IT IS CERTIFIED THAT THERE IS NO CHANGE IN GFCD FROM THE ALREADY APPROVED DWG NO. "................." APPROVED ON DATE ....

DETAILED DESIGN CONSULTANT			CONTRACTOR
SIGN: ADm	SIGN:	SIGN:	SIGN: NA
DATE: 14.01.2025	DATE: 14.01.2025	DATE: 14.01.2025	DATE: NA
NAME: Abdul Raheem	NAME: Sharath Kumar Akula	NAME: Indrajit Mondal	NAME: NA
DESIGN BY	CHECKED BY	APPROVED BY	ACCEPTED BY

SIEMENS

THIS DRAWING INCLUDING ITS DESIGN AND DETAILING HAS BEEN PROOF CHECKED/REVIEWED AND FOUND SUITABLE FOR THE EXECUTION PURPOSE AND ISSUED AS 'GOOD FOR CONSTRUCTION'/BEING GIVEN NO OBJECTION

GENERAL CONSULTANT TO RVNL		
SIGN:		Tapas
DATE:	23-01-2025	23-01-2025
NAME:	SHAFIQUE AHMAD	TAPAS HALDAR

PROJECT:

RAIL VIKAS NIGAM LIMITED
(A Government of India Enterprise)

CLIENT: RVNL KOLKATA

LOCATION: KAVI SUBHASH TO IT CENTRE

TITLE: SIGNALLING PLAN - KAVI SUBHASH TO IT CENTRE - LINE 6 (CBTC)

SCALE: NOT TO SCALE | DATE: 14.01.2025 | STATUS: FOR REVIEW

DRG NO: RVNL-S&T-KOL-S02-KB1-SIG-0437

SAP NO: A6Z00059230712

Sheet: 05 of 38

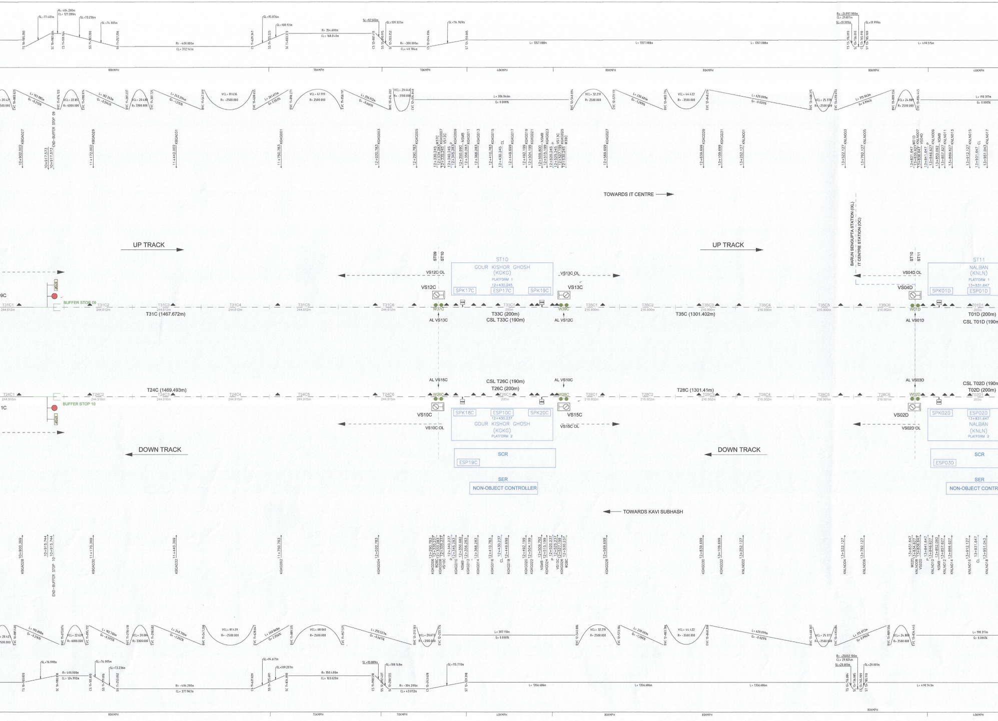
REVISION NO: 6.0

SIGNALLING

RAIL VIKAS NIGAM LIMITED , KOLKATA PIU

RVNL

RVNL	Dy.MGR/S&T	JGM/S&T/EXP	GM/S&T
	23.1.25	23/01/2025	23/01/2025


TOWARDS IT CENTRE
TOWARDS KAVI SUBHASH
UP TRACK
DOWN TRACK
BUFFER STOP 09
BUFFER STOP 10
END-BUFFER STOP 09
END-BUFFER STOP 10
T31C (1467.672m)
T24C (1469.493m)
ST09
ST10
ST11
ST10
GOUR KISHOR GHOSH
(KGKG)
PLATFORM 1
12+430.245
PLATFORM 2
12+430.237
SPK17C
ESP17C
SPK19C
SPK18C
ESP10C
SPK20C
ESP19C
SCR
SER
NON-OBJECT CONTROLLER
VS12C OL
VS12C
VS13C OL
VS13C
VS10C
VS10C OL
VS15C
VS15C OL
AL VS13C
AL VS12C
AL VS15C
AL VS10C
W37C
W38C
W26C
W28C
T33C (200m)
CSL T33C (190m)
CSL T26C (190m)
T26C (200m)
T35C (1301.402m)
T28C (1301.41m)
BARUN SENGUPTA STATION (XL)
IT CENTRE STATION (OC)
ST11
NALBAN
(KNLN)
PLATFORM 1
13+931.647
PLATFORM 2
SPK01D
ESP01D
SPK02D
ESP02D
ESP03D
VS04D OL
VS04D
AL VS01D
W01D
AL VS03D
W02D
VS02D
VS02D OL
T01D (200m)
CSL T01D (190m)
CSL T02D (190m)
T02D (200m)
80KMPH
75KMPH
70KMPH
40KMPH

B. PROPOSED PLAN AND PROFILE OF METRO CORRIDOR - HEMANTA MUKHOPADHYAY (EX) TO RITWIK GHATAK, KOLKATA, METRO RAILWAY DRG. NO.
1. MRC/W/KHMD-KRWG/DN LINE/PLAN & PROFILE/07-2023 (SH. NO. 01 TO 06).
2. MRC/W/KHMD-KRWG/UP LINE/PLAN & PROFILE/08-2023 (SH. NO. 01 TO 06).

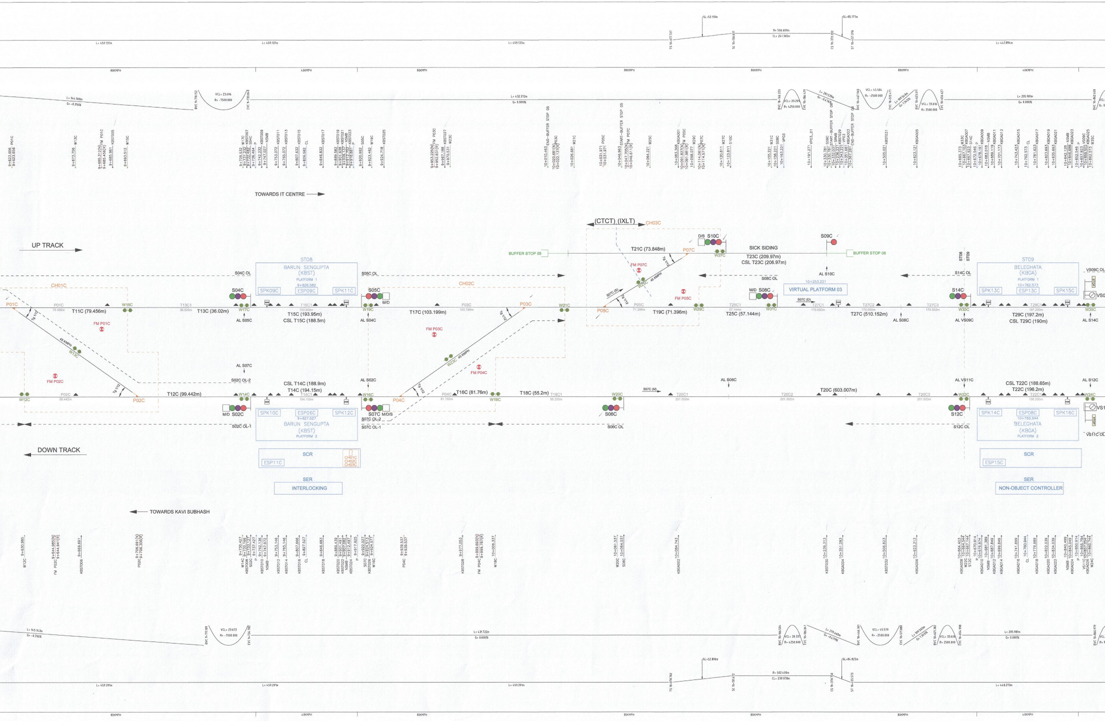
C. PLAN AND PROFILE OF METRO CORRIDOR - RITWIK GHATAK TO BARUN SENGUPTA (EX), KOLKATA, METRO RAILWAY DRG. NO.
1. MRC/W/KRWG-KBST/DN LINE/PLAN & PROFILE/09-2023 (SH. NO. 01 TO 04).
2. MRC/W/KRWG-KBST/UP LINE/PLAN & PROFILE/10-2023 (SH. NO. 01 TO 04).

D. PLAN AND PROFILE OF METRO CORRIDOR - BARUN SENGUPTA TO BELEGHATA (EX), KOLKATA, METRO RAILWAY DRG. NO.
1. MRC/W/KBST-KBGA/DN LINE/PLAN & PROFILE/11-2023 (SH. NO. 01 TO 03).
2. MRC/W/KBST-KBGA/UP LINE/PLAN & PROFILE/12-2023 (SH. NO. 01 TO 03).
3. MRC/W/KBST-KBGA/SICK LINE/PLAN & PROFILE/13-2023 (SH. NO. 01 OF 01).

E. PROPOSED PLAN AND PROFILE OF METRO CORRIDOR - BELEGHATA (EX) TO NALBAN, KOLKATA, METRO RAILWAY DRG. NO.
1. MRC/CRD/KBGA-KNLN/PLAN & PROFILE/DN LINE/01-2024 (SH. NO. 01 TO 09).
2. MRC/CRD/KBGA-KNLN/PLAN & PROFILE/UP LINE/02-2024 (SH. NO. 01 TO 09).

F. PROPOSED PLAN AND PROFILE OF METRO CORRIDOR - NALBAN (EX) TO IT CENTRE, KOLKATA, METRO RAILWAY DRG. NO.:
1. MRC/W/KNLN-KITC/PLAN & PROFILE/DN LINE/08-2024 (SH. NO. 01 TO 04).
2. MRC/W/KNLN-KITC/PLAN & PROFILE/UP LINE/07-2024 (SH. NO. 01 TO 04).

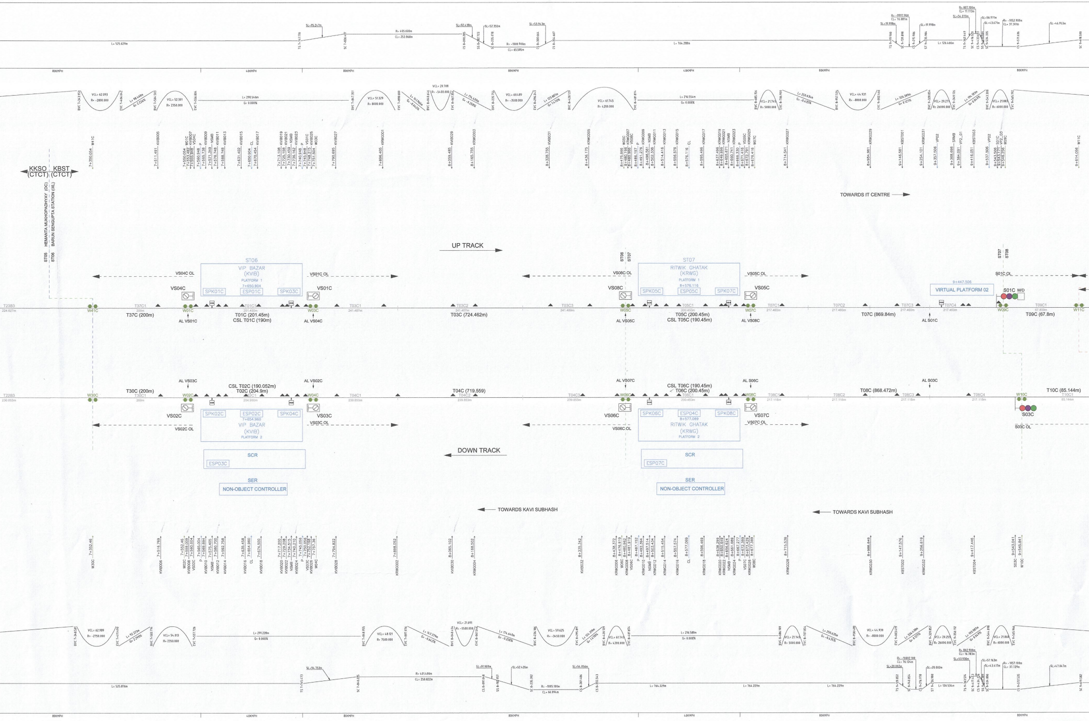
G. PROPOSED PLAN AND PROFILE OF METRO LINE FROM P-425 TO P-442 METRO RAILWAY DRG. NO.:
1. MRC/FINAL/KNLN-KITC/PLAN & PROFILE/DN LINE/11-2024 (SH. NO. 01 TO 02)
2. MRC/FINAL/KNLN-KITC/PLAN & PROFILE/UP LINE/10-2024 (SH. NO. 01 TO 02)

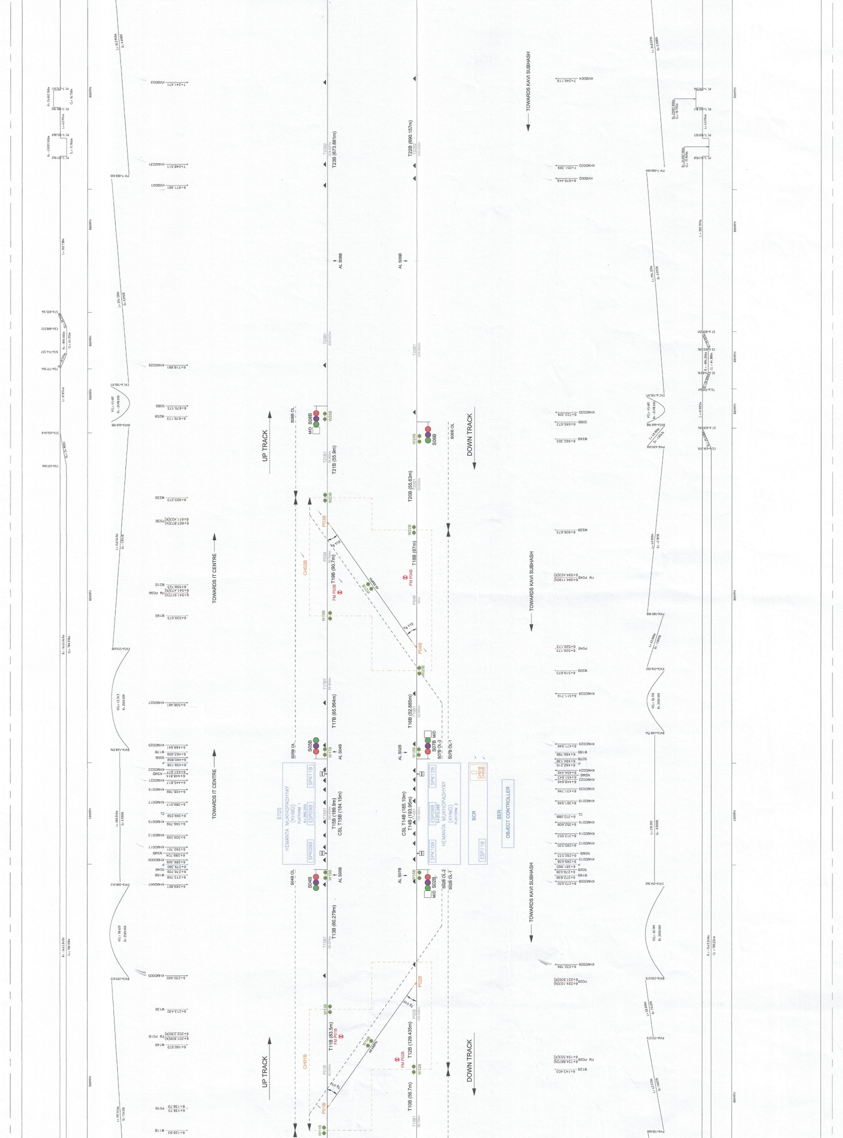

TOWARDS IT CENTRE
UP TRACK
DOWN TRACK
TOWARDS KAVI SUBHASH
ST08
BARUN SENGUPTA (KBST)
PLATFORM 1
PLATFORM 2
9+826.582
9+827.527
SPK09C
ESP09C
SPK11C
SPK10C
ESP06C
SPK12C
SCR
ESP11C
CH01C
CH02C
CH03C
SER
INTERLOCKING
ST09
BELEGHATA (KBGA)
10+762.573
10+760.944
SPK13C
ESP13C
SPK15C
SPK14C
ESP08C
SPK16C
ESP15C
NON-OBJECT CONTROLLER
(CTCT) (IXLT)
SICK SIDING
T23C (209.97m)
CSL T23C (206.97m)
BUFFER STOP 05
BUFFER STOP 06
VIRTUAL PLATFORM 03
10+253.221
S09C
D/S S10C
W27C
T21C (73.848m)
P07C
FM P07C
P05C
FM P05C
W25C
45 KMPH
Tg 1/12
S07C (R)
S07C (D)
S07C (M)
T19C (71.396m)
W29C
M/D S08C
W31C
T25C (57.144m)
T27C (510.152m)
AL S10C
S08C OL
AL S08C
S14C
S14C OL
W33C
AL VS09C
T29C (197.2m)
CSL T29C (190m)
W35C
AL S14C
VS09C OL
P01C
CH01C
T11C (79.456m)
FM P01C
W13C
W15C
T13C (36.02m)
S04C
S04C OL
W17C
AL S05C
T15C (193.95m)
CSL T15C (188.5m)
S05C
S05C OL
M/D
W19C
AL S04C
T17C (103.199m)
FM P03C
P03C
W23C
W21C
W12C
FM P02C
P02C
T12C (99.442m)
AL S07C
S02C OL-2
W14C
M/D S02C
S02C OL-1
CSL T14C (188.9m)
T14C (194.15m)
AL S02C
W16C
S07C M/D/S
S07C OL-2
S07C OL-1
P04C
FM P04C
T16C (81.76m)
W18C
T18C (55.2m)
W20C
S06C
S06C OL
AL S06C
T20C (603.007m)
AL VS11C
W22C
S12C
S12C OL
CSL T22C (188.65m)
T22C (196.2m)
AL S12C
W24C
VS11C OL
80KMPH
40KMPH

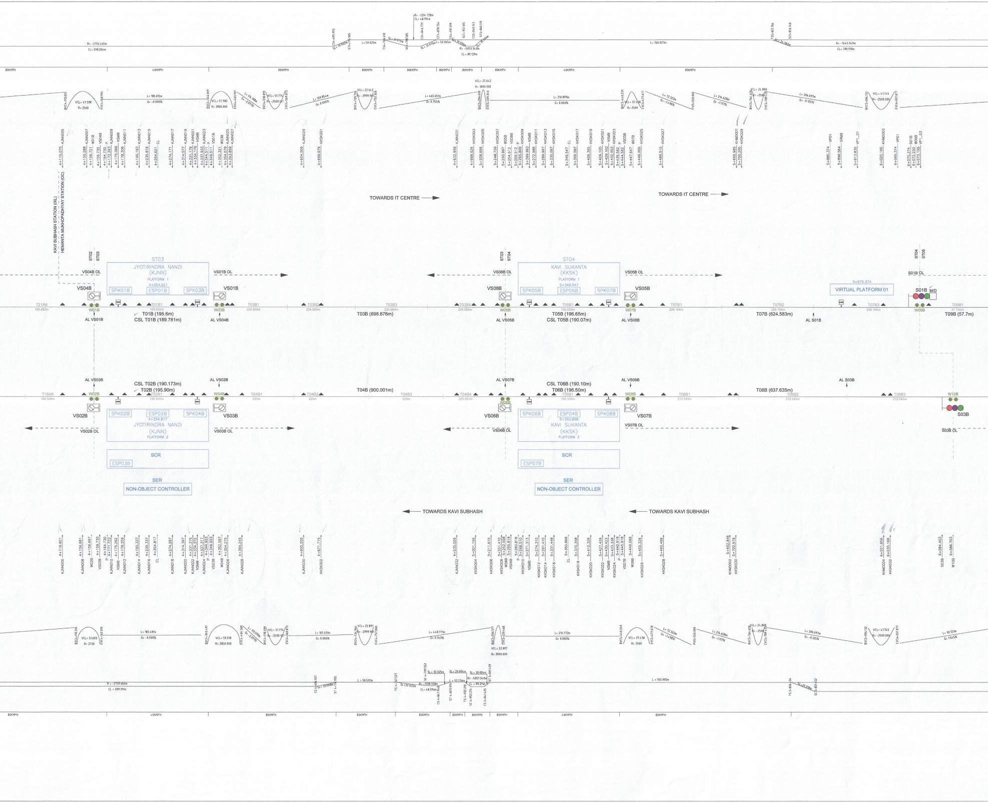
REFERENCES:

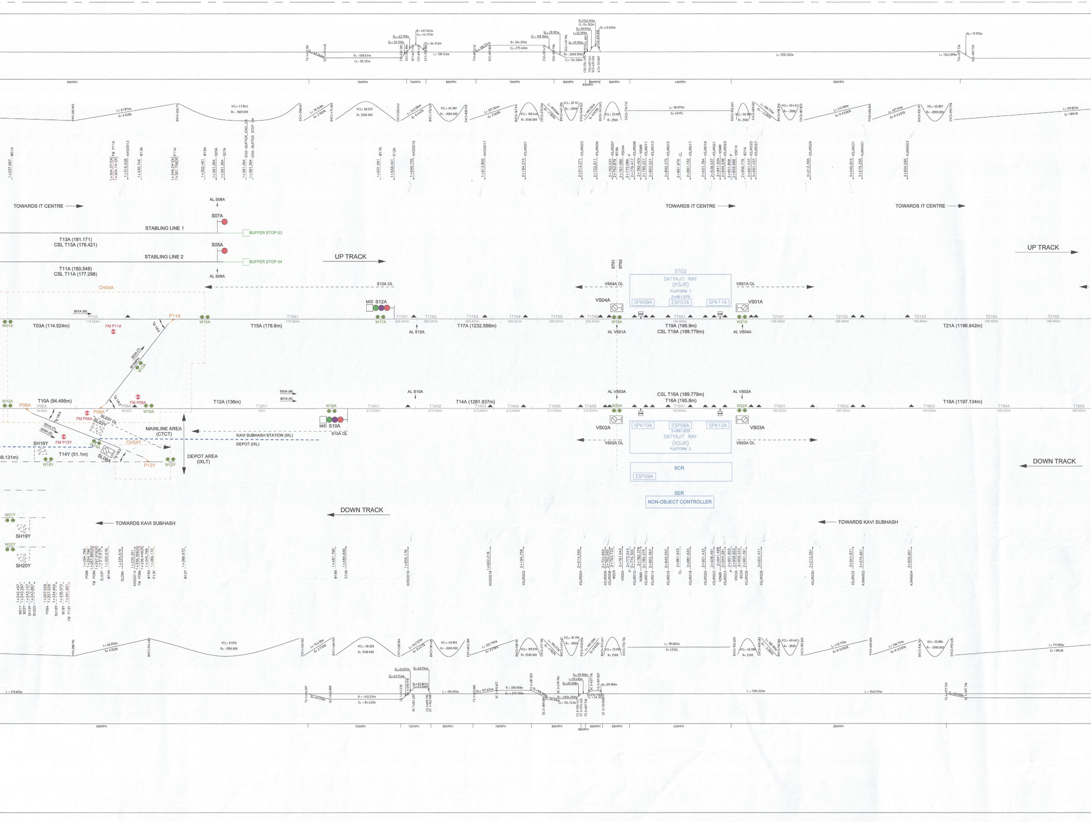
A. AS BUILT PLAN AND PROFILE OF METRO CORRIDOR - KAVI SUBHASH (NEW GARIA) TO VIP BAZAAR(EX), KOLKATA, METRO RAILWAY DRG. NO.:

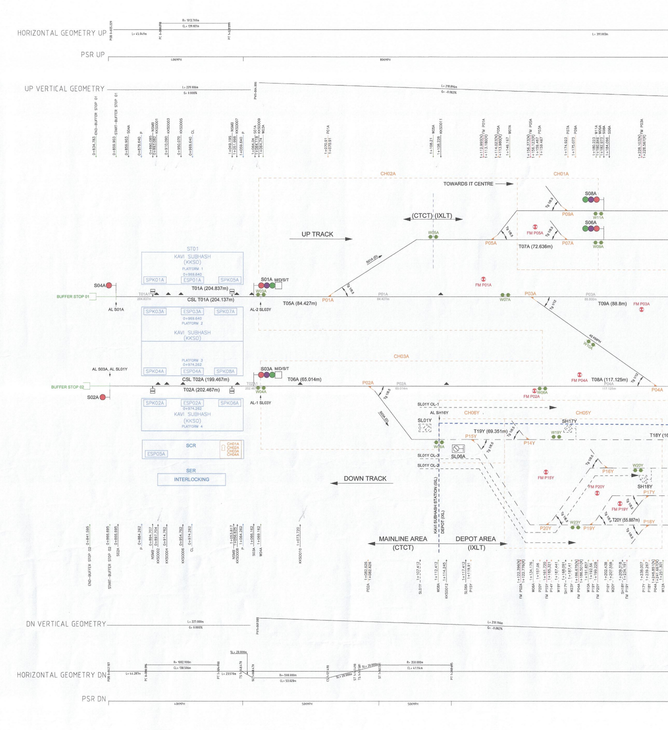
1. MRC/COMP/PLAN&PROFILE/KKSO-KHMD/UP/04-2023 (SH. NO. 01 TO 16).
2. MRC/COMP/PLAN&PROFILE/KKSO-KHMD/DN/06-2023 (SH. NO. 01 TO 16).
3. MRC/COMP/PLAN&PROFILE/KKSO-KHMD/LOOP LINES/07-2023 (SH. NO. 01 TO 02).
4. MRC/COMP/PLAN&PROFILE/KKSO-KHMD/LOOP LINES/08-2023 (SH. NO. 01 TO 02).


KKSO (CTCT)
KBST (CTCT)
ST05 HEMANTA MUKHOPADHYAY (OC)
ST06 BARUN SENGUPTA STATION (IXL)
TOWARDS IT CENTRE
UP TRACK
DOWN TRACK
TOWARDS KAVI SUBHASH
TOWARDS KAVI SUBHASH
ST06
VIP BAZAR
(KVIB)
PLATFORM 1
7+650.904
SPK01C
ESP01C
SPK03C
SPK02C
ESP02C
SPK04C
7+654.960
VIP BAZAR
(KVIB)
PLATFORM 2
SCR
ESP03C
SER
NON-OBJECT CONTROLLER
ST07
RITWIK GHATAK
(KRWG)
PLATFORM 1
8+576.116
SPK05C
ESP05C
SPK07C
SPK06C
ESP04C
SPK08C
8+577.069
RITWIK GHATAK
(KRWG)
PLATFORM 2
SCR
ESP07C
SER
NON-OBJECT CONTROLLER
9+447.506
VIRTUAL PLATFORM 02
S01C M/D
S01C OL
ST07
ST08
S03C
S03C OL
VS04C OL
VS04C
VS01C OL
VS01C
VS02C
VS02C OL
VS03C
VS03C OL
VS08C OL
VS08C
VS05C OL
VS05C
VS06C
VS06C OL
VS07C
VS07C OL
AL VS01C
AL VS04C
AL VS03C
AL VS02C
AL VS05C
AL VS08C
AL VS07C
AL S06C
AL S01C
AL S03C
W41C
W01C
W03C
W05C
W07C
W09C
W11C
W30C
W02C
W04C
W06C
W08C
W10C
T23B3
224.627m
T22B3
230.053m
T37C (200m)
T30C (200m)
T01C (201.45m)
CSL T01C (190m)
CSL T02C (190.052m)
T02C (204.9m)
T03C (724.462m)
T04C (719.559)
T05C (200.45m)
CSL T05C (190.45m)
CSL T06C (190.45m)
T06C (200.45m)
T07C (869.84m)
T08C (868.472m)
T09C (67.8m)
T10C (85.144m)
80KMPH
40KMPH
80KMPH
80KMPH
40KMPH
80KMPH
80KMPH


UP TRACK
DOWN TRACK
TOWARDS KAVI SUBHASH
TOWARDS IT CENTRE
T23B (673.881m)
T22B (690.157m)
AL S08B
AL S06B
S08B OL
S08B
W25B
W24B
S06B
S06B OL
T21B (55.9m)
T20B (55.63m)
W23B
W22B
P03B
P04B
CH02B
T19B (90.7m)
T18B (67m)
FM P03B
FM P04B
W21B
W20B
W19B
T17B (65.964m)
T16B (52.885m)
S05B OL
S05B
W17B
AL S04B
AL S02B
W16B
S07B
S07B OL-2
S07B OL-1
ST05
HEMANTA MUKHOPADHYAY (KHMD)
PLATFORM 1
PLATFORM 2
SPK11B
ESP09B
SPK09B
SPK12B
ESP06B
SPK10B
T15B (189.9m)
CSL T15B (184.15m)
CSL T14B (185.10m)
T14B (193.95m)
SCR
SER
OBJECT CONTROLLER
ESP11B
S04B OL
S04B
W15B
AL S05B
AL S07B
W18B
S02B
S02B OL-2
S02B OL-1
T13B (60.279m)
T12B (129.435m)
W13B
W14B
P01B
P02B
CH01B
T11B (83.5m)
FM P01B
FM P02B
T10B (56.7m)
W11B
W12B
80KMPH


KAVI SUBHASH STATION (IXL)
HEMANTA MUKHOPADHYAY STATION (OC)
TOWARDS IT CENTRE
TOWARDS IT CENTRE
TOWARDS KAVI SUBHASH
TOWARDS KAVI SUBHASH
ST02
ST03
ST03
ST04
ST04
ST05
ST03
JYOTIRINDRA NANDI
(KJNN)
PLATFORM 1
4+254.621
SPK01B
ESP01B
SPK03B
ST04
KAVI SUKANTA
(KKSK)
PLATFORM 1
5+349.547
SPK05B
ESP05B
SPK07B
5+975.374
VIRTUAL PLATFORM 01
VS04B OL
VS04B
VS01B OL
VS01B
VS08B OL
VS08B
VS05B OL
VS05B
S01B OL
S01B
M/D
W01B
W03B
W05B
W07B
W09B
T21A6
T01B1
T03B1
T03B2
T03B3
T03B4
T05B1
T07B1
T07B2
T07B3
T09B1
T01B (195.6m)
CSL T01B (189.781m)
T03B (898.676m)
T05B (196.65m)
CSL T05B (190.07m)
T07B (624.583m)
T09B (57.7m)
AL VS01B
AL VS04B
AL VS05B
AL VS08B
AL S01B
AL VS03B
AL VS02B
AL VS07B
AL VS06B
AL S03B
CSL T02B (190.173m)
T02B (195.90m)
T04B (900.001m)
CSL T06B (190.10m)
T06B (196.50m)
T08B (637.635m)
T16A6
T02B1
T04B1
T04B2
T04B3
T04B4
T06B1
T08B1
T08B2
T08B3
W02B
W04B
W06B
W08B
W10B
VS02B
VS02B OL
VS03B
VS03B OL
VS06B
VS06B OL
VS07B
VS07B OL
S03B
S03B OL
SPK02B
ESP02B
SPK04B
4+254.817
JYOTIRINDRA NANDI
(KJNN)
PLATFORM 2
SPK06B
ESP04B
SPK08B
5+350.868
KAVI SUKANTA
(KKSK)
PLATFORM 2
SCR
ESP03B
SCR
ESP07B
SER
NON-OBJECT CONTROLLER
SER
NON-OBJECT CONTROLLER
80KMPH
40KMPH
R= -2755.465m
CL= 598.264m
L= 765.027m
R= -1445.049m
CL= 780.918m
L= 185.015m
G= -0.000%
L= 465.651m
G= 0.755%
L= 210.899m
G= 0.000%
VCL= 22.642
R= 3880.000
R= -2159.665m
CL= 599.191m
L= 765.005m
L= 183.481m
G= -0.000%
L= 448.771m
G= 0.763%
L= 210.112m
G= 0.000%
VCL= 22.897
R= 3000.000
4+115.075 KJNN005
5+885.374 VP01
5+898.564 SRMB
5+913.835 VP1_01
6+020.165 KHMD003
6+065.374 VP01
6+070.374 S01B
6+072.230 W09B
6+073.155 VP1_03
4+116.601 KJNN006
6+084.403 S03B
6+086.703 W10B


TOWARDS IT CENTRE
TOWARDS IT CENTRE
TOWARDS IT CENTRE
UP TRACK
UP TRACK
DOWN TRACK
DOWN TRACK
TOWARDS KAVI SUBHASH
TOWARDS KAVI SUBHASH
STABLING LINE 1
STABLING LINE 2
BUFFER STOP 03
BUFFER STOP 04
AL S08A
S07A
S05A
AL S06A
T13A (181.171)
CSL T13A (178.421)
T11A (180.548)
CSL T11A (177.298)
CH04A
S12A OL
M/D S12A
W17A
AL S12A
T03A (114.524m)
T15A (178.8m)
T17A (1232.588m)
T19A (195.9m)
CSL T19A (189.779m)
T21A (1196.942m)
W01A
P11A
FM P11A
W15A
W13A
S01A (M)
ST01
ST02
VS04A OL
VS04A
AL VS01A
W19A
ST02
SATYAJIT RAY
(KSJR)
PLATFORM 1
2+861.979
SPK09A
ESP07A
SPK11A
VS01A OL
VS01A
W21A
AL VS04A
W12A
P06A
T10A (94.495m)
P08A
FM P08A
SL03Y OL
W16A
T12A (136m)
S03A (M)
S01A (S)
M/D S10A
S10A OL
AL S10A
W18A
T14A (1281.937m)
AL VS03A
W20A
CSL T16A (189.779m)
T16A (195.8m)
AL VS02A
W22A
T18A (1197.134m)
VS02A
VS02A OL
SPK10A
ESP06A
2+861.933
SATYAJIT RAY
(KSJR)
PLATFORM 2
SPK12A
VS03A
VS03A OL
SCR
ESP09A
SER
NON-OBJECT CONTROLLER
MAINLINE AREA
(CTCT)
KAVI SUBHASH STATION (IXL)
DEPOT (IXL)
DEPOT AREA
(IXLT)
SH16Y
FM P13Y
CH04Y
SL08A
T14Y (51.1m)
W18Y
P13Y
W12Y
W21Y
SH19Y
W22Y
SH20Y
80KMPH
75KMPH
70KMPH
40KMPH


HORIZONTAL GEOMETRY UP
POB 0+835.229
L= 45.049m
R= 1013.700m
CL= 139.821m
L= 391.003m
PSR UP
40KMPH
80KMPH
UP VERTICAL GEOMETRY
L= 229.006m
G= 0.000%
PVI1-064.005
L= 218.896m
G= -0.082%
0+834.783 END-BUFFER STOP 01
0+859.903 START-BUFFER STOP 01
0+859.903 S04A
0+879.640 P
0+890.085 NSMB
0+893.082 KKS0001
0+910.090 KKS0003
0+950.070 KKS0005
0+969.640 CL
1+049.195 NSMB
1+051.998 KKS0007
1+059.640 P
1+064.04 S01A
1+064.118 KKS0009
1+064.74 W03A
1+070.91 P01A
1+070.91
1+108.21 W05A
1+108.228 KKS0011
1+112.990(N) FM P01A
1+113.180(R)
1+114.023(N) P05A
1+113.980(R)
1+149.167 W07A
1+156.373(N) FM P05A
1+156.123(R)
1+159.467 P03A
1+159.467
1+174.923 P07A
1+175.073 P09A
1+180.223 W11A
1+180.846 W09A
1+182.973 S08A
1+184.096 S06A
1+228.103(N) FM P03A
1+228.567(R)
CH02A
CH01A
TOWARDS IT CENTRE
(CTCT) (IXLT)
UP TRACK
W05A
S08A
S06A
W11A
W09A
P09A
P05A
P07A
FM P05A
T07A (72.636m)
Tg 1/8.5
S01A (D)
ST01
KAVI SUBHASH (KKSO)
PLATFORM 1
0+969.640
SPK01A
ESP01A
SPK05A
T01A (204.837m)
S04A
BUFFER STOP 01
AL S01A
T01A1
204.837m
CSL T01A (204.137m)
S01A M/D/S/T
W03A
AL-2 SL03Y
T05A (84.427m)
P01A
84.427m
FM P01A
W07A
P03A
88.800m
T09A (88.8m)
FM P03A
Tg 1/12
45 KMPH
W10A
SPK03A
ESP03A
SPK07A
0+969.640
PLATFORM 2
KAVI SUBHASH (KKSO)
PLATFORM 3
0+974.262
SPK04A
ESP04A
SPK08A
CH03A
AL S03A, AL SL01Y
CSL T02A (199.467m)
S03A M/D/S/T
T06A (65.014m)
P02A
65.014m
BUFFER STOP 02
T02A (202.467m)
T02A1
202.467m
W04A
AL-1 SL03Y
S02A
FM P04A
T08A (117.125m)
117.125m
P04A
FM P02A
W06A
SPK02A
ESP02A
SPK06A
0+974.262
KAVI SUBHASH (KKSO)
PLATFORM 4
SCR
ESP05A
CH01A
CH02A
CH03A
CH04A
SER
INTERLOCKING
S03A (D)
SL01Y OL-1
AL SH16Y
CH06Y
CH05Y
SL01Y
SH17Y
T19Y (69.351m)
P15Y
P14Y
W19Y
T18Y (16
W08A
SL06A
SL01Y OL-3
SL01Y OL-2
DOWN TRACK
FM P15Y
P16Y
W20Y
SH18Y
P17Y
FM P20Y
FM P19Y
T20Y (55.887m)
P20Y
W23Y
P19Y
P18Y
KAVI SUBHASH STATION (IXL)
DEPOT (IXL)
MAINLINE AREA
(CTCT)
DEPOT AREA
(IXLT)
END-BUFFER STOP 02 0+841.595
START-BUFFER STOP 02 0+866.695
S02A 0+866.695
P 0+884.262
NSMB 0+894.707
KKS0002 0+897.704
KKS0004 0+914.762
KKS0006 0+954.792
CL 0+974.262
NSMB 1+053.817
KKS0008 1+056.625
P 1+064.262
S03A 1+066.162
W04A 1+069.162
KKS0010 1+073.720
P02A 1+082.626
1+082.626
SL01Y 1+107.412
W08A 1+112.412
KKS0012 1+114.245
SL06A 1+117.412
P15Y 1+119.91
FM P02A 1+122.396(N)
1+122.776(R)
W06A 1+134.176
P20Y 1+157.06
FM P15Y 1+161.720
P14Y 1+165.321
W19Y 1+167.441
SH17Y 1+168.091
W23Y 1+187.41
FM P04A 1+186.675(N)
1+186.501(R)
W10A 1+191.657
P19Y 1+192.56
FM P20Y 1+199.228
P16Y 1+202.438
W20Y 1+207.558
SH18Y 1+209.318
FM P19Y 1+234.191
P17Y 1+238.007
P18Y 1+239.267
P04A 1+246.851(N)
1+241.667(R)
W12A 1+251.301
DN VERTICAL GEOMETRY
L= 227.000m
G= 0.000%
L= 219.196m
G= -0.082%
HORIZONTAL GEOMETRY DN
L= 44.287m
R= 1002.900m
CL= 138.506m
L= 23.570m
SL= 20.000m
R= -500.000m
CL= 53.020m
SL= 20.000m
R= 350.000m
CL= 41.116m
PSR DN
40KMPH
50KMPH
50KMPH