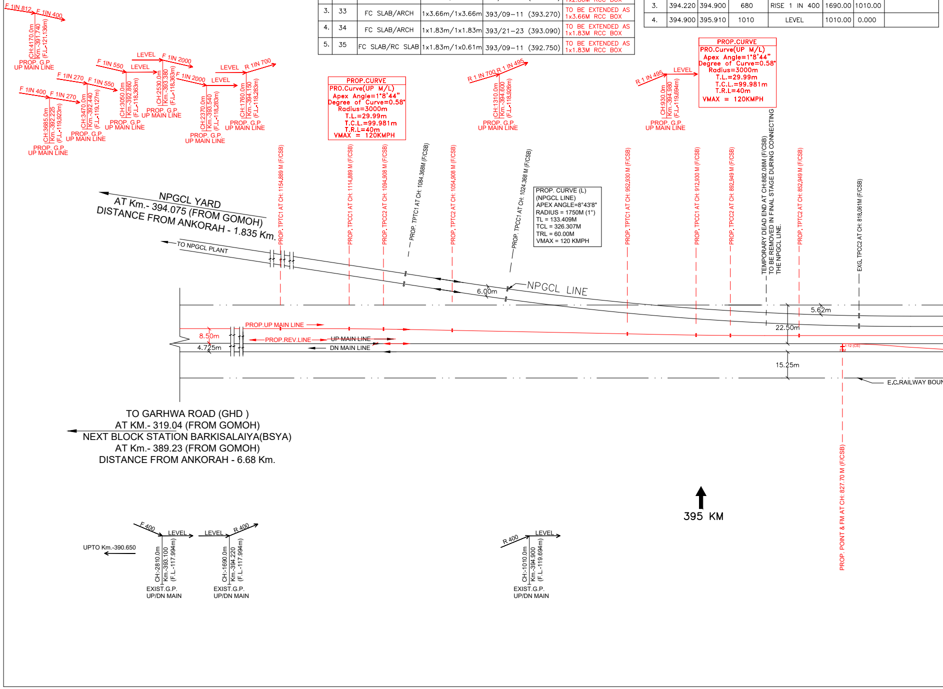
## BRIDGE DETAILS

| SL. NO. | BR.NO. | TYPE OF BRIDGE | NO. OF OPENIG WITH CLEAR SPAN | LOCATION AT Km. WITH E.P./(DECIMAL) | REMARKS |
|---|---|---|---|---|---|
| 1. | 31 | FC SLAB/RC SLAB | 1x0.91m/1x0.61m | 394/03–05 (394.108) | TO BE EXTENDED AS 1x1.20M RCC BOX |
| 2. | 32 | FC SLAB/ARCH | 1x2.74m/2x0.91m | 393/21–23 (393.594) | TO BE EXTENDED AS 1x2.80M RCC BOX |
| 3. | 33 | FC SLAB/ARCH | 1x3.66m/1x3.66m | 393/09–11 (393.270) | TO BE EXTENDED AS 1x3.66M RCC BOX |
| 4. | 34 | FC SLAB/ARCH | 1x1.83m/1x1.83m | 393/21–23 (393.090) | TO BE EXTENDED AS 1x1.83M RCC BOX |
| 5. | 35 | FC SLAB/RC SLAB | 1x1.83m/1x0.61m | 393/09–11 (392.750) | TO BE EXTENDED AS 1x1.83M RCC BOX |

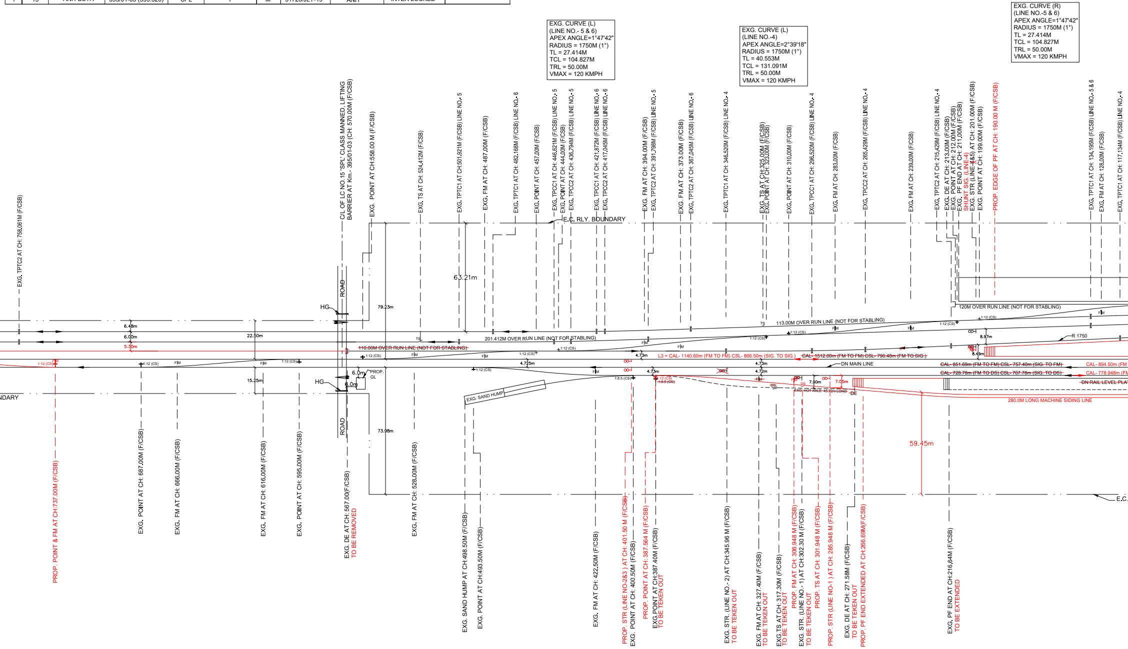
## GRADIENT POST

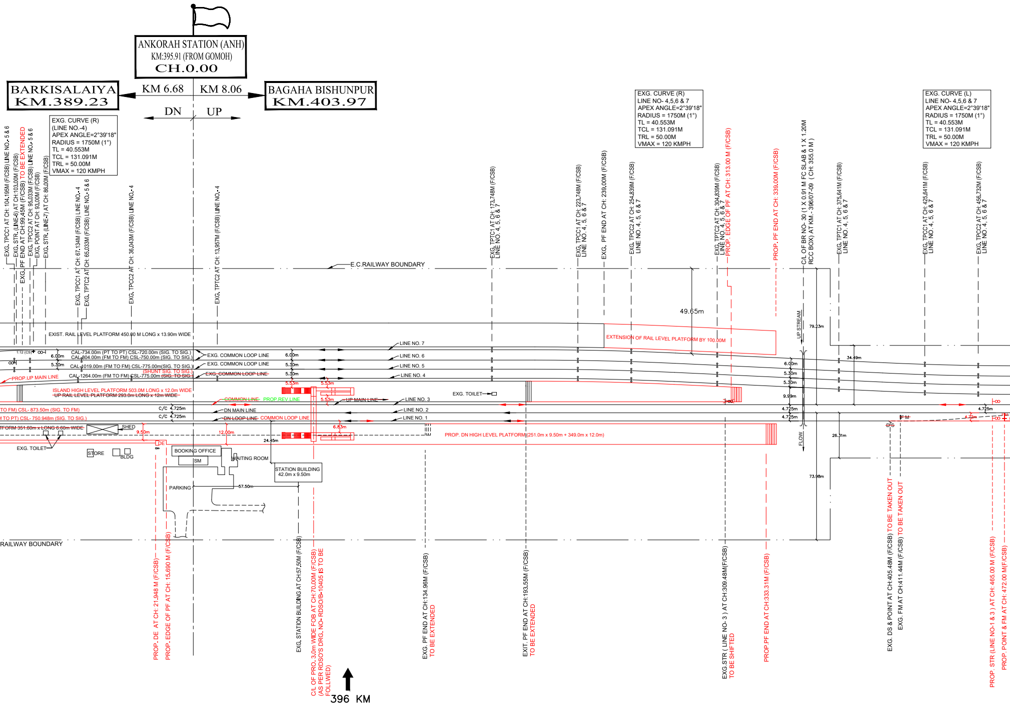
| SL.NO. | LOCATION(IN Km.) | | DISTANCE ( IN M ) | GRADE | CHANAGE (in M ) | | REMARKS |
|---|---|---|---|---|---|---|---|
| | FROM | TO | | | FROM | TO | |
| 1. | 390.650 | 393.100 | 2450 | FALL 1 IN 400 | 5260.00 | 2810.00 | |
| 2. | 393.100 | 394.220 | 1120 | LEVEL | 2810.00 | 1690.00 | |
| 3. | 394.220 | 394.900 | 680 | RISE 1 IN 400 | 1690.00 | 1010.00 | |
| 4. | 394.900 | 395.910 | 1010 | LEVEL | 1010.00 | 0.000 | |


F 1IN 812
F 1IN 400
CH:4170.0m
Km.-391.740
(F.L.-121.136m)
PROP. G.P.
UP MAIN LINE
F 1IN 400
F 1IN 270
CH:3685.0m
Km.-392.225
(F.L.-119.923m)
PROP. G.P.
UP MAIN LINE
F 1IN 270
F 1IN 550
CH:3470.0m
Km.-392.440
(F.L.-119.127m)
PROP. G.P.
UP MAIN LINE
F 1IN 550
LEVEL
CH:3050.0m
Km.-392.860
(F.L.-118.363m)
PROP. G.P.
UP MAIN LINE
LEVEL
F 1IN 2000
CH:2530.0m
Km.-393.380
(F.L.-118.363m)
PROP. G.P.
UP MAIN LINE
F 1IN 2000
LEVEL
CH:2370.0m
Km.-393.540
(F.L.-118.283m)
PROP. G.P.
UP MAIN LINE
LEVEL
R 1IN 700
CH:1760.0m
Km.-394.150
(F.L.-118.283m)
PROP. G.P.
UP MAIN LINE
PROP.CURVE
PRO.Curve(UP M/L)
Apex Angle=1°8'44"
Degree of Curve=0.58°
Radius=3000m
T.L.=29.99m
T.C.L.=99.981m
T.R.L=40m
VMAX = 120KMPH
R 1 IN 700
R 1 IN 495
CH:1310.0m
Km.-394.600
(F.L.-118.926m)
PROP. G.P.
UP MAIN LINE
R 1 IN 495
LEVEL
CH:930.0m
Km.-394.980
(F.L.-119.694m)
PROP. G.P.
UP MAIN LINE
PROP.CURVE
PRO.Curve(UP M/L)
Apex Angle=1°8'44"
Degree of Curve=0.58°
Radius=3000m
T.L.=29.99m
T.C.L.=99.981m
T.R.L=40m
VMAX = 120KMPH
PROP. TPTC1 AT CH: 1154.889 M (F/CSB)
PROP. TPCC1 AT CH: 1114.889 M (F/CSB)
PROP. TPCC2 AT CH: 1094.908 M (F/CSB)
PROP. TPTC1 AT CH: 1084.368M (F/CSB)
PROP. TPTC2 AT CH: 1054.908 M (F/CSB)
PROP. TPCC1 AT CH: 1024.368 M (F/CSB)
PROP. CURVE (L)
(NPGCL LINE)
APEX ANGLE=8°43'8"
RADIUS = 1750M (1°)
TL = 133.409M
TCL = 326.307M
TRL = 60.00M
VMAX = 120 KMPH
PROP. TPTC1 AT CH: 952.930 M (F/CSB)
PROP. TPCC1 AT CH: 912.930 M (F/CSB)
PROP. TPCC2 AT CH: 892.949 M (F/CSB)
TEMPORARY DEAD END AT CH:882.08M (F/CSB)
TO BE REMOVED IN FINAL STAGE DURING CONNECTING
THE NPGCL LINE.
PROP. TPTC2 AT CH: 852.949 M (F/CSB)
EXG. TPCC2 AT CH: 818.061M (F/CSB)
NPGCL YARD
AT Km.- 394.075 (FROM GOMOH)
DISTANCE FROM ANKORAH - 1.835 Km.
TO NPGCL PLANT
NPGCL LINE
6.00m
5.62m
22.50m
15.25m
8.50m
4.725m
PROP.UP MAIN LINE
PROP.REV.LINE
UP MAIN LINE
DN MAIN LINE
1:12 (CS)
FM
E.C.RAILWAY BOUN
TO GARHWA ROAD (GHD )
AT KM.- 319.04 (FROM GOMOH)
NEXT BLOCK STATION BARKISALAIYA(BSYA)
AT Km.- 389.23 (FROM GOMOH)
DISTANCE FROM ANKORAH - 6.68 Km.
395 KM
PROP. POINT & FM AT CH: 827.70 M (F/CSB)
UPTO Km.-390.650
F 400
LEVEL
CH:-2810.0m
Km.-393.100
(F.L.-117.994m)
EXIST.G.P.
UP/DN MAIN
LEVEL
R 400
CH:-1690.0m
Km.-394.220
(F.L.-117.994m)
EXIST.G.P.
UP/DN MAIN
R 400
LEVEL
CH:-1010.0m
Km.-394.900
(F.L.-119.694m)
EXIST.G.P.
UP/DN MAIN

DETAILS OF LEVEL CROSSING

| Sr.No | L.C. NO. | BLOCK SECTION | LOCATION AT Km. WITH E.P./(DECIMAL) | CLASS | E/T | M/UM | TVU/YEAR | TELEPHONE CONNECTION | INTERLOCKED or NON-INTERLOCKED | REMARK |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15 | ANH-BSYA | 395/01-03 (395.320) | SPL | T | M | 51726/JLY-19 | ANH | INTER LOCKED | |


EXG. CURVE (L)
(LINE NO.- 5 & 6)
APEX ANGLE=1°47'42"
RADIUS = 1750M (1°)
TL = 27.414M
TCL = 104.827M
TRL = 50.00M
VMAX = 120 KMPH
EXG. CURVE (L)
(LINE NO.-4)
APEX ANGLE=2°39'18"
RADIUS = 1750M (1°)
TL = 40.553M
TCL = 131.091M
TRL = 50.00M
VMAX = 120 KMPH
EXG. CURVE (R)
(LINE NO.-5 & 6)
APEX ANGLE=1°47'42"
RADIUS = 1750M (1°)
TL = 27.414M
TCL = 104.827M
TRL = 50.00M
VMAX = 120 KMPH
EXG. TPTC2 AT CH: 758.061M (F/CSB)
C/L OF LC NO.15 'SPL' CLASS MANNED, LIFTING BARRIER AT Km.- 395/01-03 (CH: 570.00M (F/CSB)
EXG. POINT AT CH:558.00 M (F/CSB)
EXG. TS AT CH: 524.412M (F/CSB)
EXG. TPTC1 AT CH:501.921M (F/CSB) LINE NO.- 5
EXG. FM AT CH: 487.00M (F/CSB)
EXG. TPTC1 AT CH: 482.168M (F/CSB) LINE NO.- 6
EXG. POINT AT CH: 457.00M (F/CSB)
EXG. TPCC1 AT CH: 446.621M (F/CSB) LINE NO.- 5
EXG. POINT AT CH: 444.00M (F/CSB)
EXG. TPCC2 AT CH: 436.794M (F/CSB) LINE NO.- 5
EXG. TPCC1 AT CH: 421.872M (F/CSB) LINE NO.- 6
EXG. TPCC2 AT CH: 417.045M (F/CSB) LINE NO.- 6
E.C. RLY. BOUNDARY
EXG. FM AT CH: 394.00M (F/CSB)
EXG. TPTC2 AT CH: 391.798M (F/CSB) LINE NO.- 5
EXG. FM AT CH: 373.00M (F/CSB)
EXG. TPTC2 AT CH: 367.045M (F/CSB) LINE NO.- 6
EXG. TPTC1 AT CH: 346.520M (F/CSB) LINE NO.- 4
EXG. TS AT CH:325.00M (F/CSB)
EXG. POINT AT CH: 323.00M (F/CSB)
EXG. POINT AT CH: 310.00M (F/CSB)
EXG. TPCC1 AT CH: 296.520M (F/CSB) LINE NO.- 4
EXG. FM AT CH: 283.00M (F/CSB)
EXG. TPCC2 AT CH: 265.429M (F/CSB) LINE NO.- 4
EXG. FM AT CH: 239.00M (F/CSB)
EXG. TPTC2 AT CH: 215.429M (F/CSB) LINE NO.- 4
EXG. DE AT CH: 213.00M (F/CSB)
EXG. POINT AT CH: 212.00M (F/CSB)
EXG. PF END AT CH: 211.00M (F/CSB)
SHUNT SIG. (LINE-4)
EXG. STR (LINE-~~4~~&5) AT CH: 201.00M (F/CSB)
EXG. POINT AT CH: 199.00M (F/CSB)
PROP. EDGE OF PF AT CH: 190.00 M (F/CSB)
EXG. TPTC1 AT CH: 134.195M (F/CSB) LINE NO.- 5 & 6
EXG. FM AT CH: 128.00M (F/CSB)
EXG. TPTC1 AT CH: 117.134M (F/CSB) LINE NO.- 4
63.21m
ROAD
HG
79.23m
6.48m
6.00m
5.30m
22.50m
201.412M OVER RUN LINE (NOT FOR STABLING)
~~110.00M OVER RUN LINE (NOT FOR STABLING)~~
TS
113.00M OVER RUN LINE (NOT FOR STABLING)
120M OVER RUN LINE (NOT FOR STABLING)
1:12 (CS)
F|M
4.725m
4.73m
4.72m
8.97m
8.49m
R 1750
L3 = CAL- 1140.60m (FM TO FM) CSL- 866.50m (SIG. TO SIG.)
~~CAL- 1512.00m (FM TO FM) CSL- 796.48m (FM TO SIG.)~~
DN MAIN LINE
~~CAL- 851.69m (FM TO FM) CSL- 757.40m (SIG. TO FM)~~
~~CAL- 728.78m (FM TO DS) CSL- 707.78m (SIG. TO DS)~~
CAL- 894.50m (FM
CAL- 778.948m (FM
~~DN RAIL LEVEL PLA~~
280.0M LONG MACHINE SIDING LINE
15.25m
6.0m
PROP. GL
NDARY
EXG. SAND HUMP
1:8.5 (CS)
~~1:8.5 (CS)~~
DS
7.90m
7.05m
EXG. HOT AXLE 45.72m LONG
DE
59.45m
73.98m
E.C.
PROP. POINT & FM AT CH:737.00M (F/CSB)
EXG. POINT AT CH: 687.00M (F/CSB)
EXG. FM AT CH: 666.00M (F/CSB)
EXG. FM AT CH: 616.00M (F/CSB)
EXG. POINT AT CH: 595.00M (F/CSB)
EXG. DE AT CH: 567.00(F/CSB)
TO BE REMOVED
EXG. FM AT CH: 528.00M (F/CSB)
EXG. SAND HUMP AT CH:498.50M (F/CSB)
EXG. POINT AT CH:493.50M (F/CSB)
EXG. FM AT CH: 422.50M (F/CSB)
PROP. STR (LINE NO-2&3 ) AT CH: 401.50 M (F/CSB)
EXG. POINT AT CH: 400.50M (F/CSB)
PROP. POINT AT CH: 387.564 M (F/CSB)
EXG.POINT AT CH:387.40M (F/CSB)
TO BE TEKEN OUT
EXG. STR. (LINE NO.- 2) AT CH:345.96 M (F/CSB)
TO BE TEKEN OUT
EXG. FM AT CH: 327.40M (F/CSB)
TO BE TEKEN OUT
EXG.TS AT CH: 317.30M (F/CSB)
TO BE TEKEN OUT
PROP. FM AT CH: 306.948 M (F/CSB)
EXG. STR. (LINE NO.- 1) AT CH:302.30 M (F/CSB)
TO BE TEKEN OUT
PROP. TS AT CH: 301.948 M (F/CSB)
PROP. STR (LINE NO-1 ) AT CH: 285.948 M (F/CSB)
EXG. DE AT CH: 271.58M (F/CSB)
TO BE TEKEN OUT
PROP. PF END EXTENDED AT CH:266.69M(F/CSB)
EXG. PF END AT CH:216.64M (F/CSB)
TO BE EXTENDED


ANKORAH STATION (ANH)
KM:395.91 (FROM GOMOH)
CH.0.00
BARKISALAIYA
KM.389.23
KM 6.68
KM 8.06
BAGAHA BISHUNPUR
KM.403.97
DN
UP
EXG. CURVE (R)
(LINE NO.-4)
APEX ANGLE=2°39'18"
RADIUS = 1750M (1°)
TL = 40.553M
TCL = 131.091M
TRL = 50.00M
VMAX = 120 KMPH
EXG. TPCC1 AT CH: 104.195M (F/CSB) LINE NO.- 5 & 6
EXG. STR. (LINE-6) AT CH:103.00M (F/CSB)
EXG. PF END AT CH:99.45M (F/CSB) TO BE EXTENDED
EXG. TPCC2 AT CH: 95.033M (F/CSB) LINE NO.- 5 & 6
EXG. POINT AT CH: 93.00M (F/CSB)
EXG. STR. (LINE-7) AT CH: 86.00M (F/CSB)
EXG. TPCC1 AT CH: 67.134M (F/CSB) LINE NO.-4
EXG. TPTC2 AT CH: 65.033M (F/CSB) LINE NO.- 5 & 6
EXG. TPCC2 AT CH: 36.043M (F/CSB) LINE NO.-4
EXG. TPTC2 AT CH: 13.957M (F/CSB) LINE NO.-4
E.C.RAILWAY BOUNDARY
EXG. TPTC1 AT CH: 173.748M (F/CSB) LINE NO. 4, 5, 6 & 7
EXG. TPCC1 AT CH: 223.748M (F/CSB) LINE NO. 4, 5, 6 & 7
EXG. PF END AT CH: 239.00M (F/CSB)
EXG. TPCC2 AT CH: 254.839M (F/CSB) LINE NO. 4, 5, 6 & 7
EXG. TPTC2 AT CH: 304.839M (F/CSB) LINE NO. 4, 5, 6 & 7
PROP. EDGE OF PF AT CH: 313.00 M (F/CSB)
PROP. PF END AT CH: 339.00M (F/CSB)
C/L OF BR NO- 30 (1 X 0.91 M FC SLAB & 1 X 1.20M RCC BOX) AT KM - 396/07-09 ( CH: 355.0 M )
EXG. TPTC1 AT CH: 375.641M (F/CSB) LINE NO. 4, 5, 6 & 7
EXG. TPCC1 AT CH: 425.641M (F/CSB) LINE NO. 4, 5, 6 & 7
EXG. TPCC2 AT CH: 456.732M (F/CSB) LINE NO. 4, 5, 6 & 7
EXG. CURVE (R)
LINE NO- 4,5,6 & 7
APEX ANGLE=2°39'18"
RADIUS = 1750M (1°)
TL = 40.553M
TCL = 131.091M
TRL = 50.00M
VMAX = 120 KMPH
EXG. CURVE (L)
LINE NO- 4,5,6 & 7
APEX ANGLE=2°39'18"
RADIUS = 1750M (1°)
TL = 40.553M
TCL = 131.091M
TRL = 50.00M
VMAX = 120 KMPH
49.65m
EXIST. RAIL LEVEL PLATFORM 450.00 M LONG x 13.90m WIDE
EXTENSION OF RAIL LEVEL PLATFORM BY 100.00M
UP STREAM
79.23m
LINE NO. 7
LINE NO. 6
LINE NO. 5
LINE NO. 4
1:12 (CS)
6.00m
5.30m
CAL-734.00m (PT TO PT) CSL-720.00m (SIG. TO SIG.)
CAL-804.00m (FM TO FM) CSL-750.00m (SIG. TO SIG.)
CAL-1019.00m (FM TO FM) CSL-775.00m(SIG. TO SIG.)
(SHUNT SIG. TO SIG.)
CAL-1264.00m (FM TO FM) CSL-775.00m ~~(SIG. TO SIG.)~~
PROP.UP MAIN LINE
EXG. COMMON LOOP LINE
EXG. COMMON LOOP LINE
~~EXG. COMMON LOOP LINE~~
6.00m
5.30m
5.30m
5.53m
5.53m
5.53m
6.00m
5.30m
5.30m
9.99m
34.49m
4.725m
4.725m
4.725m
4.72m
ISLAND HIGH LEVEL PLATFORM 503.0M LONG x 12.0m WIDE
~~UP RAIL LEVEL PLATFORM 293.0m LONG x 12m WIDE~~
~~COMMON LINE~~ PROP.REV.LINE
~~UP MAIN LINE~~
LINE NO. 3
EXG. TOILET
TO FM) CSL- 873.50m (SIG. TO FM)
M TO PT) CSL- 750.948m (SIG. TO SIG.)
C/C 4.725m
C/C 4.725m
DN MAIN LINE
~~DN LOOP LINE~~ COMMON LOOP LINE
LINE NO. 2
LINE NO. 1
~~TFORM 351.60m x LONG 6.60m WIDE~~
SHED
9.50m
12.00m
6.83m
24.45m
PROP. DN HIGH LEVEL PLATFORM (251.0m x 9.50m + 349.0m x 12.0m)
FLOW
26.31m
73.98m
F M
D S
FM
EXG. TOILET
STORE
BLDG
DE
BOOKING OFFICE
SM
WAITING ROOM
STATION BUILDING
42.0m x 9.50m
PARKING
57.50m
RAILWAY BOUNDARY
PROP. DE AT CH: 21.948 M (F/CSB)
PROP. EDGE OF PF AT CH: 15.690 M (F/CSB)
EXG. STATION BUILDING AT CH:57.50M (F/CSB)
C/L OF PRO. 3.0m WIDE FOB AT CH:70.00M (F/CSB) (AS PER RDSO'S DRG. NO- RDSO/B-10405 IS TO BE FOLLWED)
396 KM
EXG. PF END AT CH:134.96M (F/CSB) TO BE EXTENDED
EXIT. PF END AT CH:193.55M (F/CSB) TO BE EXTENDED
EXG.STR ( LINE NO- 3 ) AT CH:309.48M(F/CSB) TO BE SHIFTED
PROP.PF END AT CH:333.31M (F/CSB)
EXG. DS & POINT AT CH:405.48M (F/CSB) TO BE TAKEN OUT
EXG. FM AT CH:411.44M (F/CSB) TO BE TAKEN OUT
PROP. STR (LINE NO-1 & 3 ) AT CH: 465.00 M (F/CSB)
PROP. POINT & FM AT CH: 472.00 M(F/CSB)

## GRADIENT POST

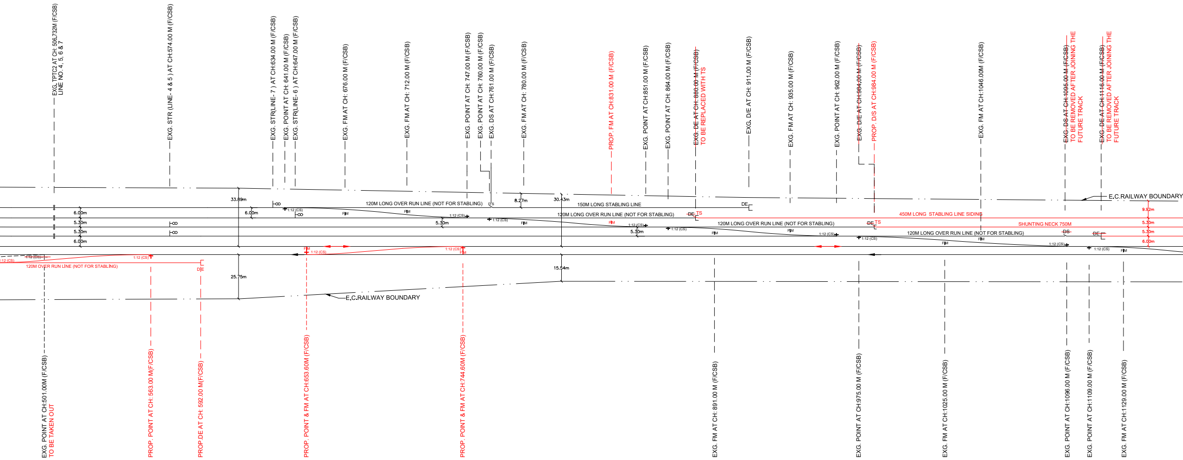
| SL.NO. | LOCATION(IN Km.) | | DISTANCE ( IN M ) | GRADE | CHANAGE (in M ) | | REMARKS |
|---|---|---|---|---|---|---|---|
| | FROM | TO | | | FROM | TO | |
| 1. | 395.910 | 397.950 | 2040 | LEVEL | 0.000 | 2040.00 | |
| 2. | 397.950 | 399.450 | 1500 | FALL 1 IN 500 | 2040.00 | 3540.00 | |
| 3. | 399.450 | 400.100 | 650 | LEVEL | 3540.00 | 4190.00 | |

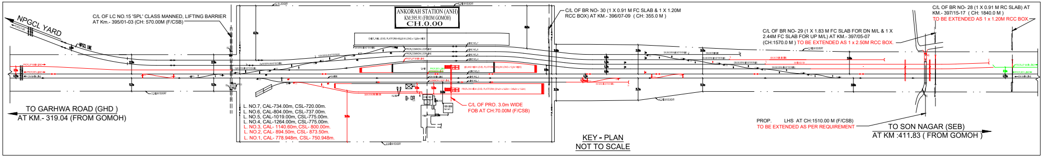
DETAILS OF LEVEL CROSSING

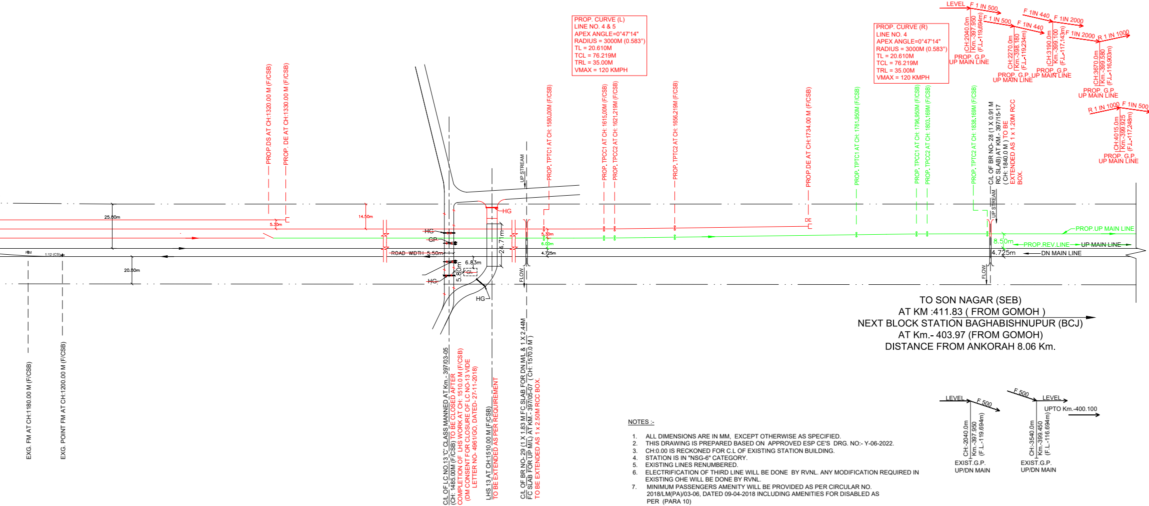
| Sr.No | L.C. NO. | BLOCK SECTION | LOCATION AT Km. WITH E.P./(DECIMAL) | CLASS | ENGG./ TRAFFIC | M/UM | TVU/YEAR | TELEPHONE CONNECTION | INTERLOCKED or NON-INTERLOCKED | REMARK |
|---|---|---|---|---|---|---|---|---|---|---|
| ~~1~~ | ~~9~~ | ~~BCJ-ANH~~ | ~~401/17-19 (401.627)~~ | ~~C~~ | ~~E~~ | ~~M~~ | ~~13064/MAY-19~~ | ~~BCJ~~ | ~~NON-INTER LOCKED~~ | CLOSED (CONVERTED INTO L.H.S.) |
| 2 | 10 | BCJ-ANH | 400/12-13 (400.343) | C | E | M | 7028/MAY-19 | BCJ | NON-INTER LOCKED | L.HS SANCTIONED |
| 3 | 13 | BCJ-ANH | 397/03-05 (397.122) | C | E | M | 19754/OCT-21 | ANH | NON-INTER LOCKED | L.HS SANCTIONED |

## BRIDGE DETAILS

| SL. NO. | BR.NO. | TYPE OF BRIDGE | NO. OF OPENIG WITH CLEAR SPAN | LOCATION AT Km. WITH E.P./(DECIMAL) | REMARKS |
|---|---|---|---|---|---|
| 1. | 28 | RC SLAB/RC SLAB | 1x0.91m/1x0.91m | 397/15-17 (397.750) | TO BE EXTENDED AS 1x1.20M RCC BOX |
| 2. | 29 | FC SLAB/FC SLAB | 1x2.44m/1x1.83m | 397/05-07 (397.480) | TO BE EXTENDED AS 1x2.50M RCC BOX |
| 3. | 30 | FC SLAB/FC SLAB | 1x0.91m/1x0.91m | 396/07-09 (396.265) | |


EXG. TPTC2 AT CH: 506.732M (F/CSB) LINE NO. 4, 5, 6 & 7
EXG. STR (LINE- 4 & 5 ) AT CH:574.00 M (F/CSB)
EXG. STR(LINE- 7 ) AT CH:634.00 M (F/CSB)
EXG. POINT AT CH: 641.00 M (F/CSB)
EXG. STR(LINE- 6 ) AT CH:647.00 M (F/CSB)
EXG. FM AT CH: 676.00 M (F/CSB)
EXG. FM AT CH: 712.00 M (F/CSB)
EXG. POINT AT CH: 747.00 M (F/CSB)
EXG. POINT AT CH: 760.00 M (F/CSB)
EXG. DS AT CH:761.00 M (F/CSB)
EXG. FM AT CH: 780.00 M (F/CSB)
PROP. FM AT CH:831.00 M (F/CSB)
EXG. POINT AT CH:851.00 M (F/CSB)
EXG. POINT AT CH: 864.00 M (F/CSB)
~~EXG. DE AT CH: 880.00 M (F/CSB)~~
TO BE REPLACED WITH TS
EXG. D/E AT CH: 911.00 M (F/CSB)
EXG. FM AT CH: 935.00 M (F/CSB)
EXG. POINT AT CH: 962.00 M (F/CSB)
~~EXG. D/E AT CH:984.00 M (F/CSB)~~
PROP. D/S AT CH:984.00 M (F/CSB)
EXG. FM AT CH:1046.00M (F/CSB)
~~EXG. DS AT CH:1095.00 M (F/CSB)~~
TO BE REMOVED AFTER JOINING THE FUTURE TRACK
~~EXG. DE AT CH:1116.00 M (F/CSB)~~
TO BE REMOVED AFTER JOINING THE FUTURE TRACK
E.C.RAILWAY BOUNDARY
33.89m
6.00m
5.30m
5.30m
6.00m
6.00m
120M LONG OVER RUN LINE (NOT FOR STABLING)
1:12 (CS)
F|M
5.30m
D/S
8.27m
30.43m
150M LONG STABLING LINE
DE
120M LONG OVER RUN LINE (NOT FOR STABLING)
DE TS
450M LONG STABLING LINE SIDING
120M LONG OVER RUN LINE (NOT FOR STABLING)
SHUNTING NECK 750M
120M LONG OVER RUN LINE (NOT FOR STABLING)
DS
9.92m
5.30m
5.30m
6.00m
120M OVER RUN LINE (NOT FOR STABLING)
D|E
25.75m
15.54m
E.C.RAILWAY BOUNDARY
EXG. POINT AT CH:501.00M (F/CSB) TO BE TAKEN OUT
PROP. POINT AT CH: 563.00 M(F/CSB)
PROP.DE AT CH: 592.00 M(F/CSB)
PROP. POINT & FM AT CH:653.60M (F/CSB)
PROP. POINT & FM AT CH:744.60M (F/CSB)
EXG. FM AT CH: 891.00 M (F/CSB)
EXG. POINT AT CH:975.00 M (F/CSB)
EXG. FM AT CH:1025.00 M (F/CSB)
EXG. POINT AT CH:1096.00 M (F/CSB)
EXG. POINT AT CH:1109.00 M (F/CSB)
EXG. FM AT CH:1129.00 M (F/CSB)


NPGCL YARD
NPGCL LINE
C/L OF LC NO.15 'SPL' CLASS MANNED, LIFTING BARRIER
AT Km.- 395/01-03 (CH: 570.00M (F/CSB)
ANKORAH STATION (ANH)
KM:395.91 (FROM GOMOH)
CH.0.00
C/L OF BR NO- 30 (1 X 0.91 M FC SLAB & 1 X 1.20M
RCC BOX) AT KM.- 396/07-09 ( CH: 355.0 M )
C/L OF BR NO- 29 (1 X 1.83 M FC SLAB FOR DN M/L & 1 X
2.44M FC SLAB FOR UP M/L) AT KM.- 397/05-07
(CH:1570.0 M ) TO BE EXTENDED AS 1 x 2.50M RCC BOX.
C/L OF BR NO- 28 (1 X 0.91 M RC SLAB) AT
KM.- 397/15-17 ( CH: 1840.0 M )
TO BE EXTENDED AS 1 x 1.20M RCC BOX.
TO GARHWA ROAD (GHD )
AT KM.- 319.04 (FROM GOMOH)
L. NO.7, CAL-734.00m, CSL-720.00m.
L. NO.6, CAL-804.00m, CSL-737.00m.
L. NO.5, CAL-1019.00m, CSL-775.00m.
L. NO.4, CAL-1264.00m, CSL-775.00m.
L. NO.3, CAL- 1140.60m, CSL- 800.00m.
L. NO.2, CAL- 894.50m, CSL- 873.50m.
L. NO.1, CAL- 778.948m, CSL- 750.948m.
C/L OF PRO. 3.0m WIDE
FOB AT CH:70.00M (F/CSB)
PROP. LHS AT CH:1510.00 M (F/CSB)
TO BE EXTENDED AS PER REQUIREMENT
TO SON NAGAR (SEB)
AT KM :411.83 ( FROM GOMOH )
KEY - PLAN
NOT TO SCALE

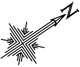

PROP. CURVE (L)
LINE NO. 4 & 5
APEX ANGLE=0°47'14"
RADIUS = 3000M (0.583°)
TL = 20.610M
TCL = 76.219M
TRL = 35.00M
VMAX = 120 KMPH
PROP. CURVE (R)
LINE NO. 4
APEX ANGLE=0°47'14"
RADIUS = 3000M (0.583°)
TL = 20.610M
TCL = 76.219M
TRL = 35.00M
VMAX = 120 KMPH
LEVEL
F 1 IN 500
CH:2040.0m
Km.-397.950
(F.L.-119.694m)
PROP. G.P.
UP MAIN LINE
F 1 IN 500
F 1IN 440
CH:2270.0m
Km.-398.180
(F.L.-119.234m)
PROP. G.P.
UP MAIN LINE
F 1IN 440
F 1IN 2000
CH:3190.0m
Km.-399.100
(F.L.-117.143m)
PROP. G.P.
UP MAIN LINE
F 1IN 2000
R 1 IN 1000
CH:3670.0m
Km.-399.580
(F.L.-116.903m)
PROP. G.P.
UP MAIN LINE
R 1 IN 1000
F 1IN 500
CH:4015.0m
Km.-399.925
(F.L.-117.248m)
PROP. G.P.
UP MAIN LINE
PROP.DS AT CH:1320.00 M (F/CSB)
PROP. DE AT CH:1330.00 M (F/CSB)
PROP. TPTC1 AT CH: 1580.000M (F/CSB)
PROP. TPCC1 AT CH: 1615.000M (F/CSB)
PROP. TPCC2 AT CH: 1621.219M (F/CSB)
PROP. TPTC2 AT CH: 1656.219M (F/CSB)
PROP.DE AT CH:1734.00 M (F/CSB)
DE
PROP. TPTC1 AT CH: 1761.950M (F/CSB)
PROP. TPCC1 AT CH: 1796.950M (F/CSB)
PROP. TPCC2 AT CH: 1803.169M (F/CSB)
PROP. TPTC2 AT CH: 1838.169M (F/CSB)
C/L OF BR NO- 28 (1 X 0.91 M
RC SLAB) AT KM.- 397/15-17
( CH: 1840.0 M ) TO BE
EXTENDED AS 1 x 1.20M RCC
BOX.
UP STREAM
FLOW
25.80m
14.50m
5.30m
20.80m
FM
1:12 (CS)
HG
GP
HG
HG
HG
ROAD WIDTH 5.50m
24.71m
6.83m
5.80m
GL
5.30m
6.00m
4.725m
8.50m
4.725m
PROP.UP MAIN LINE
PROP.REV.LINE
UP MAIN LINE
DN MAIN LINE
TO SON NAGAR (SEB)
AT KM :411.83 ( FROM GOMOH )
NEXT BLOCK STATION BAGHABISHNUPUR (BCJ)
AT Km.- 403.97 (FROM GOMOH)
DISTANCE FROM ANKORAH 8.06 Km.
EXG. FM AT CH:1180.00 M (F/CSB)
EXG. POINT FM AT CH:1200.00 M (F/CSB)
C/L OF LC NO.13 'C' CLASS MANNED AT Km.- 397/03-05
(CH: 1485.00M (F/CSB) TO BE CLOSED AFTER
COMPLETION OF LHS WORK AT CH: 1510.0 M (F/CSB)
(DM CONSENT FOR CLOSURE OF LC NO-13 VIDE
LETTER NO- 4961/GO, DATED- 27-11-2018)
LHS 13 AT CH:1510.00 M (F/CSB)
TO BE EXTENDED AS PER REQUIREMENT
C/L OF BR NO- 29 (1 X 1.83 M FC SLAB FOR DN M/L & 1 X 2.44M
FC SLAB FOR UP M/L) AT KM.- 397/05-07 ( CH: 1570.0 M )
TO BE EXTENDED AS 1 x 2.50M RCC BOX.
LEVEL
F 500
CH:-2040.0m
Km.-397.950
(F.L.-119.694m)
EXIST.G.P.
UP/DN MAIN
F 500
LEVEL
UPTO Km.-400.100
CH:-3540.0m
Km.-399.450
(F.L.-116.694m)
EXIST.G.P.
UP/DN MAIN

**PROPOSED TRACK STRUCTURE:-**

1. RAILS - 60 KG.
2. SLEEPERS - MONO BLOCK PSC WITH 1660 NOS. PER KM. FOR MAIN LINE & 1540 NOS. PER KM FOR LOOP & OTHER LINES.
3. POINTS & XINGS. - 60 KG ( 1 IN 12 ) CURVED SWITCH.
4. BALLAST - 50MM SIZE 350MM CUSHION (HARD STONE).
5. ALL FITTINGS TO CONFIRM IRS SPECIFICATION.

NOTES :-

1. ALL DIMENSIONS ARE IN MM, EXCEPT OTHERWISE AS SPECIFIED.
2. THIS DRAWING IS PREPARED BASED ON APPROVED ESP CE'S DRG. NO:- Y-06-2022.
3. CH:0.00 IS RECKONED FOR C.L OF EXISTING STATION BUILDING.
4. STATION IS IN "NSG-6" CATEGORY.
5. EXISTING LINES RENUMBERED.
6. ELECTRIFICATION OF THIRD LINE WILL BE DONE BY RVNL. ANY MODIFICATION REQUIRED IN EXISTING OHE WILL BE DONE BY RVNL.
7. MINIMUM PASSENGERS AMENITY WILL BE PROVIDED AS PER CIRCULAR NO. 2018/LM(PA)/03-06, DATED 09-04-2018 INCLUDING AMENITIES FOR DISABLED AS PER (PARA 10)
8. IT IS CERTIFIED "NO CHANGE OF GRADIENT WITHIN 30 M OF POINT & XING" AS PER IRSOD AND NO POINT IS TAKING OFF FROM TRANSITION PORTION OF CURVE.
9. FOR CLOSURE OF L.C. & FOR CONSTRUCTION OF LHS IN LIEU OF LC ,REFER DM CONSENT VIDE LETTER NO- 4961/GO, DATED- 27-11-2018 (COPY ATTACHED).
10. GRADIENT IN YARD IS NOT STEEPER THAN 1 : 1200. ALL GRADIENT IN PROPOSED AND EXISTING YARD ARE IN LEVEL.
11. PROPOSED TRACK CENTRE DISTANCE HAS BEEN KEPT AS 5300 mm , WHICH NOT FULFILL THE CRITARIA AS MENTIONED IN ACS 27 IRSOD , HENCE NECESSARY CONDONATION FOR INFRINGEMENT WILL BE TAKEN. MUST BE OBTAINED.



LEGEND:

1. FENCE, COMPOUND WALL WITH GATE
2. RAILWAY LAND BOUNDARY
3. EXISTING WORK
4. DISMANTLED WORK
5. FUTURE WORK (FINAL PHASE)
6. PROPOSED WORK (DONE BY RVNL)

Signature block

| | |
|---|---|
| CPDE | BRIJESH KUMAR SINGH Date: 2022.02.28 23:12:29 +05'30' |
| CTPM/ECR | NEERAJ AMBASTHA 2022.03.02 13:47:52+05'30' |
| DRM/MGS | RAJESH KUMAR PANDEY Digitally signed by RAJESH KUMAR PANDEY Date:2022.02.18 08:07:06 +05'30' |
| Sr.DEN/Co/MGS | WARIJ NAYAN Digitally signed by WARIJ NAYAN Date:2022.02.18 10:59:07 +05'30' |
| SrDOM/MGS | SUDHANSU RANJAN Digitally signed by SUDHANSU RANJAN Date:2022.02.18 12:20:08 +05'30' |
| SrDSTE CO MGS | BRIJESH KUMAR YADAV Digitally signed by BRIJESH KUMAR YADAV Date:2022.02.15 03:59:18 +05'30' |
| SrDCM/MGS | RUPESH KUMAR Digitally signed by RUPESH KUMAR Date:2022.02.18 02:44:25 +05'30' |
| SrDEE/TRD/MGS | INDU PRAKASH Digitally signed by INDU PRAKASH Date:2022.02.16 02:14:49 +05'30' |
| SrDEE/G/MGS | KARPOOR CHANDRA YADAV Digitally signed by KARPOOR CHANDRA YADAV Date:2022.02.16 01:05:27 +05'30' |
| SrDEN/3/MGS | Mohit Sahu Digitally signed by Mohit Sahu Date:2022.02.15 10:44:17 +05'30' |
| JE/2/DRG/MGS | VISHAL KUMAR YADAV Digitally signed by VISHAL KUMAR YADAV Date:2022.02.15 02:13:59 +05'30' |
| CPM/PATNA/RVNL | KRISHNA KUMAR BHARGAVA Digitally signed by KRISHNA KUMAR BHARGAVA Date:2022.01.11 04:53:20 +05'30' |
| GM/S&T/RVNL/BSB | RAJESH KUMAR SINGH Digitally signed by RAJESH KUMAR SINGH Date:2022.01.11 03:57:02 +05'30' |
| GM/Electrical/RVNL/BSB | PIYUSH SINGH Digitally signed by PIYUSH SINGH Date:2022.01.11 04:44:08 +05'30' |
| [illegible] | [illegible] |
| Manager/Civil/Exp/RVNL/PNBE | VINOD KUMAR VERMA Digitally signed by VINOD KUMAR VERMA Date:2022.01.11 03:08:09 +05'30' |

REFERENCE LINE

100.00 M

THIS PLAN IS ONLY PRINTED TO SCALE IF THIS LINE MEAURES 100 METER

पूर्व मध्य रेलवे

डी.डी.यू.मंडल

EAST CENTRAL RAILWAY

DDU DIVISION

EXECUTED BY:-

रेल विकास निगम लिमिटेड

**RAIL VIKAS NIGAM LIMITED**

(A GOVERNMENT OF INDIA ENTERPRISE)

PROJECT:-

CONSTRUCTION OF 3rd LINE BETWEEN
PATRATU - SONNAGAR (291.0KM)
पतरातू से सोननगर के बीच तीसरी लाईन परियोजना
(291.0 कि.मी.)

PHASE-1 PLAN OF APPROVED ESP OF ANKORAH अंकोरहा
( ANH ) STATION AT Km.- 395.910 (FROM GOMOH)

| | |
|---|---|
| AUTHORITY OF WORK: | PINK BOOK ITEM No. 50/2021-22 |
| CES. DRG. No. : | Y - 33 - 2022 |
| DIV. DRG. No. : | DRM / DDU PLAN NO.- |
| RVNL. DRG. No. : | RVNL/CPM/PNBE / 57-2021 |
| SCALE :- 1 : 1000 | |
| PREPARED BY:- | |