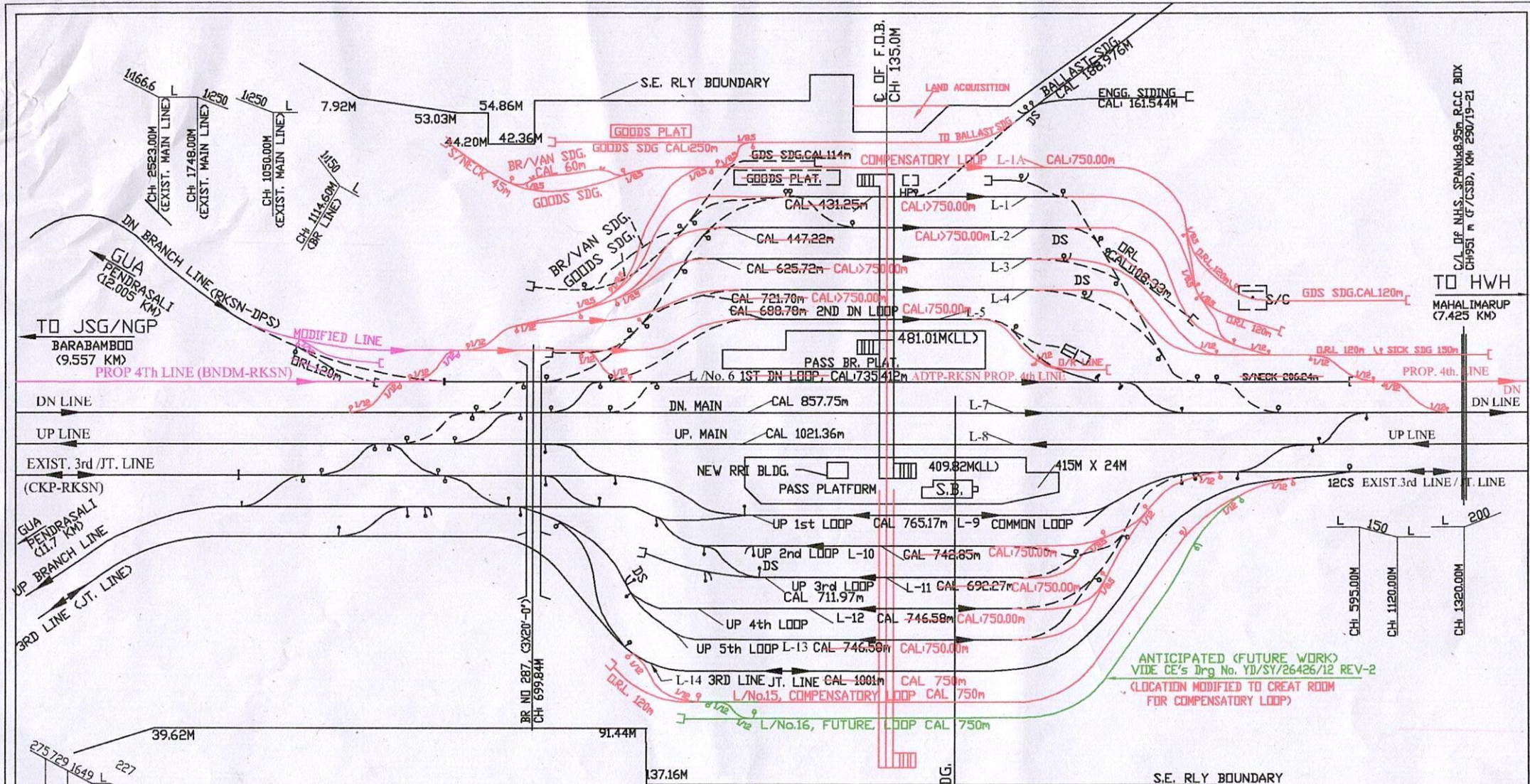




GRADIENT OF
JT/3rd LINE
(BTN. RKSJ-CKP)

LEGENDS:

1. ALL EXIST. WORKS & LINES ARE SHOWN AS BLACK FIRM LINE
2. PROP. ADTP-RKSN 4th LINE WORKS SHOWN AS RED COLOUR
3. EXIST. LINES TO BE DISMANTLED FOR PROP. 4th LINE WORKS SHOWN AS BLACK DSHED LINE
4. PROP. RKSJ-BNDM 4th LINE WORKS SHOWN AS MAGENTA COLOUR
5. EARLIER SANCTIONED WORKS BUT NOT EXECUTED SO APR ARE SHOWN AS GREEN COLOUR
(SANCTIONED VIDE CE's No. YD/SY/27270/16, REV-1).

Ashish
12/11/24
CTPM/GRC

[Signature]
14/11/24
CEE/CON/GRC

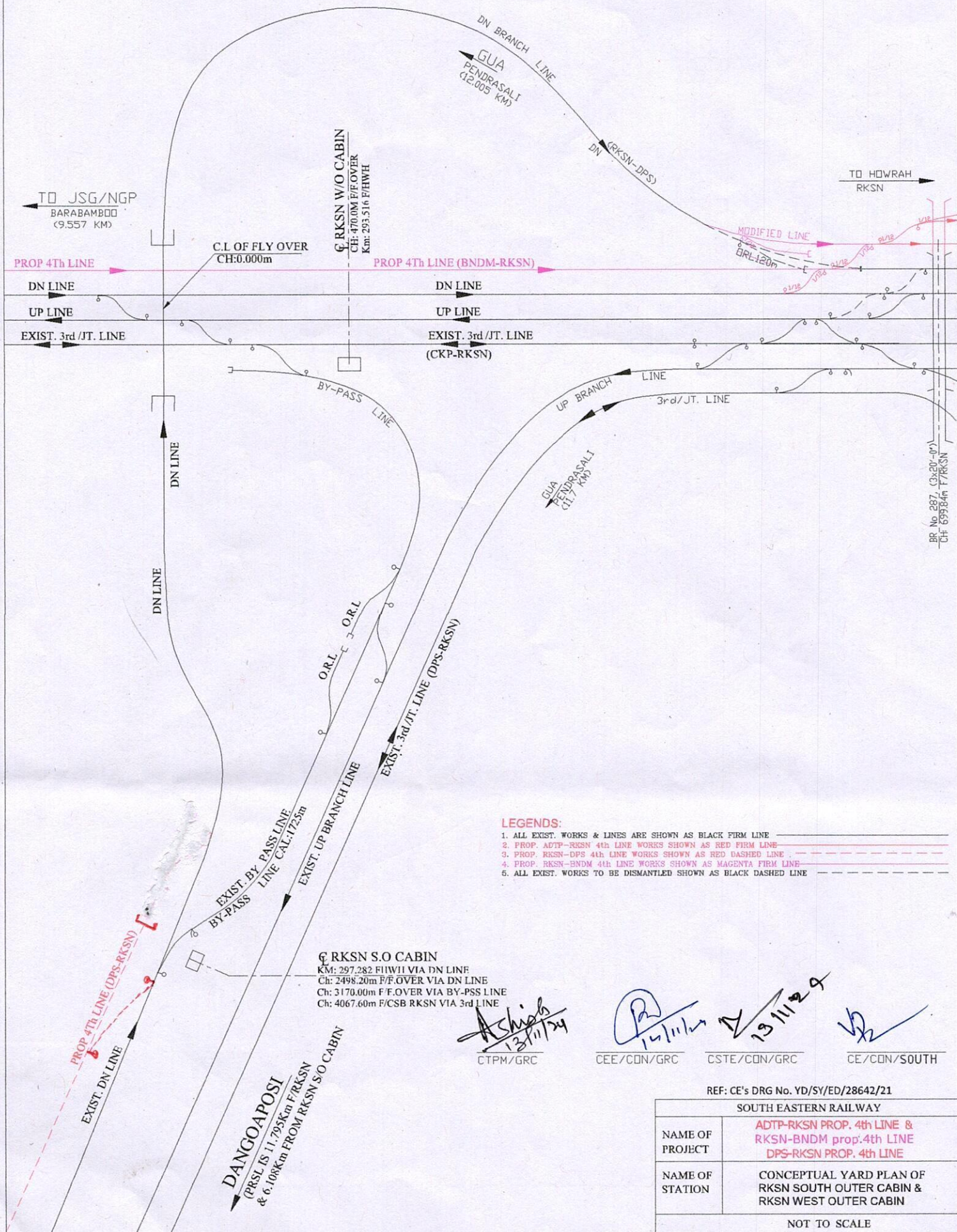
[Signature]
19/11/24
CSTE/CON/GRC

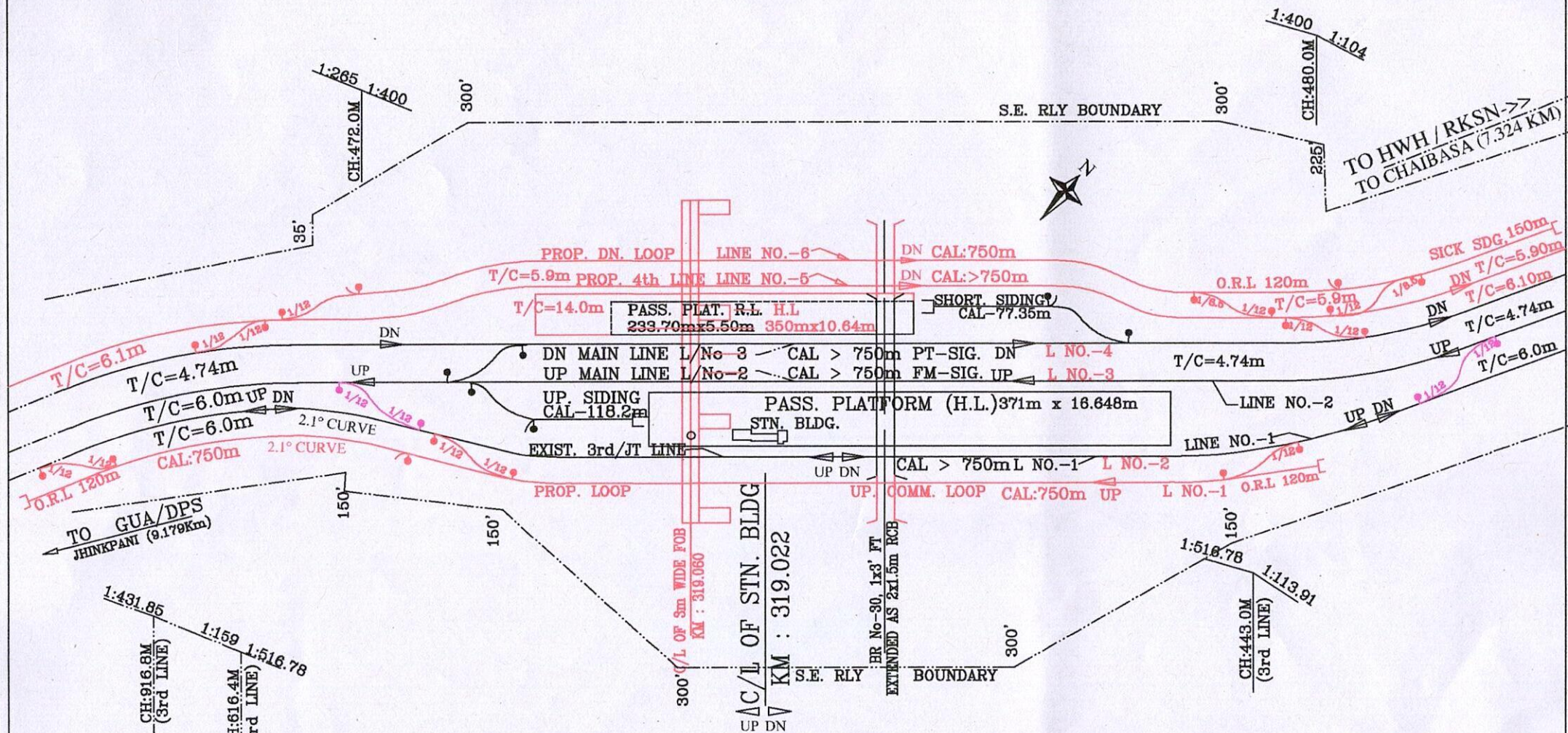
[Signature]
CE/CON/SOUTH/GRC

REF: CE's DRG No. CE's No. YD/SY/27270/16, REV-1

SOUTH EASTERN RAILWAY

NAME OF PROJECT	ADTP-RKSN PROP. 4th LINE & RKSJ-BNDM prop. 4th LINE Earlier Sanctioned Balance Works
NAME OF STATION	CONCEPTUAL YARD PLAN RAJKHARWAN STATION KM. 291.595 (FROM HWH VIA TATA)
NOT TO SCALE	





LEGENDS:-

- THIS DRAWING PREPARED BASED ON CE's No.YD/SY/ED/29050/22
- EXIST. WORKS/ LINES HAVE BEEN SHOWN IN BLACK FIRM LINE.
- THE EXTG. WORKS TO BE DISMANTLED SHOWN IN BLACK DOTTED.
- PROPOSED WORKS OF RKS-N-DPS 4th LINE SHOWN IN RED COLOUR.
- FOR THE PROVISION OF PROPOSED X-OVERS WHICH INVOLVES MAJOR RE-GRADING WORK, HAVING HUGE TECHNO ECONOMIC REPERCUSSION & DISRUPTION TO EXISTING RAILWAY TRAFFIC SHOWN AS MAGENTA COLOUR.

IMPORTANT NOTES:-

- THE PROPOSED X-OVERS IN BETWEEN EXIST UP LINE & 3rd LINE ON EITHER END ARE TECHNICALLY NOT FEASIBLE DUE TO THE DIFFERENT GRADIENTS OF THE LINES, WHICH INVOLVES MAJOR RE-GRADING WORK, HAVING HUGE TECHNO ECONOMIC REPERCUSSION & DISRUPTION TO EXISTING RAILWAY TRAFFIC.
- THE EMERGENCY CROSS OVERS BETWEEN UPMAIN & DN MAINS HAVE BEEN PROPOSED ON EITHER END OF THE YARD AS FEASIBLE AS PER SITE.
- SICK SIDING OF 150m LONG HAS BEEN PLANNED ON DN LOOP LINE (L/No 6) AT BEGIN END.
- PROPOSED CAL OF ALL LINES AFTER MODIFICATION SHOWN AS EQUAL TO OR >750m/ >1500m ACTUAL CAL TO BE PROVIDED IN FINAL DETAILED REP AS PER FEASIBILITY BASED ON ACTUAL SITE CONDITIONS.
- ALL THE CROSSOVERS EXCEPT EMERGENCY X-OVERS BETWEEN DNMAIN & UP MAIN HAVE BEEN PROVIDED WITH 1/12 AS PER SITE CONDITIONS AND GRADIENT ISSUES, AS NO SPACE TO PROVIDE 1 IN 12 IN PLACE OF 1 IN 8.6.

REF: BASED ON CE's No.YD/SY/ED/29050/22

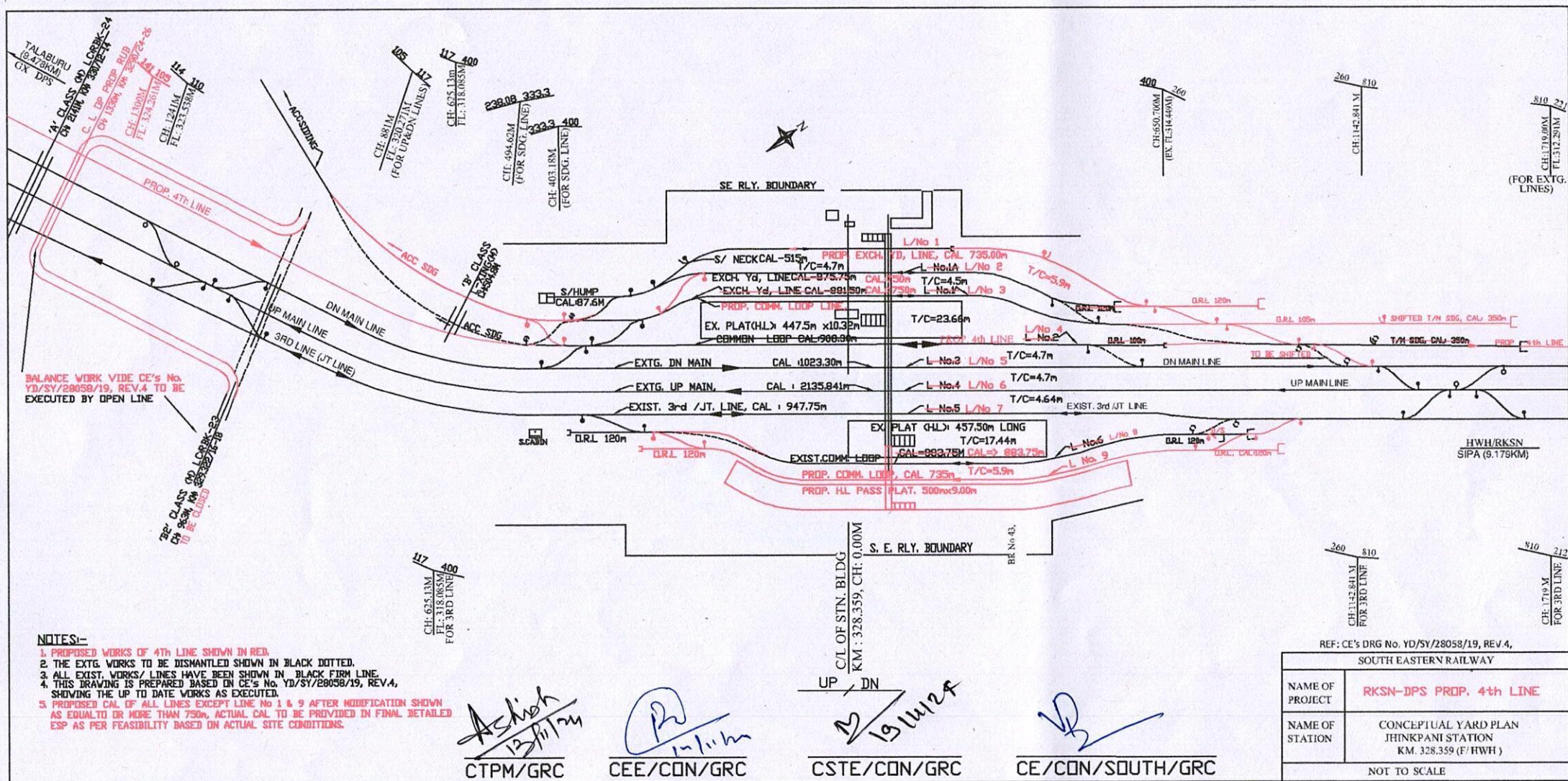
SOUTH EASTERN RAILWAY	
NAME OF PROJECT	RKS-N-DPS PROP. 4th LINE
NAME OF STATION	CONCEPTUAL YARD PLAN SINGHPOKHARIA STATION KM. 319.022 (F/ HWH)
NOT TO SCALE	

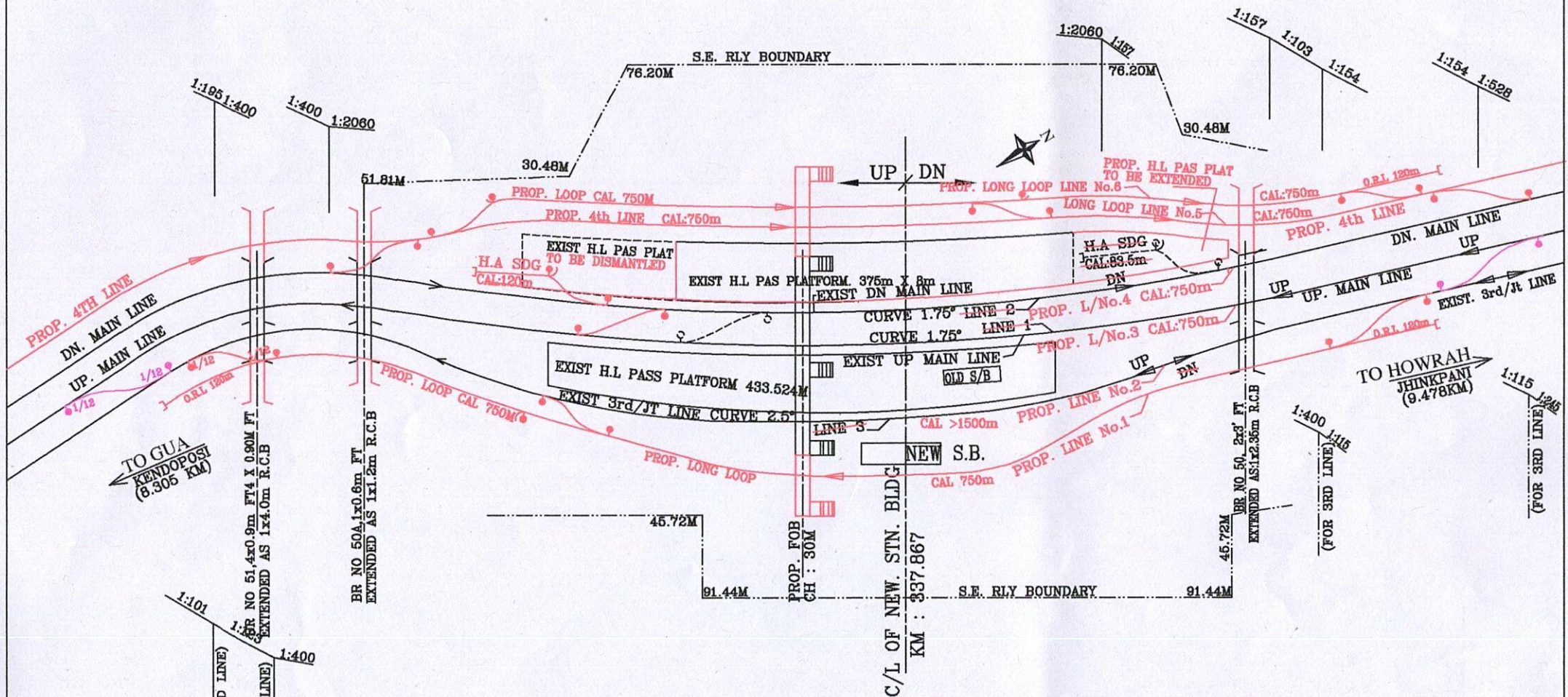
As high
13/11/24
CTPM/GRC

R
14/11/24
CEE/CON/GRC

M
19/11/24
CSTE/CON/GRC

ND
CE/CON/SOUTH/GRC





IMPORTANT NOTES:-

1. THE PROPOSED X-OVERS IN BETWEEN EXIST UP LINE & 3rd LINE ON EITHER END ARE TECHNICALLY NOT FEASIBLE DUE TO THE DIFFERENT GRADIENTS OF THE LINES, WHICH INVOLVES MAJOR RE-GRADING WORK, HAVING HUGE TECHNO ECONOMIC REPERCUSSION & DISRUPTION TO EXISTING RAILWAY TRAFFIC.
2. THE PROPOSED EMERGENCY X-OVERS IN BETWEEN EXIST UP LINE & DN LINE AT KENDOPOLI END IS NOT FEASIBLE DUE TO THE REVERSE CURVES. OF 1.75 DEGREE & 2.75 DEGREE, HENCE EXISTING X-OVER HAS BEEN AT KENDOPOLI END PROPOSED FOR RETAINMENT.
3. PROPOSED CAL OF ALL LINES AFTER MODIFICATION SHOWN AS MIN^m 750m /1500m, ACTUAL CAL TO BE PROVIDED IN FINAL DETAILED ESP AS PER FEASIBILITY BASED ON ACTUAL SITE CONDITIONS.

NOTE:-

1. PROPOSED WORKS OF 4th LINE SHOWN IN RED FIRM LINE.
2. THE EXTG. WORKS TO BE DISMANTLED SHOWN IN BLACK DOTTED.
3. THIS DRAWING IS PREPARED BASED ON CE's No. YD/SY/26890/14, R-2.
4. FOR THE PROVISION OF PROPOSED X-OVERS WHICH INVOLVES MAJOR RE-GRADING WORK, HAVING HUGE TECHNO ECONOMIC REPERCUSSION & DISRUPTION TO EXISTING RAILWAY TRAFFIC SHOWN AS MAGENTA COLOUR.

CTPM/GRC

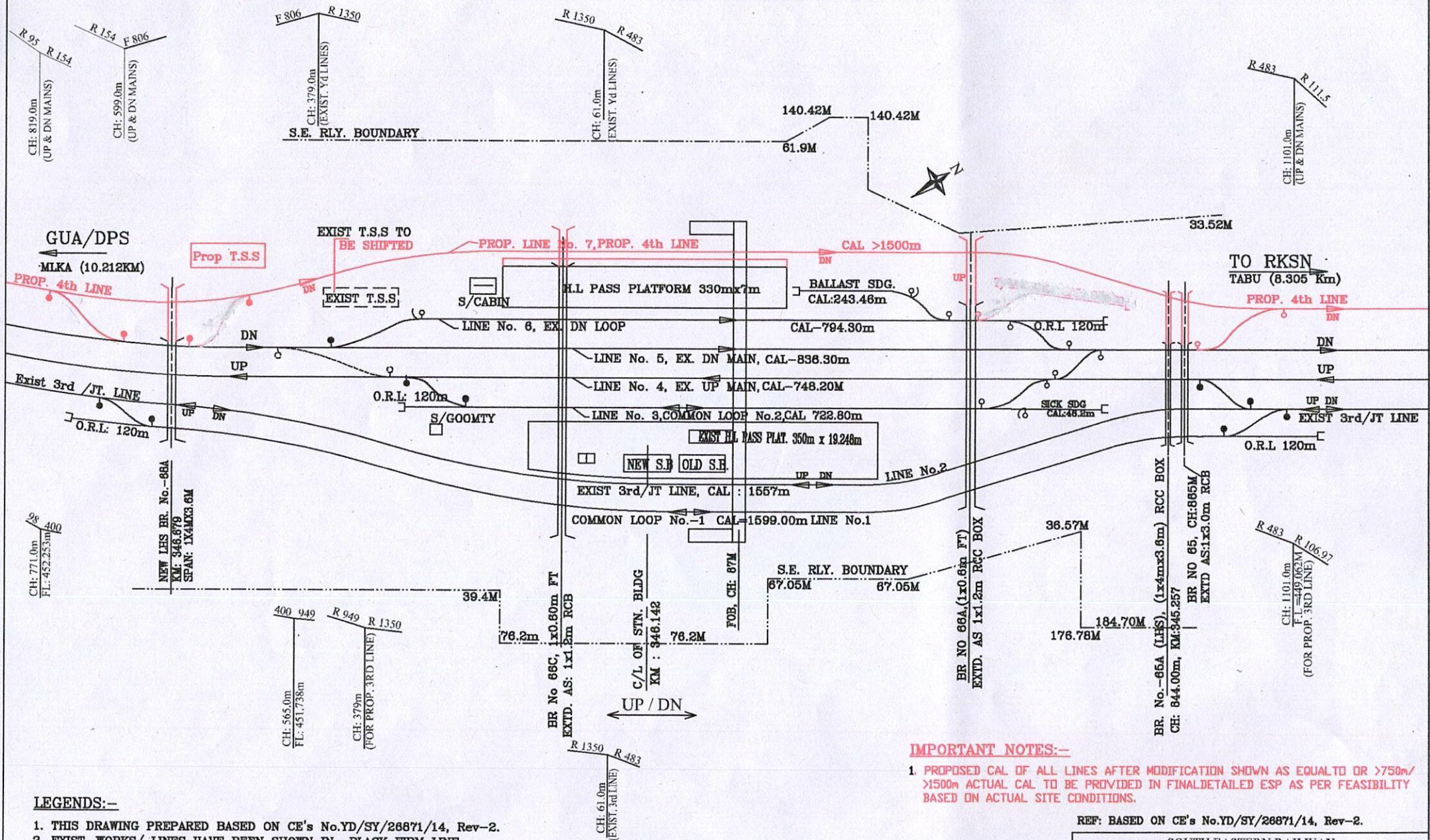
CEE/CON/GRC

CSTE/CON/GRC

CE/CON/SOUTH/GRC

REF:CE's No. YD/SY/26890/14, R-2.

SOUTH EASTERN RAILWAY	
NAME OF PROJECT	RKSN-DPS PROP. 4th LINE
NAME OF STATION	CONCEPTUAL YARD PLAN TALABURU STATION KM. 337.867 (F/HWH)
NOT TO SCALE	



IMPORTANT NOTES:-

1. PROPOSED CAL OF ALL LINES AFTER MODIFICATION SHOWN AS EQUAL TO OR >750m/ >1500m ACTUAL CAL TO BE PROVIDED IN FINAL DETAILED ESP AS PER FEASIBILITY BASED ON ACTUAL SITE CONDITIONS.

REF: BASED ON CE's No.YD/SY/26871/14, Rev-2.

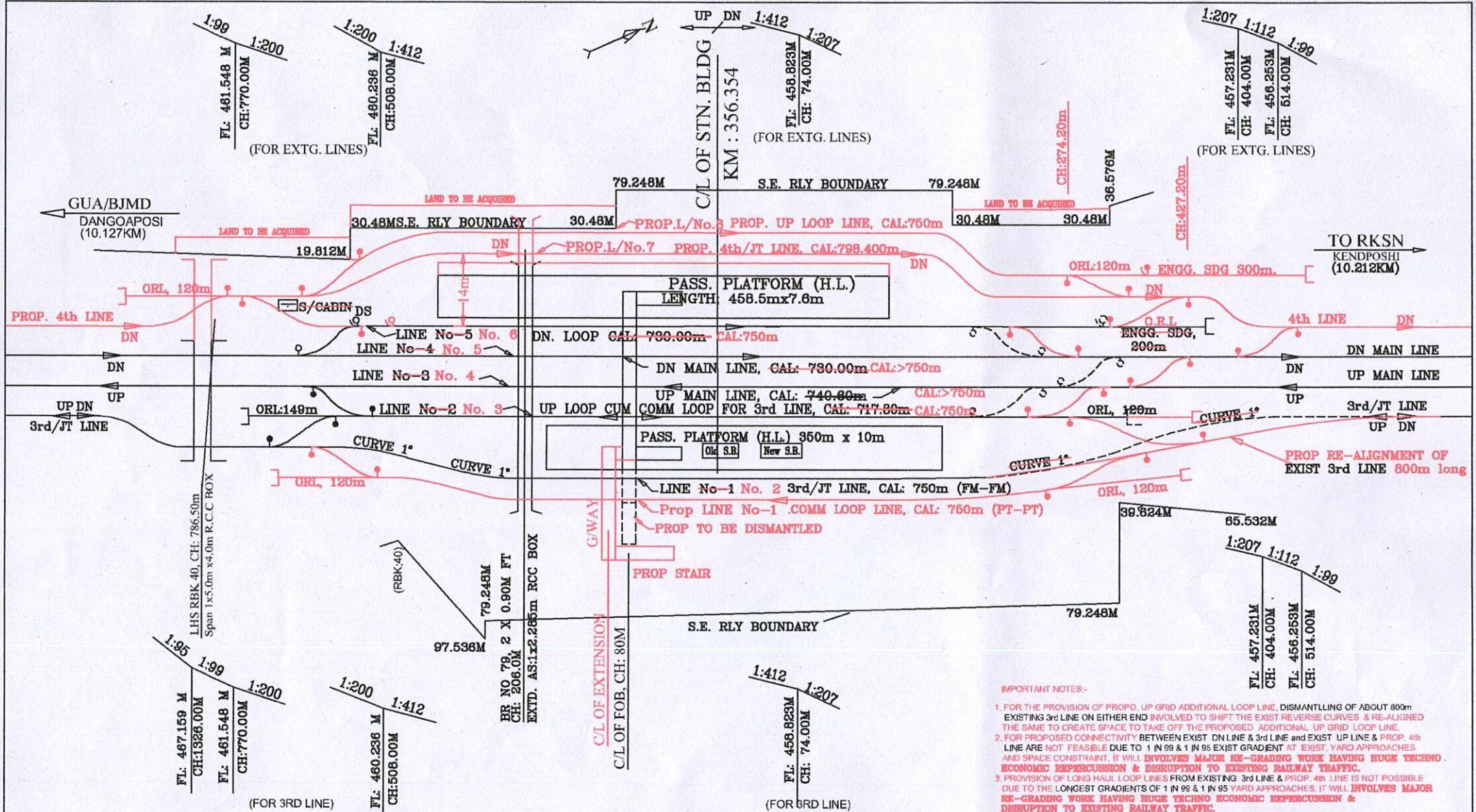
SOUTH EASTERN RAILWAY	
NAME OF PROJECT	RKSAN-DPS PROP. 4th LINE
NAME OF STATION	CONCEPTUAL YARD PLAN KENDO POSI STATION KM. 346.142 (F/HWH)
NOT TO SCALE	

CTPM/GRC

CEE/CON/GRC

CSTE/CON/GRC

CE/CON/SOUTH/GRC



NOTE:-

1. WORKS OF PROPOSED 4th LINE SHOWN IN RED.
2. THE WORKS TO BE DISMANTLED SHOWN IN BLACK DOTTED.
3. THIS DRAWING IS PREPARED BASED ON CE's No. YD/SY/26901/14, R-2
4. THE LOCATION OF GRADIENT POST OF PROP. 4th LINE SHOULD BE FREE FROM ANY INFRINGEMENT FROM NEAREST SRJ POINTS.
5. PROPOSED CAL OF ALL LINES AFTER MODIFICATION SHOWN AS EQUAL TO OR >750m ACTUAL CAL TO BE PROVIDED IN FINAL DETAILED ESP AS PER FEASIBILITY BASED ON ACTUAL SITE CONDITIONS.

IMPORTANT NOTES:-

1. FOR THE PROVISION OF PROPO. UP GRID ADDITIONAL LOOP LINE, DISMANTLING OF ABOUT 800m EXISTING 3rd LINE ON EITHER END INVOLVED TO SHIFT THE EXIST REVERSE CURVES & RE-ALIGNED THE SAME TO CREATE SPACE TO TAKE OFF THE PROPOSED ADDITIONAL UP GRID LOOP LINE.
2. FOR PROPOSED CONNECTIVITY BETWEEN EXIST DN LINE & 3rd LINE AND EXIST UP LINE & PROP. 4th LINE ARE NOT FEASIBLE DUE TO 1 IN 99 & 1 IN 95 EXIST GRADIENT AT EXIST. YARD APPROACHES AND SPACE CONSTRAINT. IT WILL INVOLVE MAJOR RE-GRADING WORK HAVING HUGE TECHN. ECONOMIC REPERCUSSION & DISRUPTION TO EXISTING RAILWAY TRAFFIC.
3. PROVISION OF LONG HAUL LOOP LINES FROM EXISTING 3rd LINE & PROP. 4th LINE IS NOT POSSIBLE DUE TO THE LONGEST GRADIENTS OF 1 IN 99 & 1 IN 95 YARD APPROACHES. IT WILL INVOLVE MAJOR RE-GRADING WORK HAVING HUGE TECHN. ECONOMIC REPERCUSSION & DISRUPTION TO EXISTING RAILWAY TRAFFIC.
4. PROPOSED CONNECTIVITY BETWEEN EXIST 3rd LINE & EXIST UP LOOP LINE AT RKSND END HAS BEEN PLANNED BY DISMANTLING OF EXISTING 3rd LINE ABOUT 800m LENGTH TO CREATE SPACE TO PUT THE PROPOSED TURN OUT ON 3rd LINE.

REF: CE's No. YD/SY/26901/14, R-2

SOUTH EASTERN RAILWAY	
NAME OF PROJECT	RKSND-DPS PROP. 4th LINE
NAME OF STATION	CONCEPTUAL YARD PLAN MALUKA STATION KM. 356.35 (F/ HWH)
NOT TO SCALE	

High
12/11/24
CTPM/GRC

12/11/24
CEE/CON/GRC

12/11/24
CSTE/CON/GRC

12/11/24
CE/CON/SOUTH/GRC

