NGP
(BHANDARA/ 7.9 Km)
HOWRAH
TUMSAR (10.100 Km)
UP
DN
UP / DN
S.E.C. RAILWAY BOUNDARY
DN MAIN OUTER JOINT MAIN LINE
C.L. OF STN BUILD. Km: 1060.697
CH: 0.00 m
S. B.
(P.F. No.- 2 & 3)
(P.F. No.- 1)
HIGH LEVEL DN PASSENGER PLATFORM / 355.550M. X 9.450M.
HIGH LEVEL UP PASSENGER PLATFORM / 355.550M. X 9.450M.
CAL - 916.00 M./PT. TO PT. LINE NO. -6 UP&DN RECP & DESP LINE-2.
(WITH 1.5M WIDE PATHWAY)
THIRD LINE (CAL - 1060.30 M./ FB TO FB) LINE No. -5 DN MAIN OUTER JOINT LINE
DN RECP & DESP LINE CAL- 790.40M.(D/S TO PT.) LINE No.- 4
DN MAIN / CAL- 831.00M.(FB TO FB.) LINE No.-3
UP MAIN / CAL- 788.30M.(FB TO FB.) LINE No.- 2
(R & D) UP & DN LINE NO.1 CAL- 749.00M.(PT TO PT.) LINE -1
GOODS SIDING CAL- 56.760M.(D/S TO D/E)
CAL- 750.00M.(PT TO DS.)LONG LOOP LINE
O.R.L. / NON STABLING 120M. LONG
O.R.L. / 120M. LONG / NO STABLING
H.A.S./CAL-78.03M.(D/S TO D/END)
LONG LOOP -CAL 750M (PT TO PT)
WITH 1.5M WIDE PATHWAY.
DN MAIN OUTER JOINT LINE (CAL - 830.756 M./ FB TO FB)
ROAD
GATE LODGE
WEST OUTER GOOMTY
EAST OUTER GOOMTY
EAST GOOMTY FOR D/E
EAST GOOMTY (TO BE DISMANTLED)
END OF SAND HUMP (TO BE DISMANTLED)
SNAG DEAD END
CL OF LC NO.-536 'B' CLASS (MANNED)
GRADIENT EXISTING LINE
GRADIENT THIRD LINE (DN MAIN OUTER JOINT MAIN LINE)
GRADIENT THIRD LINE (DN MAIN OUTER JOINT MAIN LINE) & LONG LOOP LINE
GRADIENT FOR UP MAIN & DN MAIN LINE
FOR EXISTING LINE
AS PER LATEST SURVEY OF EXISTING LINE.
(NON TRANSITION CURVE)
Δ = 33° 52' 52" R = 2187.500 M(0.8°) T = 666.304 M. C.L.= 1293.549 M. Tr.L.= 160+160 Ca=60 MM Shift = 0.487 m. SPEED=130 KMPH
Δ = 33° 53' 11" R = 2333.333 M(0.750°) T = 710.842 M. C.L.= 1380.00 M. Tr. LENGTH = 70+70 Ca=50 MM SHIFT = 0.087 M. SPEED=130 KMPH
Δ = 33° 53' 11" R = 2338.053 M(0.748°) T = 710.842 M. C.L.= 1382.791 M. Tr. LENGTH = 70+70 Ca=50 MM SHIFT = 0.087 M. SPEED=130 KMPH
Δ = 15° 31' 52" R = 2175 M(0.8°) T = 296.605 M. C.L.= 589.58 M. Ca=0.00 MM SPEED=30 KMPH
Δ = 4° 18' 40" R = 875.000 M(2°) T = 32.934 M. C.L.= 65.837 M. Ca=0.00MM SPEED=30KMPH
Δ = 5° 00' 00" R = 437.500 M.(4°) T = 19.101 M. C.L.= 38.179 M. Ca=0.00 MM SPEED=30 KMPH
Δ = 08° 12' 7" R = 437.500 M(4°) T = 31.36 M. C.L.= 62.628 M. Ca=0.00 MM SPEED=30 KMPH
Δ = 2° 49' 49" R = 1750 M (1°) T.L = 43.231 M. C.L.= 86.445 M. Tr.L.= 60+60 Ca=60 MM SHIFT= 0.085 SPEED=130 KMPH
A=3°47'26" R = 583.333M (3°) TL= 19.303M CL= 38.591M Tr.L=0.0M Ca=0.0MM Cd=35 MM SPEED= 30 KMPH

LIST OF LEVEL CROSSINGS

SR. NO.	L.C. NO.	SECTION	LOCATION	CLASS	DEPTT	M / UM	REMARKS
1	537	BRD-K	1063/13-15	A	E	M	PROPOSED ROB

DETAILS OF GRADE

LOCATION	NAME OF STRUCTURE INFRINGING	PRESCRIBED MAX. & MIN. DIMENSION		EXISTING ACTUAL DIMENSION	AMOUNT OF INFRINGEMENT	REASON FOR DEVIATION IN THE EXISTING KOKA YARD
CHAINAGE		CHAPTER/ ITEM	MAX & MIN			
EXISTING GRADIENT 1 IN 515.713m FROM CH:1920.00m.TO CH: 640.00m (TUMSAR END), LEVEL FROM CH: 640.000m TO CH:561.000m (TUMSAR END) AND GRADIENT 1 IN 456.116 FROM CH: 561.000m (TUMSAR END) TO CH: 1360.000m (BRD END) FOR PROPOSED LONG LOOP.	GRADIENT POST	CH- II, ITEM -2 NOTE-(d), (i) OF IRSOD-2022	1 IN 1200	1 IN 515.713, LEVEL, 1 IN 456.116,	NIL	THE EXISTING GRADIENT STEEPER THAN 1 IN 1200 IN THE KOKA ROAD YARD IS PRIMARILY DUE TO REASON BEING THAT THE WORK PROPOSED IN EXISTING YARD, THEREFORE EXISTING GRADIENTS HAS BEEN ADOPTED. CHANGE IN GRADIENT WILL CAUSE LEVEL DIFFERENCE IN POINT ZONE AND POSE DIFFICULTY IN CONNECTING CROSS OVER.

INFRINGEMENT TABLE
ITEM NO. 14(iii) OF CHECKLIST

SR. NO.	TYPE OF INFRINGEMENT	AMOUNT OF INFRINGEMENT	FROM CHAINAGE (KM)	TO CHAINAGE (KM)	TOTAL LENGTH IN (M)	STANDARD DIMENSIONS & IRSOD PARA
1	NIL	NIL	NIL	NIL	NIL	NIL

LIST OF LEVEL CROSSINGS

SR. NO.	L.C. NO.	SECTION	LOCATION	CLASS	DEPTT	M / UM	REMARKS
2	536	TMR-K	1060/3-5	A	T	M	PROPOSED ROB
3	535	TMR-K	1056/27-29	SPL	E	M	PROPOSED ROB
4	534	TMR-K	1053/29-31	A	E	M	PROPOSED ROB
5	533	TMR-K	1051/25-27	A	T	M	PROPOSED ROB

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE MENTIONED.
2. IN THIS SUPERCEDED ESP, ALL THE EARLIER ALTERATIONS HAVE BEEN INCORPORATED.
3. ALL THE DETAILS FURNISHED IN THIS ESP ARE DULY CROSS CHECKED WITH ACTUAL AT SITE.
4. THE ADDITIONAL WORKS PROPOSED IN THIS ESP AFTER LAST ALTERATION TO BE ENLISTED ONE BY ONE.
5. ALL SWITCHES ARE IN 1 IN 12 OR 1 IN 8.5 HAS BEEN SHOWN IN THE DRAWING.
6. ALL CHAINAGES OF EXISTING FEATURES ARE AS PER ACTUAL SITE MEASUREMENT.
7. IN THIS SUPERSEDED ESP, NOTHING IS LEFT OUT IN COMPARISON TO THE LATEST APPROVED ESP.
8. AUTHENTIC LAND PLANS SHOULD BE REFERRED FOR PROPER VERIFICATION OF LAND BOUNDARY INDICATED ON THIS PLAN.
9. NO CHANGES IN APPROVED ESP VIDE CE's NO. TR/NGP/KOKA/YD/2055/2025 HAS BEEN DONE EXCEPT THE PROPOSED CHANGES SHOWN IN THE INSTANT PLAN NEEDS TO BE CORRECTED.
10. ALL RECENT POLICIES OF RB AND HQ TO BE FOLLOWED STRICTLY.
11. EXISTING WORK SHOWN IN BLACK.
12. PROPOSED WORK SHOWN IN RED.
13. DISMANTLED WORK SHOWN IN DOTTED BLACK

8. THE TRACK STANDARD AS UNDER:

Sr. No.	DESCRIPTION	MAIN LINE	LOOP/SIDING
1	RAILS	60 Kg NEW (LWR)	52 Kg S/H (LWR)
2	SLEEPERS	PSC	PSC
3	DENSITY	1660 Nos./Km	1540 Nos./Km
	BALLAST CUSHION	350 mm	200 mm

TRACK STANDARD PROVIDED AS FOLLOWS

DESCRIPTION	LONG LOOP LINE
RAIL	60 KG (NEW)
A) SLEEPERS	P.S.C
B) DENSITY	1660 NOS/KM
BALLAST CUSHION	300MM
CROSSING	WCMS CROSSING
SWITCH	THICK WEB SWITCH
SEJ	THICK WEB SWITCH EXPANSION JOINT

Signature Not Verified
Digitally signed by SANDEEP DHAKED
Date: 2026.06.16 18:41:17
Reason: IRPS-CRIS
Location: New Delhi

Signature block	
DIVISIONAL RAILWAY MANAGER	
CHIEF PROJECT MANAGER-GSU-NAGPUR	
SR. DIVL. ENGINEER (CO-ORD)	
SR. DIVL. OPERATIONS MANAGER	PIYUSH KUMAR LAHRE Digitally signed by PIYUSH KUMAR LAHRE Date: 2026.05.30 11:58:43 +05'30'
SR. DIVL. SIGNAL & TELECOM ENGINEER	
SR. DIVL. COMMERCIAL MANAGER	
SR. DIVISIONAL ENGINEER (CENTRAL)	
SRDEE-RS&G-NGP	RAJESH HARDEOPRASAD SINGH Digitally signed by RAJESH HARDEOPRASAD SINGH Date: 2026.06.01 16:17:46 +05'30'
SRDEE-TRD-NGP	
DYCSTE-P-NGP	Digitally signed by SANDEEP DHAKED Date: 2026.06.01 18:15:13 +05'30'
DY. CHIEF ENGINEER/GSU/NGP	MOHAN JAGANNATH CHAUDHARI Digitally signed by MOHAN JAGANNATH CHAUDHARI Date: 2026.06.01 17:35:38 +05'30'

THIS DRG. SUPERCEDES CE'S NO. TR/NGP/KOKA/YD/2055/2025
IRPSM ID NO. 13.02.16.25.3.36.005

दक्षिण पूर्व मध्य रेलवे मु.परि.प्र.आरेख संख्या	नागपुर मंडल 316/नागपुर/गति-शक्ति/2026
S.E.C. RAILWAY **CPM (GSU) DRG. NO.**	**NAGPUR DIVISION** **316/ NGP / GSU / 2026**

कोका स्टेशन यार्ड
दुरग–नागपुर सेक्शन में कोका स्टेशन पर तीसरी लाईन के
प्रस्तावित लंबे लूप लाईन दर्शाने का नक्शा

PROPOSED LONG LOOP OF 3RD LINE AT KOKA STATION YARD TOWARDS TUMSAR END.

SCALE :- 1 : 1000	CHECKED BY :- RAJIV KUMAR SINGH (SSE/P.WAY/GSU)	DRAWN BY :- RAJKUMAR D. KULURKAR (SSE/DRG/NGP)