CH: 1668.31M; TP-1 OF CURVE NO. 86
CH: 1465.40M; CL OF BRIDGE NO. 180; 1X6.10M PSC SLAB
To Chittaurgarh
Ranapratap Nagar 4.11 km
CH: 1367.07, DEAD END OF SHUNTING NECK
CH: 1339.76, BR. NO-181:1X0.45M, RCC PIPE
EXISTING SHUNTING NECK 586.00M LONG
F-150
Ch-3021.50
R-214
R-214
Ch-2451.15
F-150
F-150
Ch-1786.15
R-180
F-180
Ch-1080.00
R-400
RLY.LAND BOUNDARY
RLY.LAND BOUNDARY
Curve no-86
Δ =99°23'00"
R =638.69 M (2.74°)
T =752.89 m
CL=1107.83M
TL=60.00
SE = 80 MM
MPS = 80 KMPH
161.59 M CH- 699.34 M
106.68 M CH- 664.25 M
106.68 M CH- 395.25 M
119.53 M
EXIT. ROAD BOUNDARY
CH: 843.90 M; DEAD END
CH: 839.00 M; DEAD END, TOWER WAGON
Prop. Tower Wagon Shed
6.0 m X 30.0 m
120M D/END (NOT FOR STAB.)
CURVE(TMC SIDING)
Δ =28°13'50"
R =556.73 M (2.74°)
T =140.00 m
CL=273.31 m
Prop. Track Machine Siding/Shunting Neck 300 m long
Prop. Tower Wagon siding 150.0 m long
120M LONG D/END (NOT FOR STABLING)
ART SIDING 254.48M
CH: 543.90 M; D/END TO BE REMOVED AND TRAP TO BE PROVIDED
120M LONG D/END (NOT FOR STABLING)
129.75 M LONG SPART SIDING
CH- 845.88 M, 30.48 M
CH- 742.63 M, 19.83 M
CH- 717.25 M, 16.32 M
CH- 373.23 M, 19.82 M
CH-1021.90 BR. 183 M, 1X1.20 M RCC PIPE
CH: 1007.00M; POINT 1:8.5
CH: 1000.00M; DEAD END
CH: 884.00M; FM (ART)
CH-869.37 M C/L OF BR. NO.-184, RUB, 2 X 7.89 X 5.05 M RCC BOX
CH: 846.72 M DEAD END
CH: 824.32 M POINT 1:12
CH: 781.07M; FM (SHUNTING NECK)
CH: 777.82M; POINT 1:12 & TRAP
CH: 726.72 M POINT 1:12
CH: 723.47 M FM (ART)
CH: 689.00M; DEAD END TO BE REMOVED AND TRAP TO BE PROVIDED
CH: 680.12M; POINT 1:12
CH: 667.00M; POINT 1:12
CH: 616.65M; FM (ART)
CH: 613.40M; POINT 1:12 (ART)
CH: 569.00M; POINT 1:12
CH: 560.48M; TP-2 OF CURVE NO. 86
CH: 556.00M; POINT 1:12
CH: 545.60M; POINT 1:12
CH: 516.00M; POINT 1:12
CH: 493.40M; DEAD END
CH: 461.00M; POINT 1:12 & TRAP
CH: 460.74M; DEAD END
CH: 444.85M; FM (SIDING)
CH: 435.10M; POINT 1:12
CH: 423.90M; POINT 1:12
CH: 420.65M; FM (LINE NO. 3)
CH: 417.40M; POINT 1:12
CH: 364.00M; POINT 1:8.5
CH: 340.74M; POINT 1:12
CH: 337.49M; FM (L. NO. 1&2)
CH: 320.00M; POINT 1:8.5
CH: 315.10M; DEAD END (SIDING)
CH: 289.00M; END OF PASS. PLATFORM 1,2&3
CH: 237.00M; TRAP & FM(LINE NO. 05)
CH: 232.00M; END OF PASS. PLATFORM 4&5
CH: 135.00M; CL OF FOB 6.0 M WIDE
CH: 00.00M; CL OF STATION BUILDING; KM 111.190
CH: 116.75M; CL OF FOB 2.44 m WIDE
CH: 141.20M; D/END
CH: 175.00M; DEAD END (OC SIDING)
CH: 251.00M; END OF PASS. PLATFORM 1&2
CH: 341.20 M; POINT 1:8.5
CH: 337.95 M; FM (LINE-4)
CH: 300.00 M; POINT 1:8.5
CH: 272.00 M; TRAP POINT
CH: 268.75 M; FM (LINE-5)
CH: 259.70M; TRAP (For Isolation)
CH: 253.20M; POINT 1:8.5
CH: 232.30M; TRAP
CH: 229.05M; FM (LINE NO. 06)
CH: 219.80M; POINT 1:8.5
CH: 187.60M; FM (LINE NO. 7)
CH: 186.80M; POINT 1:8.5
CH: 153.20M; POINT 1:8.5 (LINE NO. 10)
CH: 145.48 Prop. TP-1
CH: 139.80M; FM (LINE NO. 8)
CH: 109.00 Prop. FM
CH: 103.53 Prop. TP-2
CH: 97.70M; FM (LINE NO. 9,10 &11)
CH: 54.00 Prop. Point 1:8.5
CH: 50.75 Prop. FM (L-9&11)
119.53 M CH- 27.00 M
173.74 M CH- 56.42 M
CH: 62.30 M; D/END (SICK SIDING)
CH: 65.30 M; PROP. D/END
CH: 116.30 M; PROP. D/END
CH: 131.20 M; DEAD END
CH: 143.56 M; PROP. FM & PF END
PROP. WHEEL LATHE SHED 50X15M
PROP. PIT LINE OFFICE 40X11M
EXIST. PIT LINE OFFICE TO BE SHIFTED AT ANOTHER LOCATION
A C W P
CH-227.00 Prop. FM
Δ =6°42'35" R =358.23 M (4.88°)
T =20.99 m; CL=41.95M
SICK SIDING; CSR 160.00 M 166.75m
SICK SIDING; CSR 228.70 M 160.00m
PROP. SANDED D/E 65.90M
LINE No. 9; CSR ~~690.40 M~~ CSR 644.08 M SPEED 15 KMPH
PIT LINE No. 8; CSR 667.80 M SPEED 15 KMPH
PIT LINE No. 7; CSR 612.60 M SPEED 15 KMPH
GOODS LINE No. 6; CSR 735.80 M SPEED 15 KMPH
LOOP LINE No. 5; CSR 775.50 M SPEED 15 KMPH
EXIST. PASSENGER I-LAND PLATFORM NO. 4&5; 540.00X10.60M
LOOP LINE No. 4; CSR 712.00 M SPEED 15 KMPH
LOOP LINE No. 3; CSR 794.70 M SPEED 15 KMPH
EXIST. PASSENGER I-LAND PLATFORM NO. 2&3; 540.00X11.89M
LOOP LINE No. 1; CSR ~~710.87 M~~ 692.24M SPEED 30 KMPH
MAIN LINE No. 2; CSR 773.49 M SPEED POTENTIAL 110 KMPH
EXIST. PASSENGER PLATFORM NO. 1; 540.00X11.55M
OC SIDING ~~CSR 198.38 M~~ CSR 179.75 M
PROP. PASSENGER PLATFORM NO. 8; 402.82 X 6.10 to10 M WIDTH
PROPOSED RECEPTION AND DISPATCH LINE TOWARDS UMRA END CSR 402.82 M (FM TO FM) SPEED 15 KMPH
R/CURVE(L-5&6)
Δ =7°56'00"
R =360.53 M (4.85°)
T =25.00 m; CL=49.92M
R/CURVES(L-3&4)
Δ =5°35'29"
R =409.56 M (3.837°)
T =20.00 m
CL=39.97M
120 M LONG D/END (NOT FOR STABLING)
CL OF UDZ STATION BUILDING
KM 111.33 (FROM BERACH JN CABIN)
DN
UP
R-400
R-541
Ch-150.00
Rly. qtr.
SSE/PW UDZ Office
CH: 374.05 M; L- 3 &4
CH: 425.00M; DEAD END (PIT LINE-7)
CH: 497.30.00M; DEAD END
CH: 510.00M; POINT 1:8.5
CH: 528.00M; DEAD END (PIT LINE-8)
CH: 546.38 M; PROP. FM & TRAP
SSE/SIGNAL OFFICE
ADSTE OFFICE
OHE DEPOT
AEE/TRD OFFICE
CH: 579.00M; POINT 1:8.5
CH: 585.50M; POINT 1:8.5
CH: 592.70M; DEAD END (STAB LINE-8)
CH: 621.38 M; PROP. 1:12
CH: 633.65 M; PROP. 1:12
C. No.-(PROP. CURVE)
Δ =19°20'38"
R =234.70 M (7.46°)
T =40.00 m; CL=79.24M
C. No.-(PROP. CURVE)
Δ =19°21'45"
R =263.78 M (6.63°)
T =45.00 m; CL=89.14M
120.00M LONG D/END (NOT FOR STABLING)
120.00M LONG D/END (NOT FOR STABLING)
95.00M LONG SANDED D/END
120.00M LONG D/END (NOT FOR STABLING)
120.00M LONG D/END (NOT FOR STABLING)
120 M LONG D/END (NOT FOR STABLING)
STABLING LINE 290.00 M LONG
TEM PLE
TRIP SIDING 145.0 M
PROP. TRIP SHED / BUILDING
PROP. OHE DEPOT (40 x 30 M)
PROP. AEE/TRD OFFICE (30 X 30 M)
PROP. SSE/PW OFFICE
CH-354.75 PROP. FM (LINE-1&OC LINE)
CH-358.00 PROP. Point 1:8.5
CH- 373.30M; FM (LINE NO. 1)
CH- 376.63M; TRAP
CH: 388.00M; POINT 1:12
CH-413.00 PROP. TRAP & FM
CH: 428.75M; POINT 1:12
CH: 436.00M; FM (LINE NO. 2)
CH: 439.25M; POINT 1:12
CH-445.00 POINT 1:8.5
CH: 474.90M; POINT 1:12
CH: 487.90M; POINT 1:12
CH-500.00; PROP. FM
CH: 506.75 M; FM, LINE 5 & 6
CH: 536.85M; POINT 1:12
CH: 555.25M; TRAP
CH: 585.00M; POINT 1:12
CH: 607.90M; DEAD END
CH-645.00 PROP. DEAD ENDS
CH- 680.50M; SANDED DEAD END
CH: 705.50M; DEAD END
CH: 751.50M; POINT 1:8.5
CH: 753.65 M; PROP. DEAD END
CH: 755.75 M; C/L OF BR. NO.-186, 1X0.91 M, RCC PIPE
PROP. TO BE EXTENDED
CH: 806.50 M; PROP. 1:12
CH: 845.25M; DEAD END
CH: 857.00M; TP-1
CH 868.45; C/L OF BR. NO.-187, 2X6.10 M, RCC SLAB, (RUB)
CH-699.61 M (173.73 m, 60.96 m)
CH-760.57 M (60.96 m, 67.05 m)
67.05 M CH- 868.00 M (67.05 m, 30.40 m)
R-541
F-197
Ch-805.00
CURVE NO-89 (L)
Δ=57°47'16"
R=437.50 M (4°)
T=241.45 M
CL=441.26 M
TRL = ~~120.00 M~~ 60.00 M
SE = ~~140 MM~~ 80 MM
MSP = ~~80 KMPH~~ 70 KMPH
Rly. Land Boundary
Rly. Land Boundary
UP SIDE
DN SIDE
HIMMATNAGAR
(UMRA:- 10.45 KM)
F-197
F-150
Ch-1395.00
F-150
F-197
Ch-1510.00
F-197
R-1500
Ch-2018.50
R-1500
F-150
Ch-2650.00
F-150
F-169
Ch-3408.00
N

PB#135/NR/2023-24; PB#281/2023-24/NWR(TTM SIDING); PB#1178/NR/2023-24 (TRIP SHED)

NOTE :-
1. EXIT. WORK SHOWN IN BLACK
2. PROP. WORK SHOWN IN RED.
3. RAILWAY LAND BOUNDARY IS SHOWN IN GREEN CHAIN DOTTED.
4. RAILWAY LAND BOUNDARY SHOWN IN THIS PLAN IS INDICATIVE ONLY. THIS CANNOT BE USED FOR LEGAL PURPOSES. FOR PROPER BOUNDARY, ORIGINAL LAND PLANS SHOULD BE REFERRED.
5. DISMANTLING WORK SHOWN IN GREEN.
6. EXIST. RLY LAND BOUNDARY SHOWN IN CHAIN DOTTED GREEN.
7. THIS WORK INVOLVE GRADIENT CONDONATION. AS SOON AS THIS ESP APPROVED BY HQ, CASE WILL BE SUBMITTED TO GM/NWR FOR GRADIENT CONDONATION. IT WILL BE ENSURED THAT WORK WILL BE EXECUTED ONLY AFTER OBTAINING GM CONDONATION.
7. THIS PLAN IS PREPARED BASED ON EARLIER APPROVED PLAN NO. CPDE/88/-F/CONST.-19/R

PSR TABLE

SR. NO.	CURVE NO.	LINE NOMENCLATURE	FROM CHAINAGE	TO CHAINAGE	TOTAL LENGTH INCL. TRANSITION M.	PSR PROP.(KMPH) WRT MAX. SECTIONAL SPEED OF 130KMPH	BRIEF REASON OF PSR
1	2	3	4	5	6	7	8
1	86(L)	MAIN LINE	1688.67	520.84	1167.83	80	Due to curve of 2.74°
2	89(L)	MAIN LINE	817.00	1338.26	521.26	70	Due to curve of 4° and to keep away prop. point from transition portion, TRL is proposed to be reduced.

INFRINGEMENT TABLE

SR. NO.	LOCATION	NAME OF STRUCTURE	CHAPTER & ITEM	MAX & MIN DIMENSIONS	ACTUAL DISTANCE	AMOUNT OF INFRINGMENT	REMARKS
1.	CH: 805.0 - CH: 900.0	EXIST. GRADE	CHAPTER (II) OF IRSOD ITEM NO. 2(d) (i)	1 IN 400	120	F 1 IN 197	DUE TO HEAVY REGRADING (700 MM) OF EXISTING TRACK INVOLVE BY PROVIDING GRADE OF 1 IN 400 IN YARD WHICH IS NOT FEASIBLE IN RUNNING ELECTRIFIED TRACK. HENCE GRADE OF 1 IN 197 RETAINED.

CE/P&D	Sunil Mittal	Digitally signed by Sunil Mittal Date: 2024.09.06 16:47:16 +05'30'
CSTE/D&D	ANURAG GOYAL	Digitally signed by ANURAG GOYAL Date: 2024.09.05 16:04:59 +05'30'
CTPM	PAWAN KUMAR SINGH	Digitally signed by PAWAN KUMAR SINGH Date: 2024.09.06 16:22:51 +05'30'

HEAD QUARTER OFFICERS

DRM/AII	RAJIV DHANKHER	Digitally signed by RAJIV DHANKHER Date: 2024.02.07 10:23:14 +05'30'
CPM/GSU/AII	ANOOP KUMAR SHARMA	Digitally signed by ANOOP KUMAR SHARMA Date: 2024.01.04 17:52:00 +05'30'
SR.DEN/CO/AII	ASHOK KUMAR DHAKAR	Digitally signed by ASHOK KUMAR DHAKAR Date: 2024.01.05 17:54:58 +05'30'
SR.DEE/GEN/AII	PANAKJ KUMAR MEENA	Digitally signed by PANAKJ KUMAR MEENA Date: 2024.01.01 17:05:34 +05'30'
SR.DEE/TRD/AII	BHAGWAN SAHAY MEENA	Digitally signed by BHAGWAN SAHAY MEENA Date: 2024.01.05 14:20:25 +05'30'
SR. DSTE/AII	ANKUR KUMAR JHINGONIA	Digitally signed by ANKUR KUMAR JHINGONIA Date: 2024.01.01 17:24:05 +05'30'
SR. DCM/AII	SUNIL KUMAR MAHALA	Digitally signed by SUNIL KUMAR MAHALA Date: 2023.12.30 09:09:41 +05'30'
SR. DOM/AII	JITENDRA MEENA	Digitally signed by JITENDRA MEENA Date: 2023.12.29 13:07:11 +05'30'
SR.DME/P&EnHM/AII	MAN MOHAN MEENA	Digitally signed by MAN MOHAN MEENA Date: 2024.01.02 13:16:04 +05'30'
SR. DME/C&W/AII	KARNI RAM	Digitally signed by KARNI RAM Date: 2024.01.01 17:57:55 +05'30'
DY.CE/GSU/AII	PRADEEP KUMAR MEENA	Digitally signed by PRADEEP KUMAR MEENA Date: 2024.01.04 17:46:35 +05'30'
DY.CSTE/GSU/AII	SANJAY SINHA	Digitally signed by SANJAY SINHA Date: 2024.01.04 17:20:13 +05'30'
DY.CE/C/UDZ	MAYANK KUMAR GUPTA	Digitally signed by MAYANK KUMAR GUPTA Date: 2024.02.06 17:38:34 +05'30'
SR. DEN/S/AII	SANDEEP DANGRA	Digitally signed by SANDEEP DANGRA Date: 2024.01.01 17:75:43 +05'30'

DIVISIONAL OFFICERS

NORTH WESTERN RAILWAY

AJMER DIVISION | COR-UDZ SECTION

UDAIPURCITY STATION YARD PLAN

FEASIBILITY CHECKED AND VERIFIED BY ME AT SITE

DRAWN BY R.A.MEENA (SSE/D)

CHECKED BY M.K.GUPTA (SSE/D)

PROPOSAL FOR
- (1) SECOND ENTRY PLATFORM WITH LINE NO. 10
- (2) CONNECTIVITY OF LINE NO. 9 TOWARDS UMRA END
- (3) TRIP SHED WITH SIDING
- (4) TRACK MACHINE SIDING/SHUNTING NECK
- (5) TOWER WAGON SIDING WITH SHED AND
- (6) WHEEL LATHE SIDING

(SCALE 1 CM = 10M)

SSE/C&W/UDZ SSE/PW/RPZ SSE/W/RPZ ADEN/RPZ

HQ PLAN NO. CE (P&D)/756/1-F/DRM-24

DIV PLAN NO. DRM/AII/3130/ESP-UDZ/2023

Signature Not Verified
Digitally signed by RAVINDRA PAL SINGH
Date: 2026.06.15 15:46:47 IST
Reason: IREPS-CRIS
Location: New Delhi