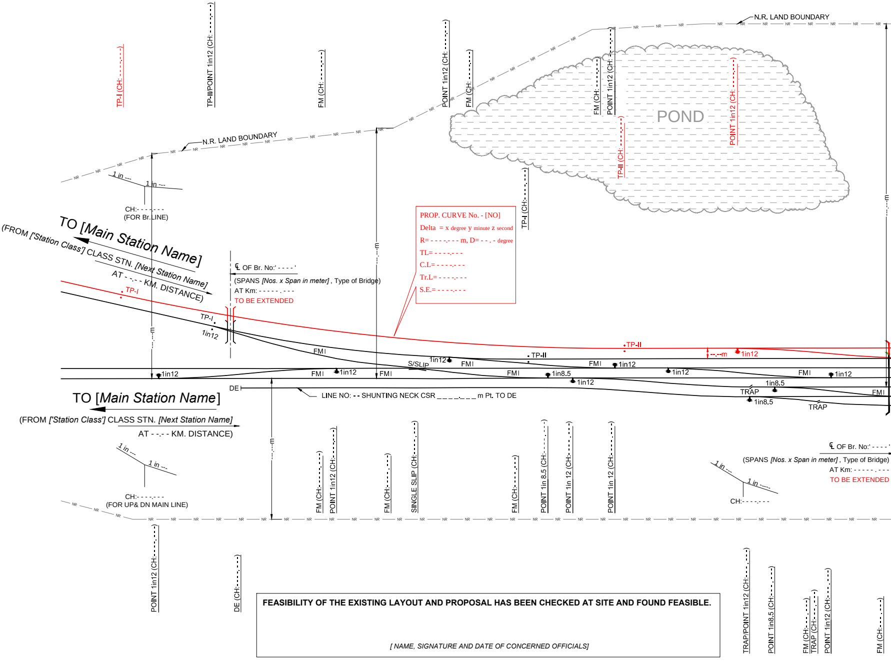
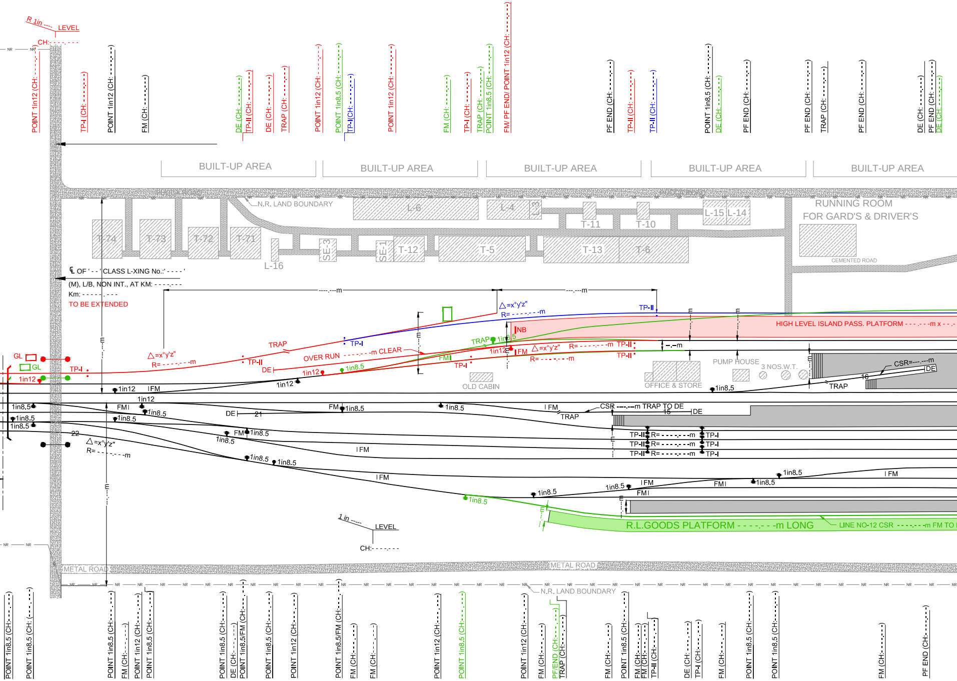
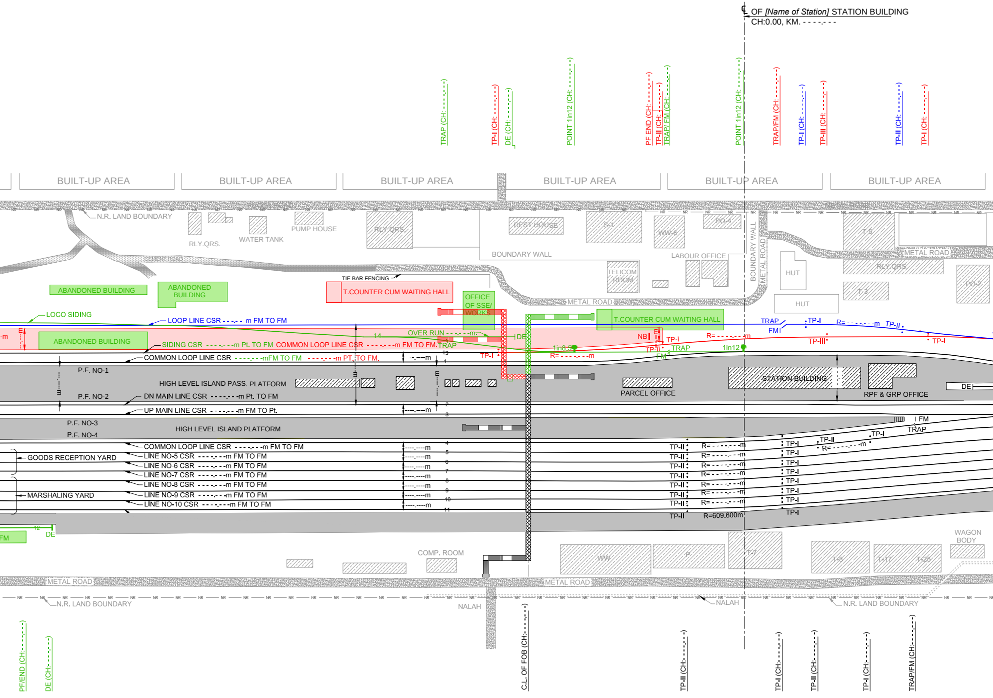

TP-I (CH: - - - -,- - -)
TP-II/POINT 1in12 (CH: - - -,- - -)
FM (CH: - - -,- - -)
POINT 1in12 (CH: - - -,- - -)
FM (CH: - - -,- - -)
FM (CH: - - -,- - -)
POINT 1in12 (CH: - - -,- - -)
POINT 1in12 (CH: - - -,- - -)
TP-II (CH: - - -,- - -)
TP-I (CH: - - -,- - -)
N.R. LAND BOUNDARY
N.R. LAND BOUNDARY
NR
POND
1 in ---
1 in ---
CH:- - -,- - -
(FOR Br. LINE)
TO [Main Station Name]
(FROM ['Station Class'] CLASS STN. [Next Station Name]
AT - -,- - KM. DISTANCE)
TP-I
TP-I
1in12
℄ OF Br. No:' - - - - '
(SPANS [Nos. x Span in meter] , Type of Bridge)
AT Km: - - - - - , - - -
TO BE EXTENDED
PROP. CURVE No. - [NO]
Delta = x degree y minute z second
R= - - - -,- - - m, D= - - . - degree
TL= - - - -,- - -
C.L= - - - -,- - -
Tr.L= - - - -,- - -
S.E.= - - - -,- - -
--m
FMI
S/SLIP
1in12
TP-II
TP-II
FMI
FMI
1in12
--.--m
1in12
1in12
FMI
FMI
1in12
FMI
1in8.5
1in12
1in12
FMI
1in12
1in8.5
TRAP
1in8.5
TRAP
FMI
DE
LINE NO: - - SHUNTING NECK CSR _ _ _ _,_ _ _ m Pt. TO DE
TO [Main Station Name]
(FROM ['Station Class'] CLASS STN. [Next Station Name]
AT - -,- - KM. DISTANCE)
1 in ---
1 in ---
CH:- - - -,- - -
(FOR UP& DN MAIN LINE)
--m
FM (CH:- - - -,- - -)
POINT 1in12 (CH:- - -,- - -)
FM (CH:- - - -,- - -)
SINGLE SLIP (CH:- - -,- - -)
FM (CH:- - -,- - -)
POINT 1in 8.5 (CH:- - -,- - -)
POINT 1in 12 (CH:- - -,- - -)
POINT 1in 12 (CH:- - -,- - -)
℄ OF Br. No:' - - - - '
(SPANS [Nos. x Span in meter] , Type of Bridge)
AT Km: - - - - - , - - -
TO BE EXTENDED
1 in ---
1 in ----
CH:- - - -,- - -
POINT 1in12 (CH:- - -,- - -)
DE (CH:- - -,- - -)
TRAP/POINT 1in12 (CH:- - -,- - -)
POINT 1in8.5 (CH:- - -,- - -)
FM (CH:- - -,- - -)
TRAP (CH:- - -,- - -)
POINT 1in12 (CH:- - -,- - -)
FM (CH:- - -,- - -)

FEASIBILITY OF THE EXISTING LAYOUT AND PROPOSAL HAS BEEN CHECKED AT SITE AND FOUND FEASIBLE.

[NAME, SIGNATURE AND DATE OF CONCERNED OFFICIALS]


R 1in ---- LEVEL
CH:- - - -.- - -
POINT 1in12 (CH:- - -.- - -)
TP-I (CH:- - -.- - -)
POINT 1in12 (CH:- - -.- - -)
FM (CH:- - -.- - -)
DE (CH:- - -.- - -)
TP-II (CH:- - -.- - -)
DE (CH:- - -.- - -)
TRAP (CH:- - -.- - -)
POINT 1in12 (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
TP-I(CH:- - -.- - -)
POINT 1in12 (CH:- - -.- - -)
FM (CH:- - -.- - -)
TP-I (CH:- - -.- - -)
TRAP (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
FM/ PF END/ POINT 1in12 (CH:- - -.- - -)
PF END (CH:- - -.- - -)
TP-II (CH:- - -.- - -)
TP-II (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
DE (CH:- - -.- - -)
PF END (CH:- - -.- - -)
PF END (CH:- - -.- - -)
TRAP (CH:- - -.- - -)
PF END (CH:- - -.- - -)
DE (CH:- - -.- - -)
PF END (CH:- - -.- - -)
DE (CH:- - -.- - -)
BUILT-UP AREA
BUILT-UP AREA
BUILT-UP AREA
BUILT-UP AREA
BUILT-UP AREA
N.R. LAND BOUNDARY
L-6
L-4
L-3
T-11
T-10
L-15
L-14
RUNNING ROOM
FOR GARD'S & DRIVER'S
CEMENTED ROAD
T-74
T-73
T-72
T-71
L-16
SE-3
SE-1
T-12
T-5
T-13
T-6
℄ OF '- - -' CLASS L-XING No.:' - - - - '
(M), L/B, NON INT., AT KM: - - - -.- - -
Km: - - - - -.- - -
TO BE EXTENDED
- - - -.- - -m
- - - -.- - -m
△=x°y'z"
R= - - - -.- - -m
TP-II
HIGH LEVEL ISLAND PASS. PLATFORM - - - -.- - -m x - - .-
NB
TRAP
1in8.5
△=x°y'z"
R= - - - -.- - -m
TRAP
TP-I
OVER RUN - - - - -.- - -m CLEAR
△=x°y'z"
R= - - - -.- - -m
TP-II
DE
1in12
1in8.5
1in12
FM
TP-II
TP-I
FM
R= - - - -.- - -m
R= - - - -.- - -m
TP-II
-.- -m
PUMP HOUSE
3 NOS.W.T.
CSR=- - -.- - -m
DE
16
TRAP
OLD CABIN
OFFICE & STORE
1in8.5
GL
GL
TP-I
1in12
1in12
FM
1in12
1in12
1in8.5
FM
1in8.5
1in8.5
1in8.5
1in8.5
DE
21
FM
1in8.5
1in8.5
FM
CSR - - -.- - -m TRAP TO DE
15
DE
TRAP
22
△=x°y'z"
R= - - - -.- - -m
FM
1in8.5
1in8.5
TP-II R= - - - -.- - -m TP-I
TP-II R= - - - -.- - -m TP-I
TP-II R= - - - -.- - -m TP-I
FM
1in8.5
1in8.5
FM
1in8.5
1in8.5
FM
FM
1in8.5
1in8.5
FM
1in8.5
FM
1in8.5
R.L.GOODS PLATFORM - - - -.- - -m LONG
LINE NO-12 CSR - - - -.- - -m FM TO
1 in ---- LEVEL
CH:- - - -.- - -
METAL ROAD
METAL ROAD
NR
N.R. LAND BOUNDARY
POINT 1in8.5 (CH:- - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
FM (CH:- - -.- - -)
POINT 1in12 (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
DE (CH:- - -.- - -)
POINT 1in8.5/FM (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
POINT 1in12 (CH:- - -.- - -)
POINT 1in8.5/FM (CH:- - -.- - -)
FM (CH:- - -.- - -)
FM (CH:- - -.- - -)
POINT 1in12 (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
POINT 1in12 (CH:- - -.- - -)
FM (CH:- - -.- - -)
PF/END (CH:- - -.- - -)
TRAP (CH:- - -.- - -)
FM (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
FM (CH:- - -.- - -)
FM (CH:- - -.- - -)
TP-II (CH:- - -.- - -)
DE (CH:- - -.- - -)
TP-I (CH:- - -.- - -)
FM (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
POINT 1in8.5 (CH:- - -.- - -)
FM (CH:- - -.- - -)
PF END (CH:- - -.- - -)

[*Name of the Station*] STATION YARD

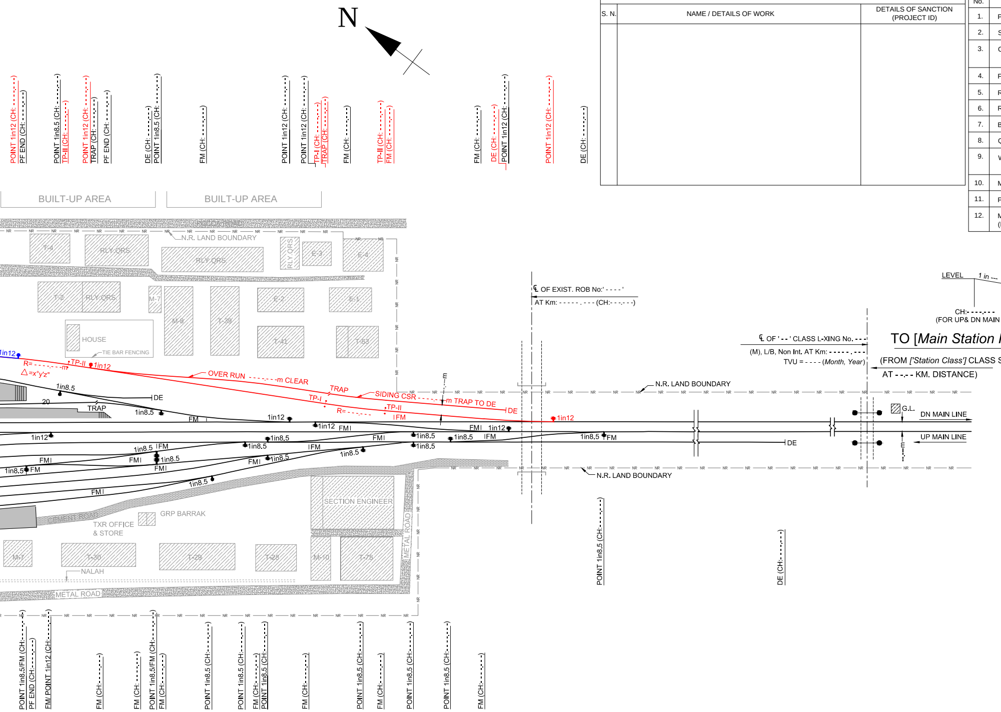


℄ OF *[Name of Station]* STATION BUILDING
CH:0.00, KM. - - - -.- - -
TRAP (CH: - - - -.- - -)
TP-I (CH: - - - -.- - -)
DE (CH: - - - -.- - -)
POINT 1in12 (CH: - - - -.- - -)
PF END (CH: - - - -.- - -)
TP-II (CH: - - - -.- - -)
TRAP/ FM (CH: - - - -.- - -)
POINT 1in12 (CH: - - - -.- - -)
TRAP/FM (CH: - - - -.- - -)
TP-I (CH: - - - -.- - -)
TP-III (CH: - - - -.- - -)
TP-II (CH: - - - -.- - -)
TP-I (CH: - - - -.- - -)
BUILT-UP AREA
BUILT-UP AREA
BUILT-UP AREA
BUILT-UP AREA
BUILT-UP AREA
BUILT-UP AREA
N.R. LAND BOUNDARY
RLY.QRS.
WATER TANK
PUMP HOUSE
RLY.QRS.
REST HOUSE
S-1
WW-6
PO-4
BOUNDARY WALL
LABOUR OFFICE
BOUNDARY WALL
METAL ROAD
T-5
METAL ROAD
HUT
RLY.QRS.
PO-2
T-3
HUT
TELICOM ROOM
METAL ROAD
ABANDONED BUILDING
ABANDONED BUILDING
TIE BAR FENCING
T.COUNTER CUM WAITING HALL
OFFICE OF SSE/ WORKS
T.COUNTER CUM WAITING HALL
LOCO SIDING
LOOP LINE CSR - - - -.- - m FM TO FM
TRAP
FM
TP-I
R= - - - -.- - -m
TP-II
OVER RUN - - - -.- - -m.
ABANDONED BUILDING
DE
NB
TP-I
R= - - - -.- - -m
TP-III
TP-I
SIDING CSR - - - -.- - -m Pt. TO FM
COMMON LOOP LINE CSR - - - -.- - -m FM TO FM. TRAP
1in8.5
R= - - - -.- - -m
TP-I
TP-II
TRAP
FM
1in12
COMMON LOOP LINE CSR - - - -.- - -mFM TO FM - - - -.- - -m PT. TO FM.
----.---m
P.F. NO-1
HIGH LEVEL ISLAND PASS. PLATFORM
P.F. NO-2
STATION BUILDING
PARCEL OFFICE
RPF & GRP OFFICE
DE
DN MAIN LINE CSR - - - -.- - -m Pt. TO FM
UP MAIN LINE CSR - - - -.- - -m FM TO Pt.
----.---m
P.F. NO-3
HIGH LEVEL ISLAND PLATFORM
P.F. NO-4
FM
TRAP
TP-I
TP-II
R= - - - -.- - -m
GOODS RECEPTION YARD
COMMON LOOP LINE CSR - - - -.- - -m FM TO FM
LINE NO-5 CSR - - - -.- - -m FM TO FM
LINE NO-6 CSR - - - -.- - -m FM TO FM
LINE NO-7 CSR - - - -.- - -m FM TO FM
LINE NO-8 CSR - - - -.- - -m FM TO FM
LINE NO-9 CSR - - - -.- - -m FM TO FM
LINE NO-10 CSR - - - -.- - -m FM TO FM
MARSHALING YARD
----.---m
TP-II
R= - - - -.- - -m
TP-I
R=609.600m
12
DE
FM
WAGON BODY
COMP. ROOM
WW
P
T-7
T-8
T-17
T-25
METAL ROAD
METAL ROAD
N.R. LAND BOUNDARY
NALAH
NALAH
N.R. LAND BOUNDARY
PF/END (CH: - - - -.- - -)
DE (CH: - - - -.- - -)
C.L. OF FOB (CH: - - - -.- - -)
TP-II (CH: - - - -.- - -)
TP-I (CH: - - - -.- - -)
TP-II (CH: - - - -.- - -)
TP-I (CH: - - - -.- - -)
TRAP/FM (CH: - - - -.- - -)

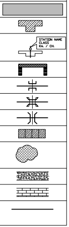
PURPOSE FOR PREPARING ESP

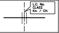
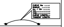
S. N.	NAME / DETAILS OF WORK	DETAILS OF SANCTION (PROJECT ID)

Sl. No.	ITEM
1.	PLATFORM
2.	SERVICE BUILDING
3.	CENTER LINE OF STATION
4.	F.O.B.
5.	R.O.B.
6.	R.U.B.
7.	BRIDGE / CULVERT
8.	QUARTERS
9.	WATER BODY / LOW LAYING AREA
10.	METTALED / C.C. ROAD
11.	PAVEMENTS
12.	MAIN LINE / LOOP LINE / YARD LINE (NON-PASSENGER LINE)


N
POINT 1in12 (CH: - - -.- - -)
PF END (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
TP-II (CH: - - -.- - -)
POINT 1in12 (CH: - - -.- - -)
TRAP (CH: - - -.- - -)
PF END (CH: - - -.- - -)
DE (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
FM (CH: - - -.- - -)
POINT 1in12 (CH: - - -.- - -)
POINT 1in12 (CH: - - -.- - -)
TP-I (CH: - - -.- - -)
TRAP (CH: - - -.- - -)
FM (CH: - - -.- - -)
TP-II (CH: - - -.- - -)
FM (CH: - - -.- - -)
FM (CH: - - -.- - -)
DE (CH: - - -.- - -)
POINT 1in12 (CH: - - -.- - -)
POINT 1in12 (CH: - - -.- - -)
DE (CH: - - -.- - -)
BUILT-UP AREA
BUILT-UP AREA
N.R. LAND BOUNDARY
T-4
RLY QRS.
RLY QRS
RLY QRS
E-3
E-4
T-2
RLY QRS
M-7
M-8
T-39
E-2
E-1
HOUSE
TIE BAR FENCING
T-41
T-53
1in12
R= - - - - - - -m
TP-II
1in12
△=x°y'z"
OVER RUN - - - -.- - -m CLEAR
TRAP
SIDING CSR
- - -m TRAP TO DE
TP-I
TP-II
R= - - - . - - -
FM
DE
1in12
1in8.5
20
TRAP
DE
1in8.5
FM
1in12
1in12
FM
FMI
1in12
1in8.5
1in8.5
1in8.5
IFM
1in12
1in8.5
FMI
1in8.5
IFM
1in8.5
1in8.5
IFM
1in8.5
FM
FMI
FMI
1in8.5
FM
FMI
1in8.5
1in8.5
FMI
1in8.5
FMI
1in8.5
DE
℄ OF EXIST. ROB No:' - - - - '
AT Km: - - - - - . - - - (CH:- - -.- - -)
℄ OF ' - - ' CLASS L-XING No. - - -
(M), L/B, Non Int. AT Km: - - - - - . - - -
TVU = - - - - (Month, Year)
LEVEL
1 in ---
CH:- - - -.- - -
(FOR UP& DN MAIN LINE)
TO [Main Station Name]
(FROM ['Station Class'] CLASS STN. [Next Station Name]
AT - - .- - KM. DISTANCE)
N.R. LAND BOUNDARY
G.L.
DN MAIN LINE
UP MAIN LINE
N.R. LAND BOUNDARY
NR
SECTION ENGINEER
METAL ROAD
GRP BARRAK
TXR OFFICE & STORE
CEMENT ROAD
M-7
T-30
T-29
T-28
M-10
T-75
NALAH
METAL ROAD
POINT 1in8.5 (CH: - - -.- - -)
DE (CH: - - -.- - -)
POINT 1in8.5/FM (CH: - - -.- - -)
PF END (CH: - - -.- - -)
FM/ POINT 1in12 (CH: - - -.- - -)
FM (CH: - - -.- - -)
FM (CH: - - -.- - -)
POINT 1in8.5/FM (CH: - - -.- - -)
FM (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
FM (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
FM (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
FM (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
POINT 1in8.5 (CH: - - -.- - -)
FM (CH: - - -.- - -)

LEGEND



Sl. No.	ITEM	SYMBOL
13.	SEWAGE / STREAM / WATER LINE	==:==:==:==
14.	WATER SUPPLY LINE	===========
15.	RAILWAY BOUNDARY	— NR — NR — NR —
16.	FENCING	—o—o—
17.	LEVEL CROSSING	 L.C. No. CLASS Km. / CH.
18.	OHE MAST	
19.	PIPE LINE CULVERT	
20.	DIRECTION OF SWITCH OPENING	
21.	CURVE DETAIL	
22.	FOULING MARK	F.M.
23.	TANGENT POINT	TP
24.		

N.R.H.Q.E. PLAN No.:

DIVL. PLAN No.:

NOTES:-

1- EXISTING WORK SHOWN IN BLACK.
2- PROPOSED WORK SHOWN IN RED.
3- WORK TO BE DISMANTLED SHOWN IN GREEN.
4- FUTURE WORK SHOWN IN BLUE.
5- ALL DIMENSION ARE IN METRES.
6- EXISTING YARD BASED ON ACTUAL AS PER SITE AND WILL SUPERSEDE NRHQE PLAN NO. MB/07/07-2002/R-4
7- BUILDING FOR S&T EQUIPMENTS ETC. SHALL BE AS PER CSTE NO MT-47.
8- L-XING GATES AND GRADIENTS UP TO 2.5 Km FROM Ist FACING POINT HAVE BEEN INCLUDED AT BOTH END OF THE YARD.

HEADQUARTERS OFFICERS	CONSTRUCTION OFFICERS	DIVISIONAL OFFICERS
[APPROVAL / SIGNATURES WITH DATE OF CONCERNED OFFICIALS INCLUDING CE/P&D]	[APPROVAL / SIGNATURES WITH DATE OF CONCERNED OFFICIALS INCLUDING CE/C]	[APPROVAL / SIGNATURES WITH DATE OF CONCERNED OFFICIALS INCLUDING DRM]

DATE	DESCRIPTION	INITIALS

REVISION

SSE/Drg. :
CHECKED BY :
PREPARED By. :

NORTHERN RAILWAY

[NAME OF DIVISION] DIVISION

E.S.P

[NAME OF STATION (STATION CODE)]

AT Km.- - - -.- - -

BETWEEN

[STATION NAME] AND *[STATION NAME]* STATIONS

SCALE :

DIVL. CASE No.:
H.Q. CASE No.:

CANCEL

DIVL. PLAN No.:
N.R.H.Q.E. PLAN No.:

DIVL. PLAN No.:

N.R.H.Q.E. PLAN No.:

N.R.H.Q.E. PLAN No.: HQ/04/11-2016

N.R. TYPE PLAN No.:- Y - 06/2016

NOTES:-

1. THIS TYPE PLAN HAS BEEN PREPARED TO GUIDE THE FIELD UNITS IN PREPARATION OF E.S.P.
2. WHILE PREPARING ESP, LEGEND AS SHOWN CAN BE USED TO SHOW VARIOUS DETAILS.
3. COLOUR SCHEME TO BE FOLLOWED FOR SHOWING EXISTING / DISMANTLING / NEW / FUTURE DETAILS IS AS FOLLOWS:-
    - EXISTING . . . . (BLACK)
    - DISMANTLING . . . . (GREEN)
    - NEW / EXTENSION . . . (RED)
    - FUTURE . . . . (BLUE)
4. SCALES TO BE USED SHALL BE AS FOLLOWS:- 1:1000, 1:2000
5. MINIMUM CSR [*Clear Standing Room*] (FM to FM) FOR RUNNING LOOPS SHOULD BE 716.00 m. SO THAT CSL [*Clear Standing Length*] of 686.00 m. IS AVAILABLE.
6. WIDTH OF THE SHEET ON WHICH PLAN IS PREPARED SHOULD BE 210 mm / 420 mm / 841 mm AS PER THE INDIAN RAILWAYS WORKS MANUAL.
7. LENGTH OF THE SHEET MAY BE AS PER THE REQUIREMENT BUT SHOULD BE MAINTAINED IN THE FORM OF ROLL.
8. EVERY DETAILS SHOULD BE MARKED WITH CHAINAGE.
    - LIKE POINTS AND CROSSINGS SHOULD BE MARKED WITH TYPE OF CROSSING AND CHAINAGE AS SHOWN {POINT [*Type of point*] CH:(- - - -.- - -)}.
    - DETAILS OF FOULING MARK SHOULD BE MARKED AS SHOWN {FM CH:(- - - -.- - -)}.
    - DETAILS OF DEAD END SHOULD BE MARKED AS SHOWN {DE CH:(- - - -.- - -)}.
    - DETAILS OF TANGENT POINT WITH NUMBER SHOULD BE MARKED AS SHOWN {TP-I CH:(- - - -.- - -)}.
    - DETAILS OF PF STARTS / ENDS SHOULD BE MARKED AS SHOWN {PF END CH:(- - - -.- - -)}.
    - DETAILS OF CURVE SHOULD BE MARKED AS SHOWN IN THE SAMPLE DRAWING.

16/11/16. K. K. SHARMA XEN/P&D	17/11/2016 A.V.MITTAL Dy.CE/P&D	17-11-16 PANKAJ SAXENA CE/P&D

DRAWING OFFICE ENGINEERING

DRAWN BY: THOMSON C. F. SSE/D&D
SSE/DIGN.: K.P. DANGI SSE/DGN

TYPE PLAN
FOR
ENGINEERING SCALE PLAN
(E.S.P.)

YARD PLAN & LEGEND

SCALES : 1:1500

CASE No.: 104 - W / 0 / Pt. IV

N.R.H.Q.E. PLAN No.: HQ/04/11-2016