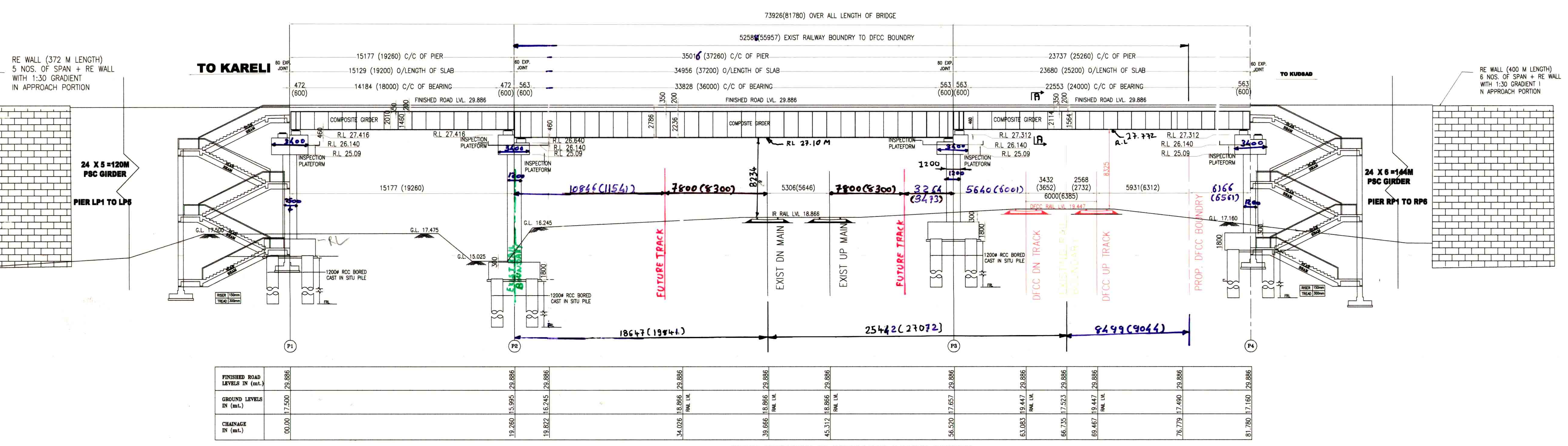
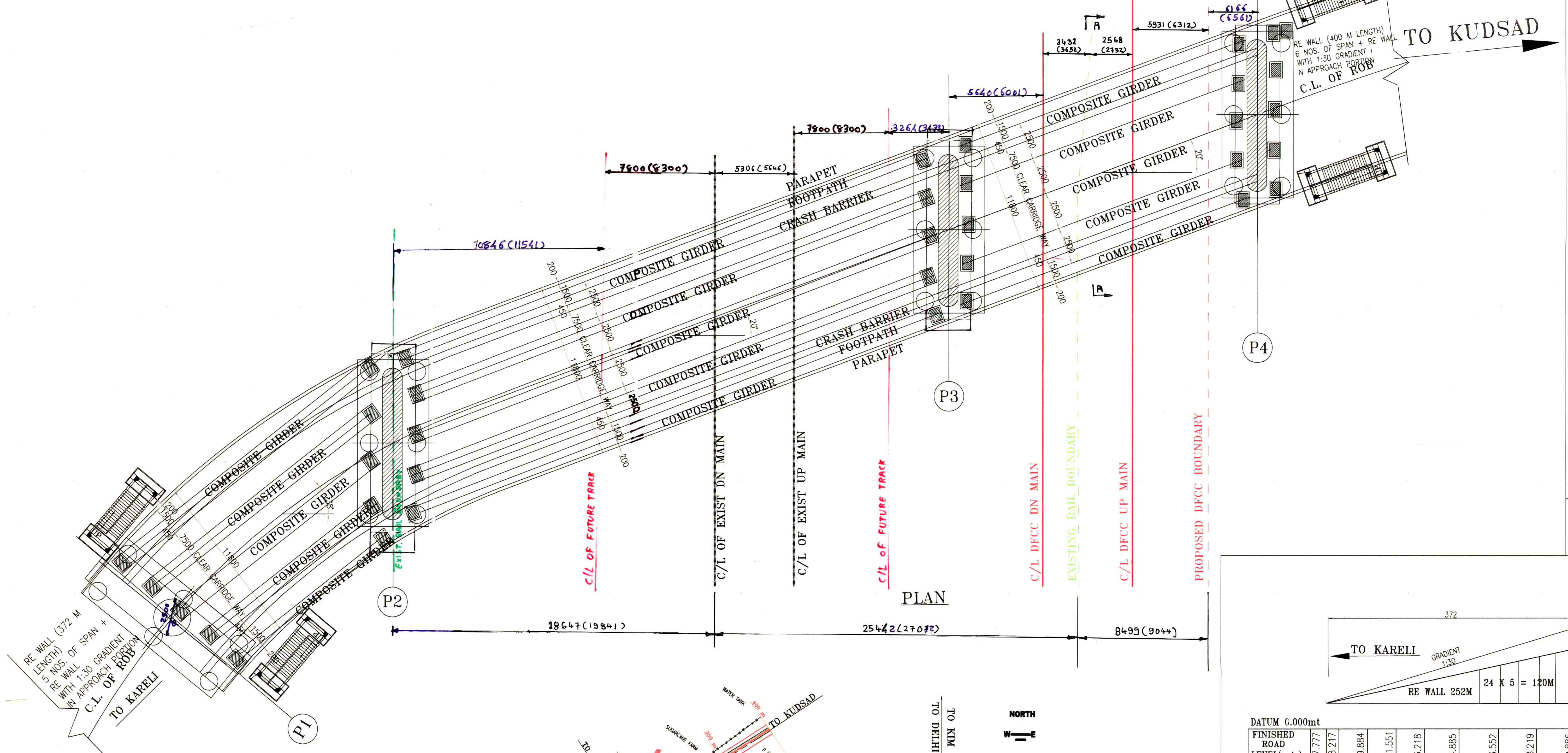
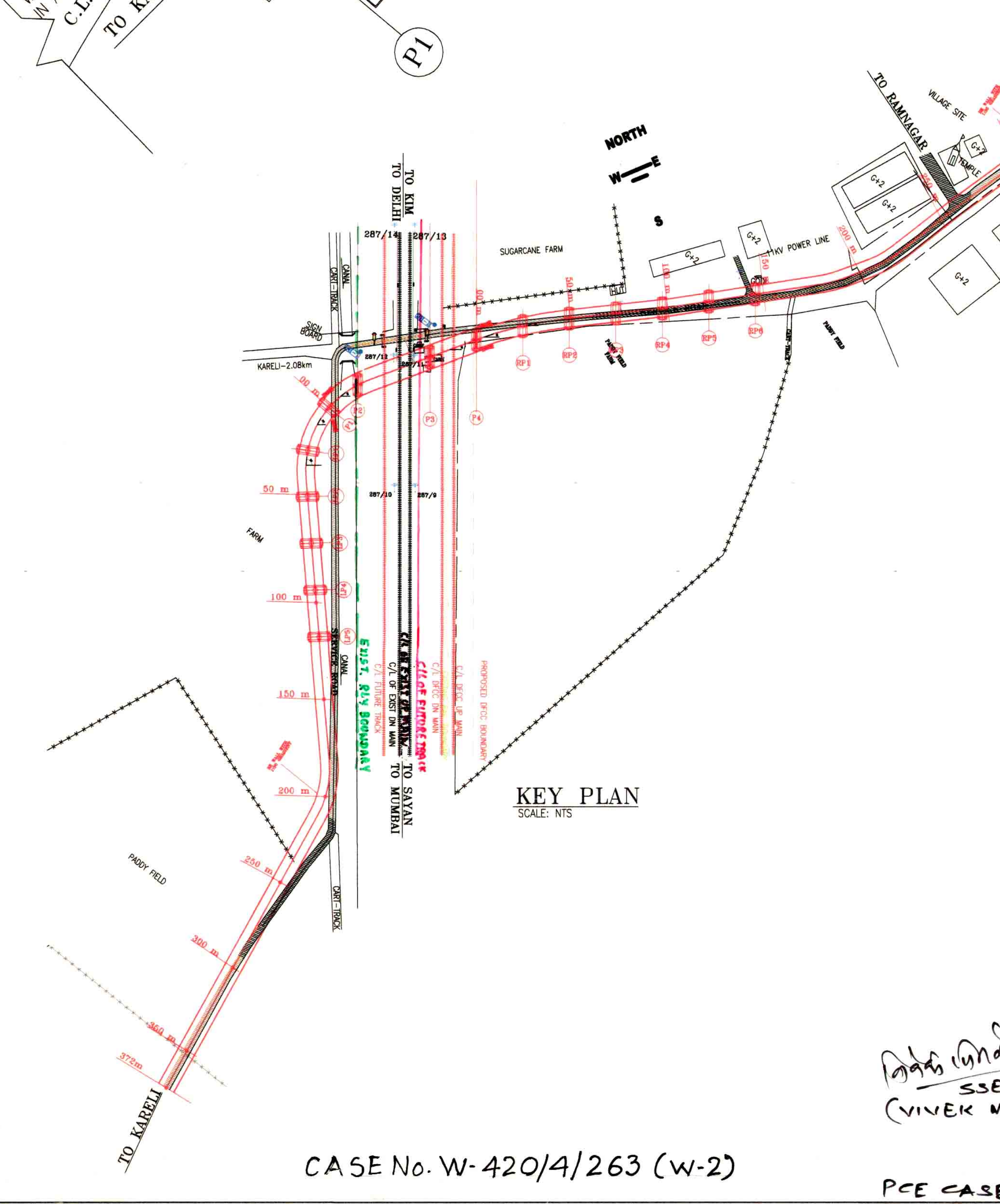

73926(81780) OVER ALL LENGTH OF BRIDGE
52586(55957) EXIST RAILWAY BOUNDRY TO DFCC BOUNDRY
TO KARELI
TO KUDSAD
15177 (19260) C/C OF PIER
15129 (19200) O/LENGTH OF SLAB
14184 (18000) C/C OF BEARING
35016 (37260) C/C OF PIER
34956 (37200) O/LENGTH OF SLAB
33828 (36000) C/C OF BEARING
23737 (25260) C/C OF PIER
23680 (25200) O/LENGTH OF SLAB
22553 (24000) C/C OF BEARING
FINISHED ROAD LVL. 29.886
COMPOSITE GIRDER
INSPECTION PLATEFORM
RE WALL (372 M LENGTH) 5 NOS. OF SPAN + RE WALL WITH 1:30 GRADIENT IN APPROACH PORTION
RE WALL (400 M LENGTH) 6 NOS. OF SPAN + RE WALL WITH 1:30 GRADIENT I N APPROACH PORTION
24 X 5 =120M PSC GIRDER
PIER LP1 TO LP5
24 X 6 =144M PSC GIRDER
PIER RP1 TO RP6
RL 27.10 M
10846(11541)
7800(8300)
5306(5646)
3264(3473)
5640(6001)
3432 (3652)
2568 (2732)
6000(6385)
5931(6312)
6166 (6561)
8234
FUTURE TRACK
EXIST DN MAIN
EXIST UP MAIN
DFCC DN TRACK
EXISTING RAIL BOUNDARY
DFCC UP TRACK
PROP. DFCC BOUNDARY
EXIST RAIL BOUNDARY
1200ø RCC BORED CAST IN SITU PILE
18647(19841)
25442(27072)
8493(9044)
P1
P2
P3
P4

FINISHED ROAD LEVELS IN (mt.)	29.886	29.886	29.886	29.886	29.886	29.886	29.886	29.886	29.886	29.886	29.886	29.886
GROUND LEVELS IN (mt.)	17.500	15.995	16.245	18.866 RAIL LVL	18.866 RAIL LVL	18.866 RAIL LVL	17.657	19.447 RAIL LVL	17.523	19.447 RAIL LVL	17.490	17.160
CHAINAGE IN (mt.)	00.00	19.260	19.822	34.026	39.666	45.312	56.520	63.083	66.735	69.467	76.779	81.780

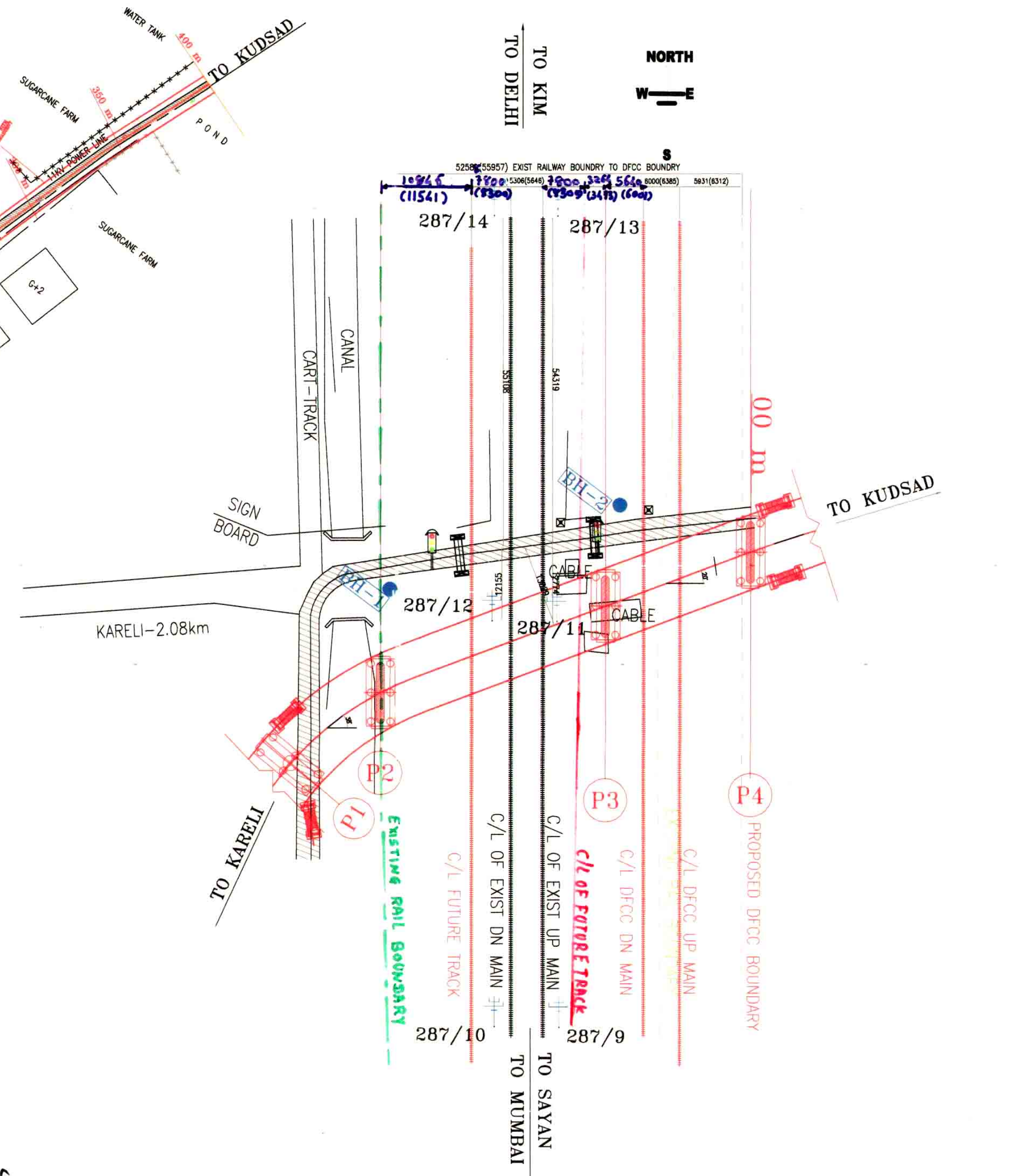
FRONT ELEVATION OF BRIDGE FOR RAILWAY PORTION
SCALE 1:100 (SKEW DIMENSIONS ARE SHOWN IN BRACKET.)


TO KUDSAD
TO KARELI
C.L. OF ROB
RE WALL (400 M LENGTH) 6 NOS. OF SPAN + RE WALL WITH 1:30 GRADIENT I N APPROACH PORTION
RE WALL (372 M LENGTH) 5 NOS. OF SPAN + RE WALL WITH 1:30 GRADIENT IN APPROACH PORTION
COMPOSITE GIRDER
PARAPET
FOOTPATH
CRASH BARRIER
7500 CLEAR CARRIDGE WAY
11800
20°
C/L OF FUTURE TRACK
C/L OF EXIST DN MAIN
C/L OF EXIST UP MAIN
C/L DFCC DN MAIN
EXISTING RAIL BOUNDARY
C/L DFCC UP MAIN
PROPOSED DFCC BOUNDARY
10846(11541)
7800(8300)
5306(5646)
3264(3473)
5640(6001)
3432 (3652)
2568 (2732)
5931(6312)
6166 (6561)
18647(19841)
25442(27082)
8499(9044)
P1
P2
P3
P4

PLAN

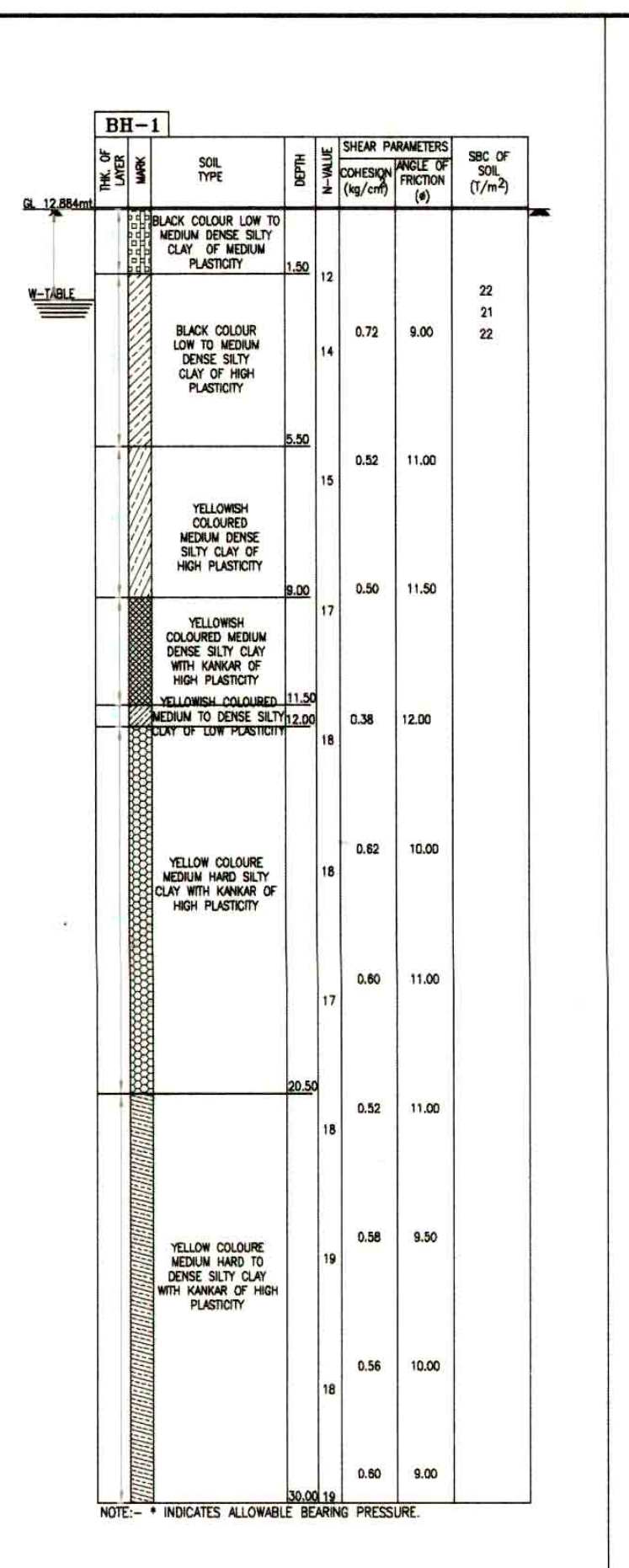

TO KUDSAD
TO RAMNAGAR
TO KARELI
TO KIM
TO DELHI
TO SAYAN
TO MUMBAI
NORTH
KARELI-2.08km
SUGARCANE FARM
PADDY FIELD
CART-TRACK
CANAL
SERVICE ROAD
VILLAGE SITE
TEMPLE
WATER TANK
POND
G+2
EXIST. RLY BOUNDARY
C/L OF FUTURE TRACK

KEY PLAN
SCALE:- NTS

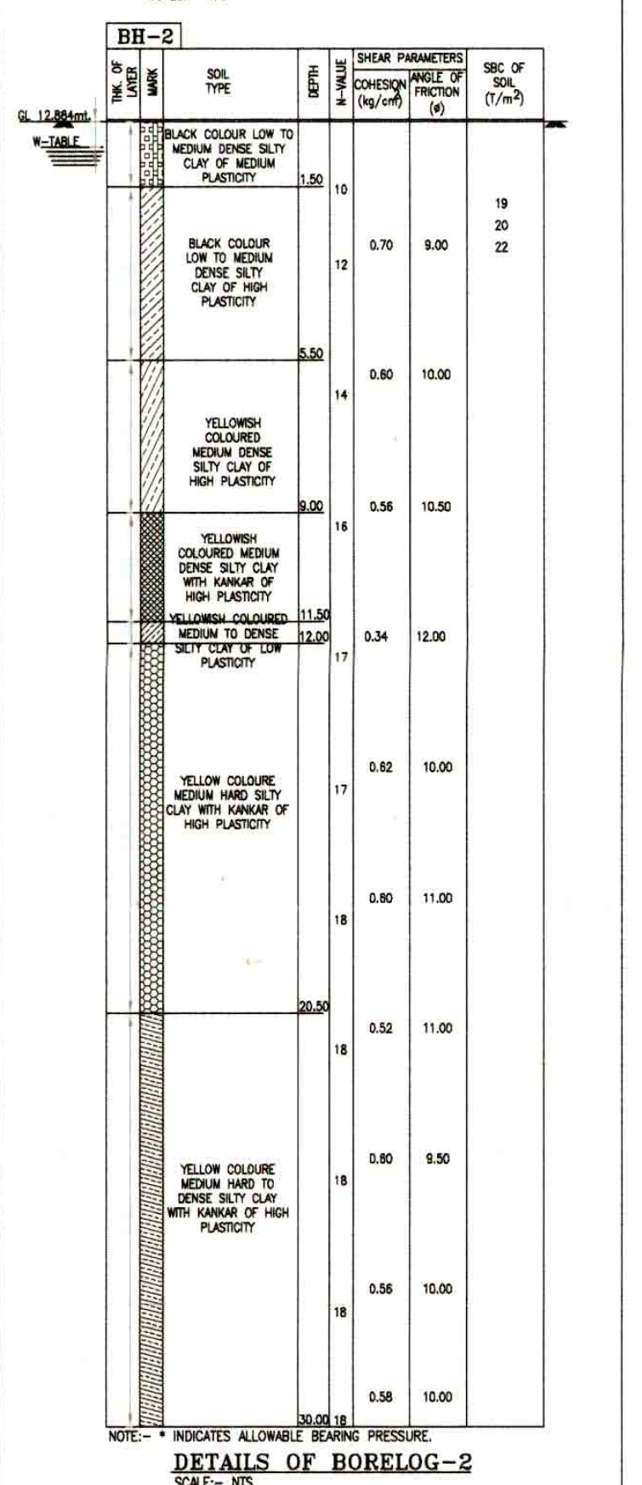

TO KUDSAD
TO KARELI
TO KIM
TO DELHI
TO SAYAN
TO MUMBAI
NORTH
00 m
287/14
287/13
287/12
287/11
287/10
287/9
BH-1
BH-2
CABLE
CANAL
CART-TRACK
SIGN BOARD
KARELI-2.08km
PROPOSED DFCC BOUNDARY
C/L DFCC UP MAIN
C/L DFCC DN MAIN
C/L OF FUTURE TRACK
C/L OF EXIST UP MAIN
C/L OF EXIST DN MAIN
C/L FUTURE TRACK
EXISTING RAIL BOUNDARY
P1
P2
P3
P4

KEY PLAN
RAILWAY PORTION

ITEM NO.: 162 OF
P.B. 2016-17


BH-1
THK. OF LAYER
MARK
SOIL TYPE
DEPTH
N-VALUE
SHEAR PARAMETERS
COHESION (kg/cm²)
ANGLE OF FRICTION (ø)
SBC OF SOIL (T/m²)
GL 12.884mt
W-TABLE
BLACK COLOUR LOW TO MEDIUM DENSE SILTY CLAY OF MEDIUM PLASTICITY
BLACK COLOUR LOW TO MEDIUM DENSE SILTY CLAY OF HIGH PLASTICITY
YELLOWISH COLOURED MEDIUM DENSE SILTY CLAY OF HIGH PLASTICITY
YELLOWISH COLOURED MEDIUM DENSE SILTY CLAY WITH KANKAR OF HIGH PLASTICITY
YELLOWISH COLOURED MEDIUM TO DENSE SILTY CLAY OF LOW PLASTICITY
YELLOW COLOURE MEDIUM HARD SILTY CLAY WITH KANKAR OF HIGH PLASTICITY
YELLOW COLOURE MEDIUM HARD TO DENSE SILTY CLAY WITH KANKAR OF HIGH PLASTICITY
1.50
5.50
9.00
11.50
12.00
20.50
30.00
12
14
15
17
18
18
17
18
19
18
19
0.72 9.00
0.52 11.00
0.50 11.50
0.38 12.00
0.62 10.00
0.60 11.00
0.52 11.00
0.58 9.50
0.56 10.00
0.60 9.00
22
21
22
NOTE:- * INDICATES ALLOWABLE BEARING PRESSURE.

DETAILS OF BORELOG-1
SCALE:- NTS


BH-2
THK. OF LAYER
MARK
SOIL TYPE
DEPTH
N-VALUE
SHEAR PARAMETERS
COHESION (kg/cm²)
ANGLE OF FRICTION (ø)
SBC OF SOIL (T/m²)
GL 12.884mt.
W-TABLE
BLACK COLOUR LOW TO MEDIUM DENSE SILTY CLAY OF MEDIUM PLASTICITY
BLACK COLOUR LOW TO MEDIUM DENSE SILTY CLAY OF HIGH PLASTICITY
YELLOWISH COLOURED MEDIUM DENSE SILTY CLAY OF HIGH PLASTICITY
YELLOWISH COLOURED MEDIUM DENSE SILTY CLAY WITH KANKAR OF HIGH PLASTICITY
YELLOWISH COLOURED MEDIUM TO DENSE SILTY CLAY OF LOW PLASTICITY
YELLOW COLOURE MEDIUM HARD SILTY CLAY WITH KANKAR OF HIGH PLASTICITY
YELLOW COLOURE MEDIUM HARD TO DENSE SILTY CLAY WITH KANKAR OF HIGH PLASTICITY
1.50
5.50
9.00
11.50
12.00
20.50
30.00
10
12
14
16
17
17
18
18
18
18
18
0.70 9.00
0.60 10.00
0.56 10.50
0.34 12.00
0.62 10.00
0.60 11.00
0.52 11.00
0.60 9.50
0.56 10.00
0.58 10.00
19
20
22
NOTE:- * INDICATES ALLOWABLE BEARING PRESSURE.

DETAILS OF BORELOG-2
SCALE:- NTS

S&T CABLE DETAILS

RAIL TAIL - 20.60M
SIGNALING - 6M
6 QUAD - 12.7M
DISTANCES ARE MEASURED FROM C.L OF DN MAIN LINE OF IR.

LEGEND FOR STRUCTURES

STRUCTURE TYPE	CODE FOR SURVEY	SYMBOL
ELECTRIC POLE	EP	⊥
SIGNAL POST	SP	⊸
TBM PILLAR	TBM	☒
BOREHOLE	BH	●
WELL	WELL	○
TREE	TR	♧
LEVEL CROSSING	LC	⊠
OFC CABLE	OFC	- - - -
S&T CABLE	S&T	-·-·-·
RE CABLE	RE	— —

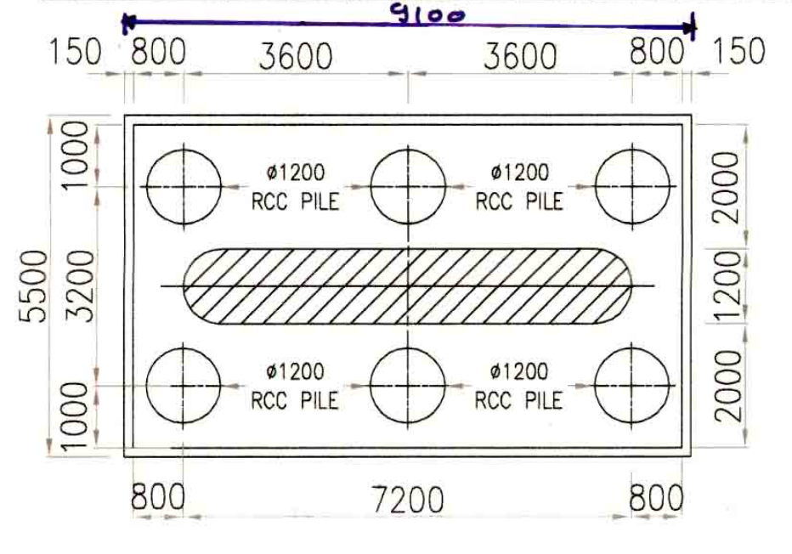
LOADING STANDARD:
- * BRIDGE SHALL BE DESIGNED FOR ONE LANE OF CLASS 70(R)+1 LANE CLASS A
  OR
  THREE LANE OF CLASS 'A' ALONGWITH FOOTPATH LOADING.WITH WORST COMBINATION.
- * FOOTPATH LOADING SHALL BE AS PER CLAUSE 209.1 OF IRC-6-2000

*** NOTE FOR DIVERSION :**

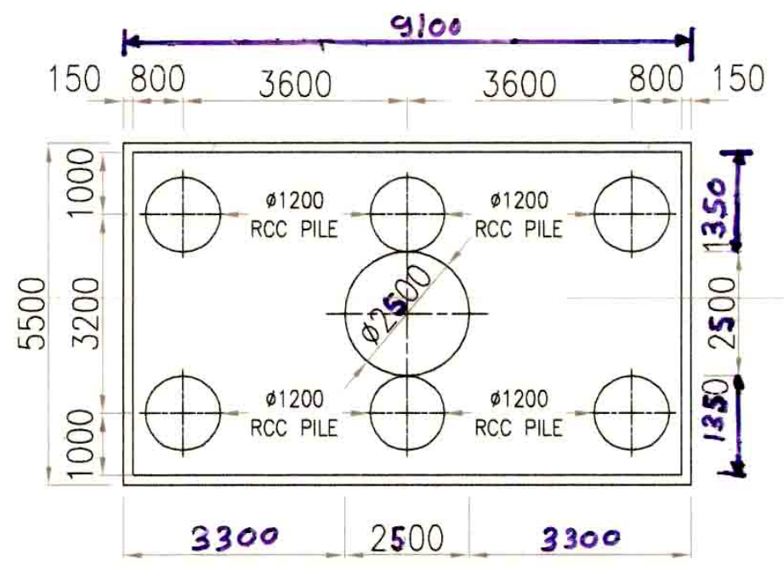
FOR RAILWAY PORTION :
THE EXISTING LC NEED NOT BE SHIFTED TEMPORARILY AS SHOWN IN KEY PLAN DURING THE EXECUTION OF THE BRIDGE.
FOR APPROACH PORTION :
3.75/(AS AVAILABLE ON SITE) WIDE SERVICE ROAD + 1.5(AS AVAILABLE ON SITE)M WIDE FOOTHPATH ON BOTH THE SIDE OF PROPOSED BRIDGE AS SHOWN IN KEY PLAN HAS BEEN PROVIDED AS DIVERSION DURING THE EXECUTION OF PROPOSED BRIDGE AND THE SAME WILL BE UTILISED AS PERMENENT SERVICE ROAD AFTER COMPLETION OF THE WORK.

RECAPTULATION OF LENGTH FOR PROPOSED BRIDGE

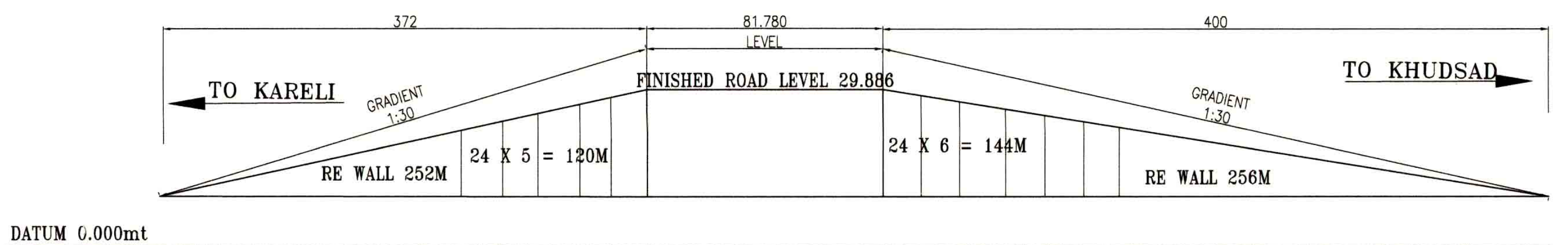
	SPAN-1	SPAN-2	TOTAL LENGTH
SKEW ANGLE	20°	20°	—
SQUARE LENGTH(mm)	35012	23737	73926
SKEW LENGTH(mm)	37260	25260	81780


9100
150
800
3600
3600
800
150
5500
1000
3200
1000
2000
1200
2000
ø1200 RCC PILE
800
7200
800

DETAIL OF PILE CAP (P2,P3,P4)

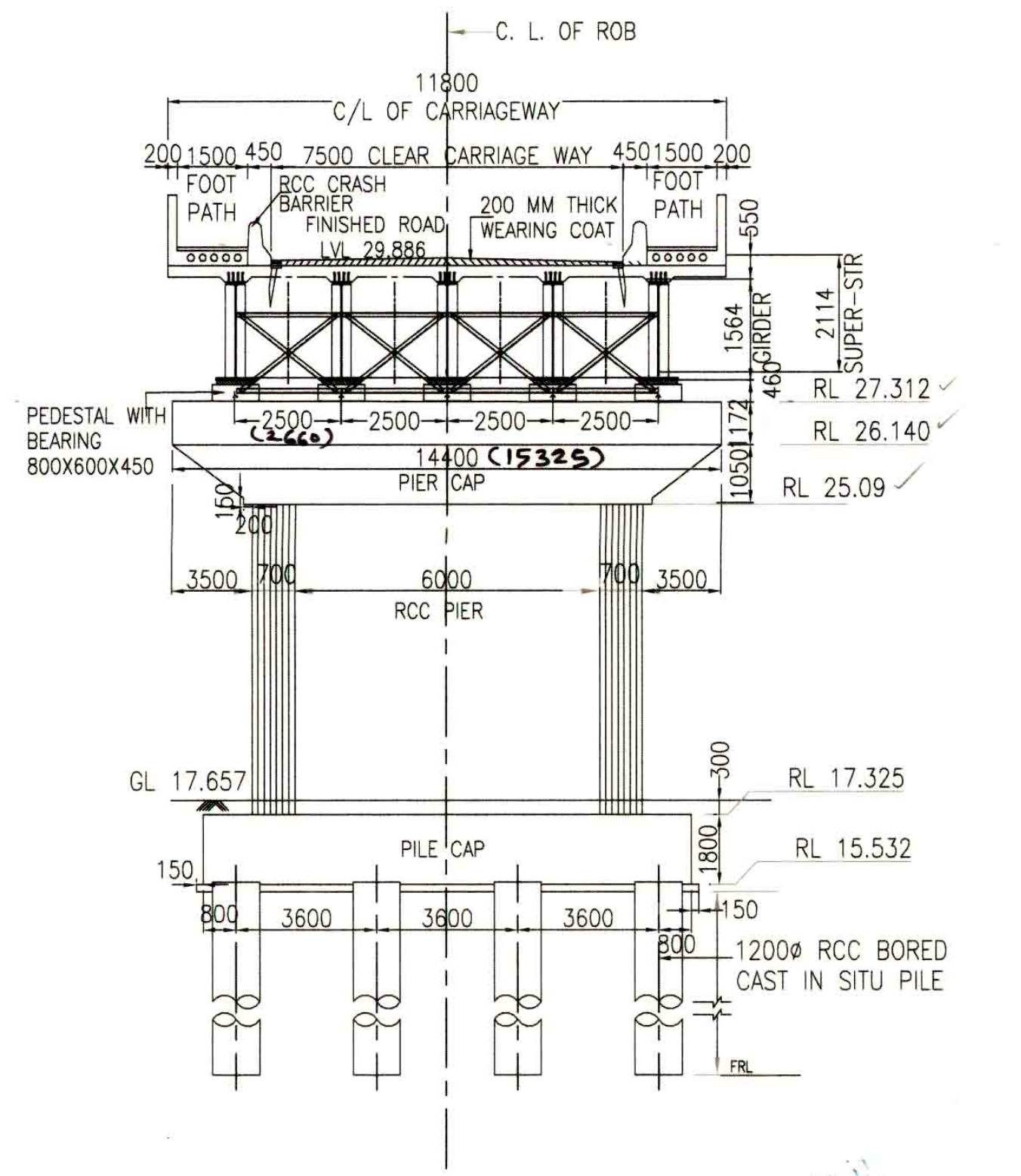

9100
150
800
3600
3600
800
150
5500
1000
3200
1000
1350
2500
1350
ø1200 RCC PILE
ø2500
3300
2500
3300

DETAIL OF PILE CAP (P1)


372
81.780
LEVEL
400
TO KARELI
TO KHUDSAD
FINISHED ROAD LEVEL 29.886
GRADIENT 1:30
24 X 5 = 120M
24 X 6 = 144M
RE WALL 252M
RE WALL 256M

DATUM 0.000mt																		
FINISHED ROAD LEVEL(mt.)	17.777	18.217	19.884	21.551	23.218	24.885	26.552	28.219	29.886	29.886	28.219	26.552	24.885	23.218	21.551	19.884	18.217	16.550
GROUND LEVEL(mt.)	17.777	17.624	17.512	17.622	17.512	17.452	17.160	17.425	17.500	17.160	17.038	17.133	17.032	17.002	17.132	16.760	16.128	16.550
CHAINAGE (mt.)	372.00	350.00	300.00	250.00	200.00	150.00	100.00	50.00	00.00	00.00	50.00	100.00	150.00	200.00	250.00	300.00	350.00	400.00

L - SECTION


C. L. OF ROB
11800
C/L OF CARRIAGEWAY
200 1500 450 7500 CLEAR CARRIAGE WAY 450 1500 200
FOOT PATH
RCC CRASH BARRIER
FINISHED ROAD LVL 29.886
200 MM THICK WEARING COAT
SUPER-STR
2114
1564
GIRDER
460
550
1050 172
RL 27.312
RL 26.140
RL 25.09
PEDESTAL WITH BEARING 800X600X450
2500 2500 2500 2500
14400 (15325)
PIER CAP
3500
700
6000
RCC PIER
GL 17.657
RL 17.325
RL 15.532
PILE CAP
1800
300
150
800
3600
1200ø RCC BORED CAST IN SITU PILE
FRL

CROSS SECTION AT A-A
(SUPER STR. WITH COMPOSITE GIRDER)

NOTES :-

1. ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS IN METERS UNLESS WRITTEN OTHERWISE.
2. NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWING ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. PROPOSED WORK SHOWN IN RED, ASSETS BEING DISMANTLED SHOWN IN GREEN AND FUTURE WORK/TRACKS SHOWN IN ORANGE.
4. ACTUAL LOCATION OF ROB SHALL BE DECIDED BY RLY. ENGINEER IN CHARGE IN CONSULTATION WITH ROAD AUTHORITIES AT THE TIME OF ITS CONSTRUCTION.
5. ACTUAL DEPTH OF FOUNDATION SHALL BE DECIDED BY ENGINEER IN CHARGE TO SUIT THE SOIL STRATA MET WITH AT THE SITE.
6. VERTICAL CLEARANCE FROM THE HIGHEST RAIL LEVEL TO BOTTOM OF GIRDER SHALL NOT BE LESS THAN 6.525 METERS FOR AC TRACTION AREA AND 8.325 METERS IN CASE OF DFC/FEEDER/DOUBLE STACK CONTAINER ROUTE.
7. SHAPES AND SIZE OF GIRDERS, POT PTFE BEARING, BEARING PEDESTALS, SHOWN IN THE DRAWING ARE TENTATIVE AND ARE SUBJECT TO CHANGE IN FINAL DESIGN AND DRAWINGS.
8. SHAPES AND DIMENSIONS OF ABUTMENT, PIERS, PIER CAP, PIER SHAFT AND FOOTING ARE TENTATIVE AND ARE SUBJECT TO CHANGES IN FINAL DESIGN AND DRAWINGS.
9. WEEP HOLES SHALL BE PROVIDED IN ABUTMENTS AND RETURN WALLS.
10. ANTI CRASH BARRIER SHALL BE PROVIDED AS PER M.O.S.T STD.
11. ONLY CONTROLLED CEMENT CONCRETE MIX IS TO BE PROVIDED. GRADE OF CONCRETE FOR MASS CONCRETE AND FOR RCC WORK SHALL NOT BE LEANER THAN M-20 AND M-25 RESPECTIVELY.
12. WEARING COAT OF THICKNESS 200 MM PROVIDED . ROAD SURFACE TO BE MAINTAINED BY ROAD AUTHORITY.
13. A SEPARATE LAUNCHING SCHEME OF SUPERSTRUCTURE HAS TO BE SUBMITTED WHICH WILL BE APPROVED BY CBE BEFORE COMMENCEMENT OF LAUNCHING.
14. EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENSURE THE SAFETY OF RUNNING TRAINS. PROPER PRECAUTIONS SHALL BE TAKEN DURING EXCAVATION OF OPEN/PILE FOUNDATION NEAR THE EXISTING RAILWAY TRACK. IN CASE THE EXCAVATION TO BE DONE NEAR THE TRACK, PROPER SHORING SHALL BE DONE TO PROTECT SLOPE FAILURE OF SOIL.
15. ADDITIONAL LOAD TRANSFERRED FROM FUTURE TRACKS SHALL BE CONSIDERED WHILE DESIGNING PILE FOUNDATION ON EITHER SIDE
16. IN ORDER TO OFFER ADEQUATE RESISTANCE AGAIN CORROSION, THE REINFORCEMENT BARS SHALL BE PROVIDED WITH SUITABLE PROTECTIVE COATING DEPENDING UPON THE ENVIRONMENTAL CONDITION AS PER PARA 7.15 OF CONCRETE BRIDGE CODE CORRECTION SL. NO. 2 DT. 26.04.2000.
17. OFFICE FOR THE RAILWAY ENGINEERS AT BRIDGE SIDE OR AT NEAR BY LOCATION DECIDED BY THE RAILWAY SHALL BE PROVIDED BY SPONSORING ROAD AUTHORITY AND MAINTAINED DURING THE PERIOD OF CONSTRUCTION OF THE PROJECT. PINK BOOK NO. 162, YEAR 16-17.
18. DRAWING AND DESIGN OF ROB SHALL BE PROOF CHECKED BY IIT/NIT OR REPUTED CONSULTANT AS APPROVED BY NHAI/RAILWAY.
19. FOR FABRICATION, WORKMANSHIP, INSPECTION & PROTECTION AGAINST CORROSION- ETC. RELEVANT PROVISIONS OF IRC -24- 2001, SHALL BE FOLLOWED.
20. INSPECTION LADDER AND PLATFORM FOR INSPECTION OF BEARING SHOULD BE PROVIDED AT EVERY PIER.
21. ALL TECHNICAL RECORD i.e. CUBE STRENGTH, PRE-STRESSING DETAILS ETC. SHALL BE HANDED OVER TO RAILWAY ENGINEER IN CHARGE.
22. BEFORE OPENING OF ROB COMPLETION DRAWING AND COMPLETE COST OF ROB IN HARD COPY AND SOFT COPY DULY APPROVED BY AUTHORITIES SHALL BE HANDED OVER TO RAILWAY ENGINEER IN CHARGE.
23. BEFORE OPENING OF ROB (WITHIN RAILWAY PORTION) FOR ROAD TRAFFIC, APPROVAL OF RAILWAY ENGINEER IN CHARGE IS TO BE OBTAINED BY ROAD AUTHORITY.
24. GRADE OF CONCRETE

*	PILES IN FOUNDATION	M35
*	PILE CAP/ OPEN FDN.	M35
*	RCC ABUTMENT	M35
*	RCC PIER	M35
*	RCC ANTICRASH BARRIER	M40
*	RCC DECK SLAB	M35
*	BEARING PEDESTALS	M40

25. STOPPER SHOULD BE PROVIDED AT END ON THE TOP OF PIER / ABUTMENT CAP TO REDUCE POSSIBILITIES OF TOPPING OF GIRDER DURING LAUNCHING OF GIRDER.
26. CRS SANCTION SHALL BE OBTAINED BEFORE COMMENCEMENT OF WORK.
27. AS PER RAILWAY BOARD LETTER NO. 2007/RE/161/5-FTS-774, DATED 12.10.2011. TRACK LEVEL SHOULD BE FROZEN.
28. THE COST OF MODIFICATION OF OHE TO BE CHARGEABLE TO ESTIMATE.
29. DIMENSIONS OF ALL STRUCTURAL MEMBERS I.E. PILE, PILE CAP , PIER, ABUTMENT, PIER CAP ETC. SHOWN ARE TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGN AND DRAWING SUBMITTED BY CONSULTANT/PARTY AND APPROVED BY RAILWAY.
30. STRUCTURAL STEEL OF COMPOSITE GIRDERS CONFIRMING TO IS:2062-2006 E250 BO (Fe 410 W) BR OR HIGHER i.e. IS 1363 & 1367, OTHERWISE AS SPECIFIED IN DESIGN.
31. FOR STEEL COMPOSITE GIRDER REFER RDSO DRG. NO. RDSO/B-11756/R, B-11757/R, B-11758/R DULY MODIFIED FOR HIGH SKEW ANGLE.
32. ROAD TRAFFIC SHALL BE DIVERTED AT SUITABLE LOCATION IN CONSULTATION WITH ROAD AUTHORITY.
34. EXISTING LC WILL BE CLOSED ON PERMANENT BASIS AFTER COMPLETION OF ROB WORK.
35. THE QAP BEARING AS PER RDSO FORMAT (CIRCULATED BY RDSO VIDE LETTER NO. CBE/PBEJ/REG, DATED 16.05.2014) SHALL BE ENSURED BY INSPECTING ENGINEER.
36. CONSENT LETTER FROM DISTRICT COLLECTOR,
37. DFCC BOUNDARY IS 33 M FROM EXISTING UP LINE OF IR TRACK. FOR APPROACHES LAND ACQUISITION SHALL BE DONE BY THE STATE GOVT.
38. THE GAD IS FOR RAILWAY PORTION ONLY, THE CONCERN STATE GOVT. HAS BEEN ALREADY APPROVED & SIGNED IN GAD OF APPROACH PORTION, DWG. NO. :-LC.NO.156-APPR/1, R1, DTD. 18.06.2011. THE ROAD ALIGNMENT AND LEVELS OF THIS GAD HAS BEEN MAINTAINED AS PER THE APPROVED GAD OF APPROACH PORTION BY CONCERN ROAD AUTHORITY. IN VIEW OF CHANGES DONE ,THIS DRG. SHOULD ALSO B GOT SIGNED FROM THE ROAD AUTHORITY BY DFCCIL BEFORE STARTING THE WORK AND COPY OF THE PLAN DULY SIGNED BY THE ROAD AUTHORITY SHOULD BE SEND TO CBE'S OFFICE FOR RECORD.
39. STORM DRAIN TO BE PROVIDED UP TO GROUND LEVEL
40. EPOXY PAINT ON PIERS & ABUTMENT (AS PER MOST)
41. THE DRAWING IS BASED ON ORIGINAL TRACING GAD PLAN SIGNED BY CONCERNED DIVISIONAL OFFICIALS & DRM AND IS AVAILABLE IN CBE OFFICE FILE NO.THIS FINAL CORRECTED TRACING GAD PLAN HAS BEEN PREPARED TO INCORPORATING THE RDSO STANDARD COMPOSITE GIRDER & REDUCE SKEW ANGLE IS 20°.
42. GAD FOR APPROACH PORTION IS APPROVED BY STATE GOVT. THE GAD OF APPROACHES IS BASED ON THE GUIDE LINE OF SE / DESIGN (R&B) CIRCLE GANDHINAGAR LETTER NO SEC/PB/47/3174 DT. 08.09.2016.
43. FOR FABRICATION, WORKMANSHIP, INSPECTION, TESTING & PROTECTION AGAINST CORROSION ETC. RELEVANT PROVISIONS OF IRC 24 : 2001 SHALL BE FOLLOWED.
44. PRIOR COMMENCING THE WORK CPM/DFCC TO ENSURE THAT SIGNATURE OF ROAD AUTHORITY SHALL BE OBTAINED.
45. ALL REINFORCEMENT - BARS SHALL BE HYSD / TMT BARS - FE-500, CONFIRMING TO IS - 1786-2008
45 VIDE MINUTES OF MEETING BETWEEN PCE & MD-DFCCIL ON DATE 20/03/2015 ONE LHS SHALL BE PROVIDED BY THE SIDE OF ROB GAD OF THE SAME WILL FOLLOW SEPARATELY.
46. RAILWAY WILL SHARE THE COST OF 2-LANE ROB i.e. FOR 11.80 M WIDTH OF ROB WITH RE WALL ON APPROACHES COST OF EXTRA WIDTH WILL BE TOTALLY BORNE BY ROAD AUTHORITY.
47. THIS DRG. SUPERSEDES PREVIOUS DRG. DUE TO ELIMINATION OF CURVE OVER RLY. TRACK CHANGE OF SPAN ARRANGEMENTS, CHANGE IN STANDARD NOTES.
48. Existing canal infringes the P2 - Pile cap. During construction the canal diversion shall be taken care in consultation with irrigation department.
49. THERE IS INFRINGMENT TO EXISTING OHE FOR WHICH NECESSARY MODIFICATION IS TO BE CARRIED OUT. TRD SUB-ESTIMATE FOR SAID WORK NEED TO BE OBTAINED AT APPROPRIATE STAGE.

TVU : 1,52,889/2013

19.11.16 (GHANSHYAMDAS BHAGWANI) CHIEF PROJECT MANAGER DFCCIL LTD., VADODARA	19.11.16 (R. K. SHRIDHAR) PM/ENGG(SOUTH)/BRC DFCCIL LTD., VADODARA

PROJECT :
PROPOSED ROB IN LIEU OF LC NO. 156-C AT km 287/11-13 (DFCC CH. 37875.65)BETWEEN STATIONS KIM TO SAYAN OF MUMBAI-DELHI TRUNK ROUTE OF WESTERN RAILWAY

WESTERN RAILWAY.
OFFICE OF CHIEF BRIDGE ENGINEER
2ND FLOOR, GLO BUILDING, CHURCH GATE, MUMBAI

CONSIGNEES :
THE CHIEF PROJECT MANAGER
DEDICATED FRIEGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA UNDERTAKING)
ARUN'S-1, 4TH FLOOR, PIPLOD, DUMAS ROAD, NR. ISCON MALL, SURAT-395007 PH : 0261-2633150, FAX : 0261-2633250

TITLE :
GENERAL ARRANGEMENT DRAWING (RAILWAY PORTION)

DRG. NO.	REV.	DATE
WDFC/CPM/ST/LC_NO_156	R2	14.11.2016

WESTERN RAILWAY

SECTION: BRC-ST

DIVISION: BRC	HEAD QUARTER
DRM-BRC 27/01/17 (AMITKUMAR SINGH)	CBE-CCG (K. C. SWAMI) 7/3/17
ADRM-BRC 02/01/17 (S.K.VERMA)	CE (RSW-CCG) (J P VERMA) 6.3.20
Sr. DEE(P)- BRC (L.S. TOMAR) Tomar 26/12/2016	DY. CE (D) CCG (AVINASH KUMAR) 6/3/17
Sr.DSTE-BRC (A.K.PINGLE) 13/12/16	DY. CE (ROB) CCG (Z-A-WAHID) 2/3/17.
Sr.DOM-BRC (DEEPAK MULCHANDANI)	AXEN (BR) CCG (M.D. DIXIT) 28.2.17
Sr.DEE (TRD) (SUNILKUMAR GUPTA) 20/12/2016	DEPUTY EXECUTIVE ENGINEER (R&B) SUB DIVISION-3 SURAT
Sr.DEN(CO)BRC (PRADEEP AHIRKAR)	EXECUTIVE ENGINEER (R&B) DIVISION-2 SURAT
DEN(S)BRC (ANKITKUMAR) 20/12/16	PCE 24731-DRM / 2-D

SSE(W) BH.

ADEN(S) BH. 20/12/16

R.V. MISHRA
DY.PM/ENGG./BRC 18/11/2016

SSE(DRG)CCG
(VIVEK M. PITALE)

CASE No. W-420/4/263 (W-2)

PCE CASE No. W-420/ 9/219