



South Central Railway

Office of Dy.Chief Engineer

Construction, Guntakal

दिनांक Date:15.06.2022

सं.No.GTL/CN/W.185/GNT-GTL/DL/Forest land

**District Forest Officer
Kurnool District
Kurnool (T)**

Sub: Guntakal Railway Division – Guntur-Guntakal section – Diversion of 1.36 Ha. of forest land in Compartment Nos.238 & 239 of North Dhone RF, Dhone Range, Kurnool Division for construction of new double line with electrification between Guntur and Guntakal stations at Dhone (Rly. Km.325/4 to 329/2) in favour of Dy.CE/C/GTL – Reg.

Ref: 1. Gol, MOEF&CC, IRO, Vijayawada F.No.4-APB167/2022-VIJ/323, dated.04.05.2022
2. Government of A.P./Energy & Forests (For.I) department G.O.Ms.No.174, dated 24.8.1984
3. This office letter No.GTL/CL/W.185/GNT-GTL/DL/Forest land, dated 16.5.2022
4. Your office letter Rc.No.3699/2019/H5, dated 28-6-22
5. MOEFCC Letter to the Secretary (Forests), All State Governments/UT Administrations, dated 10.3.2022

Apropos the subject and cited reference 1, the Gol, MOEF&CC, IRO, Vijayawada has made some observations regarding the proposal submitted by S.C Railway (Vide Proposal No. FP/AP/Rail/149334/2021) and it has been requested the state government to examine the proposal in terms of applicability of FCA,1980.

Referring the letter (vide reference 2) in which the permission for diversion of 132.31ha of forest land for conversion of metre Gauge line to broad Gauge line between Giddalur and Dronachalam stations was accorded by State Government, it has been understood that the location of the subject (North Dhone Reserve forest) is also part of 132.31ha (as it is also in between Dronachalam and Giddalur stations). Accordingly, the reply has been given (vide reference 3) stating "The Railway have obtained diversion of forest area for the existing broad Gauge line vide Government of A.P./Energy & Forests (For.I) Department (vide reference2)".

Of late, after scrutinisation of the files (sent by your office vide reference 4), it is understood that the land which is under Railway's custody in North Dhone reserve forest area, was not part of the forest land diversion done as part of "Metre Gauge to Broad Gauge conversion Project". Subsequently, the old project execution files of "Metre Gauge to Broad Gauge conversion project" have been verified and following information has been put up hereunder.

1. As part of "Metre gauge to Broad gauge conversion Project in Hubli-Vijayawada stations", in few stretches (falling in forest area), alignment of broad gauge track was planned away from the then existing alignment of metre gauge track (in the range of 50m to 800m). In this connection, the diversion of forest land was sought and the same was permitted (vide reference 2) with the condition that the forest land along the old alignment should revert back to the forest department. Under this, the Railway sections between Panyam-Krishnammakona stations (in Panyam RF) and

Giddalur-Nandyal stations (in NANDYAL RF, Nadyal Extended.RF, Sirvel RF, Uyyalawada RF) were covered.

2. Whereas, the alignment of the broad guage track between Dronachalam to Malkapuram stations (section falling in North Dhone reserve forest area) was planned on the then existing alignment of "Metre guage" only and for this reason, no extra land was required at that time vis-a-vis, no diversion of forest land had sought in this section. The old working plans of all the Bridges (of Guage Conversion Project) in this stretch are here with enclosed for better understanding please.
3. The land which is under Railways custody in North Dhone reserve forest area between Dronachalam and Malakpuram stations, in which the then "Metre guage track" was and now the "Broad guage track" is there, is under the custody of Railways from 1932 onwards (which is evident when comparing the old land plan of 1932 and new land plan which is recently certified by revenue authorities. Copies are enclosed).

On these lines and in connection with the current proposal (Vide Proposal No. FP/AP/Rail/149334/2021), the information sought vide reference-4 is furnished below.

Sl.No	Point Raised by your office	Remarks
1	When the Meter gauge Railway line was laid down in the proposed diversion area i.e., in North Dhone RF	The Meter guage Railway line was laid down before 1932 (as per the land plans available with this office) in the proposed diversion area (North Dhone Reserve forest)
2	When it was upgraded from Meter Guage to Broad Guage Railway line in the proposed diversion area i.e., in North Dhone RF	The line was upgraded from Meter guage to Broad guage during 1994-1997. As said above, in this stretch, as the alignment was same as that of old metre guage line, no further diversion of forest land was arisen.
3	While upgrading the broad guage, whether or not the user agency had obtained any prior permission from the central government as per the Forest (Consevation) Act,1980	As said above, in this stretch, as the alignment was same as that of old metre guage line, no further diversion of forest land was arisen. Hence, No further permission from central government was sought as the work was executed within the land which under Railway's custody since 1932 (as per the land plans available with this office)

Further, on the matter of "Applicability of the Forest (Conservation) Act, 1980 on Railways land", a clarification has been advised by AIG (forests), MOEFCC, Government of India to all state Governments/UTS (Vide reference 5) which states that for execution or maintaining of Railway works on Railway owned land within Railway's right of way under section 11 of Railways act,1989, the need for obtaining the approval of the central government under section 2 of the Forest (Conservation) Act,1980 will not arise.

In line with this, the proposal (Vide Proposal No. FP/AP/Rail/149334/2021) for diversion of forest land (which is additionally required to complete the doubling of track in Dhone and Malkapuram Stations) has been processed for Forest clearance (as per FCA act,1980). For the land (lying vacant adjacent to existing railway track within Railway boundaries as per the Revenue records and Land plans), the forest clearance may not be

required (as the land is under Railway's custody since 1932 and ownership lies with Railways as per Revenue records and Land plans) as per AIG (forest)'s clarification vide Reference-5.

In view of the above, It is requested to please process the subject proposal (Vide Proposal No.FP/AP/Rail/149334/2021) for early forest clearance.

- Encl: 1. Old and new Land Plans
2. Copies of Revenue records
3. Copies of working plans of "Metre guage to Broad guage conversion" project


S. Varun Babu, IRSE
Dy.Chief Engineer
(Construction), Guntakal

Copy: Chief Engineer (Construction-I), SC for kind information please

Re-Survey and Re-Settlement Register of the Village of
 గణపాల గ్రామం రెవెన్యూ గ్రామం నెం. 105

1	2	3	4	5	6	7	8	9	10	11	12	13
Re-Survey Number. రె-సర్వే నెంబరు	Sub-Number. సబ్ నెంబరు	Old Survey Number and letter, if any పాత సర్వే నెంబరు మరియు అక్షరం, ఏదైనా	Government or Inam సర్వే, ఇనాం లేదా ఇనామ	Dry, Irrigable Dry, Wet or Perambaka నింజ, నీరు-పడిన, నీరు-పడిన, నీరు-పడిన	Source of Irrigation నింజ-పడిన	Single or Double crop నింజ-పడిన లేదా ద్వి-పడిన	Dry నింజ	Wet నింజ	Tarim నింజ	Rate per acre నింజకు రేటు	Tarim నింజ	Rate per acre నింజకు రేటు
591	591		I	D			5-2	...	7	0	8	...
592	592		G	P			5-2	...	...	...	...	...
593	593		I	D			5-2	...	7	0	8	...
594	594		G	D			5-2	...	7	0	8	...
595	595		G	D			5-2	...	8	0	4	...
596	596		G	D			8-2	...	8	0	4	...
597	597		G	D			8-2	...	8	0	4	...
598	598		G	D			8-2	...	8	0	4	...
599	599		G	D			8-2	...	8	0	4	...
600	600		G	P			...	...	...	...	...	...
601	601		G	P			...	...	...	...	...	...
602	602		G	P			...	...	...	...	...	...
603	603		G	P			...	...	...	...	...	...
604	604		G	P			...	...	...	...	...	...
605	605		G	P			...	...	...	...	...	...
606	606		G	P			8-2	...	8	0	4	...
607	607		G	P			8-2	...	8	0	4	...
608	608		G	P			...	...	...	...	...	...
609	609		G	P			...	...	...	...	...	...
610	610		G	P			...	...	...	...	...	...
611	611		G	P			...	...	...	...	...	...
612	612		G	P			...	...	...	...	...	...
613	613		G	P			...	...	...	...	...	...
614	614		G	P			...	...	...	...	...	...
615	615		G	P			...	...	...	...	...	...
616	616		G	P			...	...	...	...	...	...
617	617		G	P			...	...	...	...	...	...
618	618		G	P			...	...	...	...	...	...
619	619		G	P			...	...	...	...	...	...
620	620		G	P			...	...	...	...	...	...
621	621		G	P			...	...	...	...	...	...
622	622		G	P			...	...	...	...	...	...
623	623		G	P			...	...	...	...	...	...
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625	625		G	P			...	...	...	...	...	...
626	626		G	P			...	...	...	...	...	...
627	627		G	P			...	...	...	...	...	...
628	628		G	P			...	...	...	...	...	...
629	629		G	P			...	...	...	...	...	...
630	630		G	P			...	...	...	...	...	...
631	631		G	P			...	...	...	...	...	...
632	632		G	P			...	...	...	...	...	...
633	633		G	P			...	...	...	...	...	...
634	634		G	P			...	...	...	...	...	...
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638	638		G	P			...	...	...	...	...	...
639	639		G	P			...	...	...	...	...	...
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641	641		G	P			...	...	...	...	...	...
642	642		G	P			...	...	...	...	...	...
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644	644		G	P			...	...	...	...	...	...
645	645		G	P			...	...	...	...	...	...
646	646		G	P			...	...	...	...	...	...
647	647		G	P			...	...	...	...	...	...
648	648		G	P			...	...	...	...	...	...
649	649		G	P			...	...	...	...	...	...
650	650		G	P			...	...	...	...	...	...
651	651		G	P			...	...	...	...	...	...
652	652		G	P			...	...	...	...	...	...
653	653		G	P			...	...	...	...	...	...
654	654		G	P			...	...	...	...	...	...
655	655		G	P			...	...	...	...	...	...
656	656		G	P			...	...	...	...	...	...
657	657		G	P			...	...	...	...	...	...
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659	659		G	P			...	...	...	...	...	...
660	660		G	P			...	...	...	...	...	...
661	661		G	P			...	...	...	...	...	...
662	662		G	P			...	...	...	...	...	...
663	663		G	P			...	...	...	...	...	...
664	664		G	P			...	...	...	...	...	...
665	665		G	P			...	...	...	...	...	...
666	666		G	P			...	...	...	...	...	...
667	667		G	P			...	...	...	...	...	...
668	668		G	P			...	...	...	...	...	...
669	669		G	P			...	...	...	...	...	...
670	670		G	P			...	...	...	...	...	...
671	671		G	P			...	...	...	...	...	...
672	672		G	P			...	...	...	...	...	...
673	673		G	P			...	...	...	...	...	...
674	674		G	P			...	...	...	...	...	...
675	675		G	P			...	...	...	...	...	...
676	676		G	P			...	...	...	...	...	...
677	677		G	P			...	...	...	...	...	...
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680	680		G	P			...	...	...	...	...	...
681	681		G	P			...	...	...	...	...	...
682	682		G	P			...	...	...	...	...	...
683	683		G	P			...	...	...	...	...	...
684	684		G	P			...	...	...	...	...	...
685	685		G	P			...	...	...	...	...	...
686	686		G	P			...	...	...	...	...	...
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688	688		G	P			...	...	...	...	...	...
689	689		G	P			...	...	...	...	...	...
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691	691		G	P			...	...	...	...	...	...
692	692		G	P			...	...	...	...	...	...
693	693		G	P			...	...	...	...	...	...
694	694		G	P			...	...	...	...	...	...
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696	696		G	P			...	...	...	...	...	...
697	697		G	P			...	...	...	...	...	...
698	698		G	P			...	...	...	...	...	...
699	699		G	P			...	...	...	...	...	...
700	700		G	P			...	...	...	...	...	...
701	701		G	P			...	...	...	...	...	...
702	702		G	P			...	...	...	...	...	...
703	703		G	P			...	...	...	...	...	...
704	704		G	P			...	...	...	...	...	...
705	705		G	P			...	...	...	...	...	...
706	706		G	P			...	...	...	...	...	...
707	707		G	P			...	...	...	...	...	...
708	708		G	P			...	...	...	...	...	...
709	709		G	P			...	...	...	...	...	...
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711	711		G	P			...	...	...	...	...	...
712	712		G	P			...	...	...	...	...	...
713	713		G	P			...	...	...	...	...	...
714	714		G	P			...	...	...	...	...	...
715	715		G	P			...	...	...	...	...	...
716	716		G	P			...	...	...	...	...	...
717	717		G	P			...	...	...	...	...	...
718	718		G	P			...	...	...	...	...	...
719	719		G	P			...	...	...	...	...	...
720	720		G	P			...	...	...	...	...	...
721	721		G	P			...	...	...	...	...	...
722	722		G	P			...	...	...	...	...	...
723	723		G	P			...	...	...	...	...	...
724	724		G	P			...	...	...	...	...	...
725	725		G	P			...	...	...	...	...	...
726	726		G	P			...	...	...	...	...	...
727	727		G	P			...	...	...	...	...	...
728	728		G	P			...	...	...	...	...	...
729	729		G	P			...	...	...	...	...	...
730	730		G	P			...	...	...	...	...	...
731	731		G	P			...	...	...	...	...	...
732	732		G	P			...	...	...	...	...	...
733	733		G	P			...	...	...	...	...	...
734	734		G	P			...	...	...	...	...	...
735	735		G	P			...	...	...	...	...	...
736	736		G	P			...	...	...	...	...	...
737	737		G	P			...	...	...	...	...	...
738	738		G	P			...	...	...	...	...	...
739	739		G	P			...	...	...	...	...	...
740	740		G	P			...	...	...	...	...	...
741	741		G	P			...	...	...	...	...	...
742	742		G	P			...	...	...	...	...	...
743	743		G	P			...	...	...	...	...	...
744	744		G	P			...	...	...	...	...	...
745	745		G	P			...	...	...	...	...	...
746	746		G	P			...	...	...	...	...	...
747	747		G	P			...	...	...	...	...	...
748	748		G	P			...	...	...	...	...	...
749	749		G	P			...	...	...	...	...	...
750	750											

Phone No 105, Bannalokot Taluk, Kurnool District.
కామమయ్యకట్ట - 8 శేడీర్ మెంటు హైస్కూల్ చివరకు.

Extent sq. G. sq. Rs.	Area in sq. G. sq. Rs.	Name of Pakadax or Inandar or the Manager of the Institution to which the land belongs (Name of the Government to which the land belongs)	Remarks
14	15	16	17
1.25	..	..	Railway A class. Res. 3 r. 5
1 38	..	..	do 38
1 0	..	..	do 38
2 4	..	..	do 38
1 33	..	..	do 38
1 40	..	..	do 38
1 41	..	..	do 38
1 19	..	..	do 38
1 4	..	..	do 38
2 56	..	..	Reserved Forest. Res. 3 r. 5
25 85	..	..	do 38
12 68	6 5	148	Railway A class. Res. 3 r. 5
2 2	..	..	do 38
1 34	..	..	do 38
1 7	..	..	do 38
0 78	..	..	do 38
0 55	..	..	do 38
5 53	2 12	192	Railway B class. Res. 3 r. 5
8 83	2 3	60	do 38
1 18	..	..	do 38
3 3	..	..	do 38
0 69	..	..	do 38
0 40	..	..	do 38
1 9	..	..	do 38
8 8	2 0	50	do 38

Re-Survey and Re-Settlement Register of the Village of
రేపల్లె గ్రామం, రేపల్లె తాలూకా, కర్నూలు జిల్లా.

Phone, No 105, Ramallakot Taluk, Kurnool District.
 రేపల్లె గ్రామం పేరిట రేపల్లె తాలూకా కర్నూలు జిల్లా.

1	2	3	4	5	6	7	8	9	10	11	12	13
Re-Survey Number రేపల్లె గ్రామం	Sub-Number రేపల్లె గ్రామం	Old Survey Number and letter, if any. పాత సర్వే నంబరు మరియు అక్షరం	Government or Inam ఆదేశము లేదా ఇనామ	Dry, Irrigable Dry, Wet or Potable నిరీరిగేట, నిరీరిగేట, నిరీరిగేట, నిరీరిగేట	Source of Irrigation నిరీరిగేట	Single or Double crop నిరీరిగేట	Class and sort of soil భూమి	Dry నిరీరిగేట	Wet నిరీరిగేట	Talam నిరీరిగేట	Rate per acre నిరీరిగేట	Rate per acre నిరీరిగేట
609 A	...	609 C.B	G	P	...	...	...	...	...	...	...	...
609 B	...	609 B	G	P	...	...	...	...	...	...	...	...
610	...	610	G	P	...	...	...	...	...	...	...	...
611	...	611	G	P	...	...	...	...	...	...	...	...
612	...	612	G	P	...	...	...	...	...	...	...	...
613 A	...	613 C	G	P	...	...	...	...	...	...	...	...
613 B	...	613 B	G	P	...	...	...	...	...	...	...	...
613 C	...	613 B	G	P	...	...	...	...	...	...	...	...
614 A	...	614 A	G	P	...	...	...	...	...	...	...	...
614 B	...	614 B	G	P	...	...	...	...	...	...	...	...
614 C	...	614 C	G	P	...	...	...	...	...	...	...	...
614 D	...	614 D	G	P	...	...	...	...	...	...	...	...
614 E	...	614 E	G	P	...	...	...	...	...	...	...	...
614 F	...	614 F	G	P	...	...	...	...	...	...	...	...
614 G	...	614 G	G	P	...	...	...	...	...	...	...	...
614 H	...	614 H	G	P	...	...	...	...	...	...	...	...
614 I	...	614 I	G	P	...	...	...	...	...	...	...	...
614 J	...	614 J	G	P	...	...	...	...	...	...	...	...
614 K	...	614 K	G	P	...	...	...	...	...	...	...	...
614 L	...	614 L	G	P	...	...	...	...	...	...	...	...
614 M	...	614 M	G	P	...	...	...	...	...	...	...	...
614 N	...	614 N	G	P	...	...	...	...	...	...	...	...
614 O	...	614 O	G	P	...	...	...	...	...	...	...	...
614 P	...	614 P	G	P	...	...	...	...	...	...	...	...
614 Q	...	614 Q	G	P	...	...	...	...	...	...	...	...
614 R	...	614 R	G	P	...	...	...	...	...	...	...	...
614 S	...	614 S	G	P	...	...	...	...	...	...	...	...
614 T	...	614 T	G	P	...	...	...	...	...	...	...	...
614 U	...	614 U	G	P	...	...	...	...	...	...	...	...
614 V	...	614 V	G	P	...	...	...	...	...	...	...	...
614 W	...	614 W	G	P	...	...	...	...	...	...	...	...
614 X	...	614 X	G	P	...	...	...	...	...	...	...	...
614 Y	...	614 Y	G	P	...	...	...	...	...	...	...	...
614 Z	...	614 Z	G	P	...	...	...	...	...	...	...	...

14	15	16	17
Extent in Acres చేరే	Assessment in Annas అన్నా	Name of Patta-dar or Inamdar or the Manager of the Institution to which the land belongs దేవుని లేదా ఇనామదారు లేదా మేనేజరు కు చెందిన భూమి	Remarks గమనిక
1 40	...	...	Hill Stream.
0 29	...	...	Railway B Class
2 4	...	...	...
182 66	45 11	...	...
1 76	0 7	...	...
14 64	3 11	...	...
0 11	...	...	...
0 13	...	...	...
2 2	...	...	...
0 80	...	...	...
2 55	0 10	...	...
0 3	...	...	...
0 58	...	...	...
0 78	...	...	...
0 76	...	...	...
1 68	...	...	...
9 76	2 7	...	...
1 60	...	...	...
1 30	...	...	...
101 5	...	...	...
0 86	...	...	...
...	...	...	...
1 14	...	...	...

Hill Stream.

Railway B Class

do do

Railway A Class
Railway B Class
Railway C Class

Reserved Forest.
 Area included in Reserve No. 61.
 Hill Stream.

Railway A Class

do do

Reserved Forest.
 Area included in Reserve No. 61.
 Hill Stream.

M.L./R.S.
48
M. & S. M. R. CO. LTD.
(INCORPORATED IN ENGLAND)
GUNTAKAL - BEZWADA

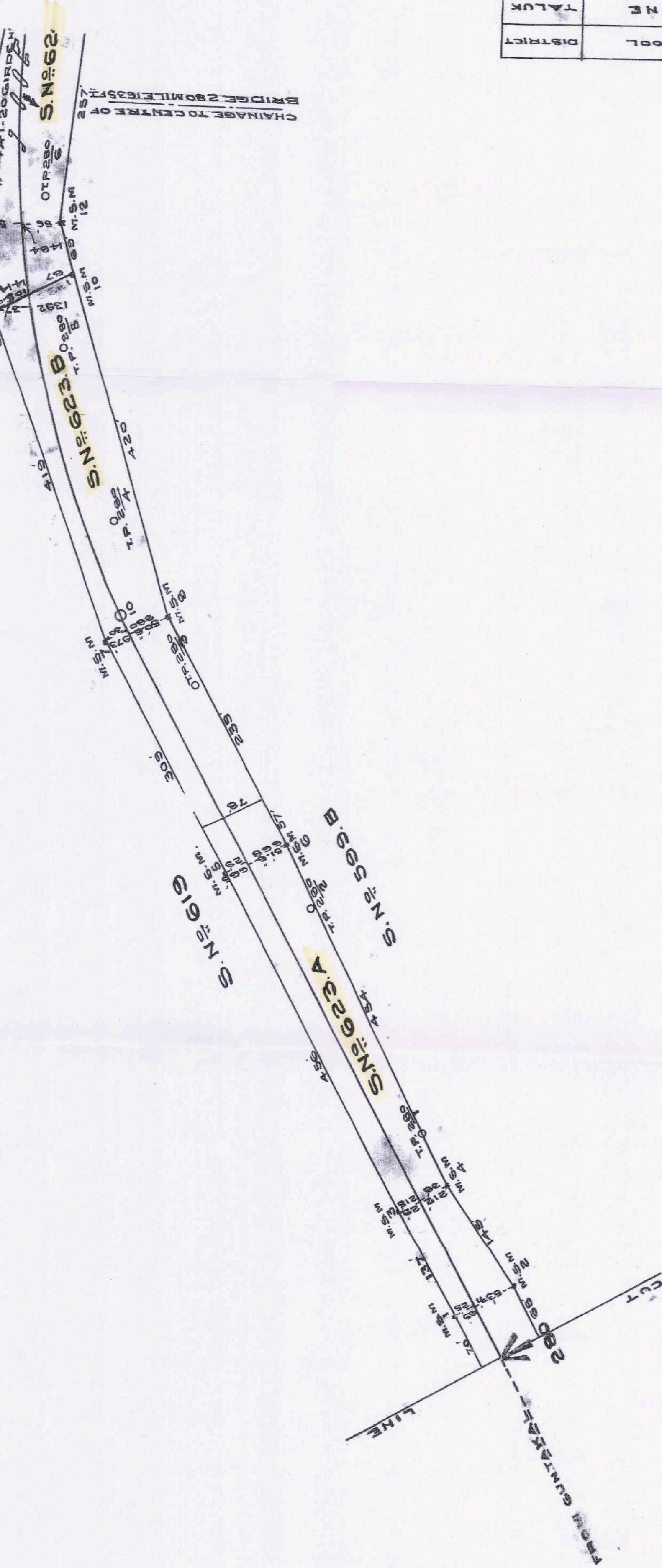
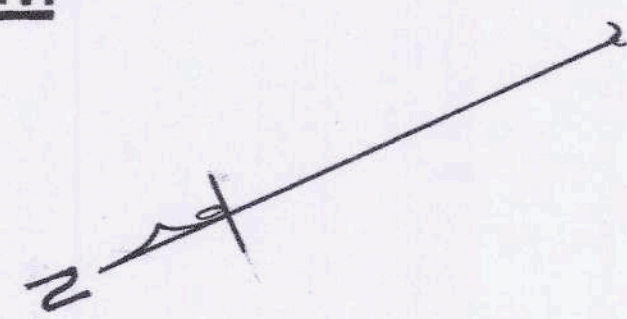
M. G.

AND PLAN

FROM MILE 280 TO 281

BETWEEN ONACHELLAM & MALKAPURAM

NOTE: - 1. WAY LAND COLOURED RED
THIS 2. ALL THE PREVIOUS PLANS FOR THE ABOVE MILEAGE
SCALE 100 FT. TO 1 INCH



S. NO.	OLD CLASSIFICATION	EXTENT	REMARKS
6234	1.00	1.00	
6235	1.00	1.00	
6236	1.00	1.00	
6237	1.00	1.00	
6238	1.00	1.00	
6239	1.00	1.00	
6240	1.00	1.00	
6241	1.00	1.00	
6242	1.00	1.00	
6243	1.00	1.00	
6244	1.00	1.00	
6245	1.00	1.00	
6246	1.00	1.00	
6247	1.00	1.00	
6248	1.00	1.00	
6249	1.00	1.00	
6250	1.00	1.00	
6251	1.00	1.00	
6252	1.00	1.00	
6253	1.00	1.00	
6254	1.00	1.00	
6255	1.00	1.00	
6256	1.00	1.00	
6257	1.00	1.00	
6258	1.00	1.00	
6259	1.00	1.00	
6260	1.00	1.00	
6261	1.00	1.00	
6262	1.00	1.00	
6263	1.00	1.00	
6264	1.00	1.00	
6265	1.00	1.00	
6266	1.00	1.00	
6267	1.00	1.00	
6268	1.00	1.00	
6269	1.00	1.00	
6270	1.00	1.00	
6271	1.00	1.00	
6272	1.00	1.00	
6273	1.00	1.00	
6274	1.00	1.00	
6275	1.00	1.00	
6276	1.00	1.00	
6277	1.00	1.00	
6278	1.00	1.00	
6279	1.00	1.00	
6280	1.00	1.00	
6281	1.00	1.00	
6282	1.00	1.00	
6283	1.00	1.00	
6284	1.00	1.00	
6285	1.00	1.00	
6286	1.00	1.00	
6287	1.00	1.00	
6288	1.00	1.00	
6289	1.00	1.00	
6290	1.00	1.00	
6291	1.00	1.00	
6292	1.00	1.00	
6293	1.00	1.00	
6294	1.00	1.00	
6295	1.00	1.00	
6296	1.00	1.00	
6297	1.00	1.00	
6298	1.00	1.00	
6299	1.00	1.00	
6300	1.00	1.00	

CERTIFIED THAT THE LIMITS OF THE RAILWAY PERMANENT LANDS SHOWN IN THIS PLAN WITH THEIR SCHEDULES OF SURVEY NUMBERS AND EXTENT WERE VERIFIED BY ME AND FOUND CORRECT.

GOVERNMENT ENGINEER
R. L. DHONE
S. 5. 23

(S.D.) T. DORABAI MAIDU
DISTRICT ENGINEER
S. 5. 23

(S.D.) D. KRISHNA RAO
DISTRICT ENGINEER
S. 5. 23

(S.D.) E. PERFECT
DISTRICT ENGINEER
S. 5. 23

SUPER DRAWING OFFICE

ENGINEER
MADRAS
30-1-1934.

CHIEF

DISTRICT—KURNOOL
TALUK—DHONE
VILLAGE—DHONE
SCALE 100' = 1 INCH

CLASS: 3237/17

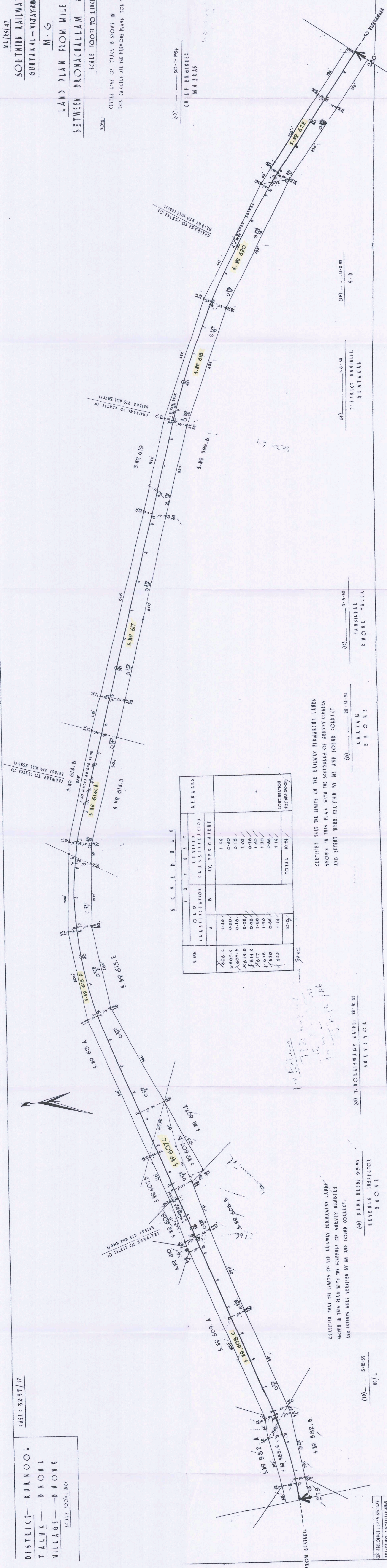
ML/25/27
SOUTHERN RAILWAY
GUNTAKAL-VIJAYAWADA
M. G
LAND PLAN FROM MILE 279 TO 280
BETWEEN DRONACHALLAM & MALKAPURAM
SCALE 100 FT TO INCH

NOTE: CENTRE LINE OF TRACK IS SHOWN IN FIRM LINE
THIS CANCELS ALL THE PREVIOUS PLANS FOR THE ABOVE MILEAGE.

"FAIR TRACED"

CHIEF ENGINEER
MADRAS
30-1-1954

CHIEF ENGINEER
MADRAS



SCHEMATIC

S. No.	CLASSIFICATION		REMARKS
	OLD	NEW	
1.46	1.46	1.46	
0.90	0.90	0.90	
0.16	0.16	0.16	
2.02	2.02	2.02	
0.76	0.76	0.76	
1.60	1.60	1.60	
1.30	1.30	1.30	
0.66	0.66	0.66	
1.14	1.14	1.14	
10.74	10.74	10.74	
TOTAL			10.74

CERTIFIED THAT THE LIMITS OF THE RAILWAY PERMANENT LANDS SHOWN IN THIS PLAN WITH THE SCHEDULES OF SURVEY NUMBERS AND EXTENT WERE VERIFIED BY ME AND FOUND CORRECT.

(S) T. DORASWAMY MAHA. 22-12-51
KARIM DHONE
TASILGAR
DHONE TALUK

(S) 1-6-52
DISTRICT ENGINEER
GUNTAKAL

(S) 1-6-52
DISTRICT ENGINEER
GUNTAKAL

(S) 1-6-52
DISTRICT ENGINEER
GUNTAKAL

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

REVENUE INSPECTOR
DHONE

GUNTAKAL BEZWADA

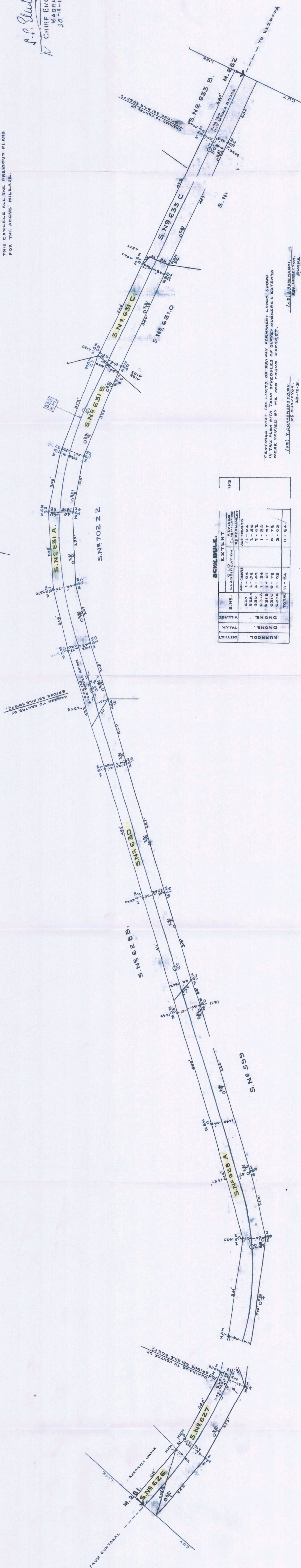
MYTEL CNY 1

FROM MILE 281 TO 282
EN DRONACHELLAK & KALKAF

SCALE 100 FT. TO INCH

NOTE:— RAILWAY LAND COLOURED IN RED.
THIS CANCELS ALL THE PREVIOUS PLANS
FOR THE ABOVE MILEAGE.

S.S. Dutt
CHIEF ENGINEER.
MADRAS.
20-11-1934.



CERTIFIED THAT THE LIMITS OF RAILWAY PERMANENT LANDS SHOWN IN THIS PLAN WITH THEIR SCHEDULES OF SURVEY NUMBERS & EXTENTS WERE VERIFIED BY ME AND FOUND CORRECT.

(S) S. RAMIREDDI.
REV. INSPECTOR.
DHONE.
9.5.1933

C.E.'S DRAWING OFFICE SURVEY SECTION
 TRACED BY-----G. NEALY JR. ROR
 CHECKED BY-----*G. J. Henderson*
 FERRO COLOURED BY-----
)) CHECKED BY--

(32) D. KRISHNA RAO.
TAKSILDAR, DHONE TALUK.
5-5-1933.

SUPPLY DRAWING OFFICE.

13.12.23

[illegible]

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES
2. THE WORKS CARRIED OUT PURSUING SAG&S CONVERSION
3. DEPTH OF FOUNDATION SHOWN IN THE DRAWING IS ACTUAL AND AS EXECUTED AT SITE

1. ALL THE WORKS ARE CARRIED OUT AS PER THE FOLLOWING AND S.C. RAILWAYS WORKS OF 1970. BRIDGE CODE 1962 (RAILWAY) ROAD IN CONNECTION WITH RELEVANT IS SPECIFICATIONS MENTIONED THERE IN. SUB. STRUCTURE CODE 1965 (RMD)
2. ALL BRIDGE AND SUB-STRUCTURE - CONTROLLED MASS CC M10 GRADE USING LOW MAX. STRENGTH APPROVED QUALITY AGGREGATE OF APPROVED
3. R.C.C. BEDDINGS - CONTROLLED CC M25 GRADE HAND SONE ASSENTS OF APPROVED QUALITY
4. STIFF - CONTROLLED CC M20 GRADE LIND 20 MM MAX. STRENGTH APPROVED QUALITY.
5. PITTING - HAND PACKED ROUGH SONE PITCHING 50 THICK OVER 150 MM THICK GRAVEL BACKING CONSISTING OF WELL GRADED GRAVEL OF TOPK-SIZE - BEING 15 MM WITH DRY TUMBLE FOR WALL OF SIZE 600X 600.

1. STRENGTHENED GILDERS AS PER DRG. NO. CM/J/CT/669-98.
2. WEEP HOLES AND BACK FILLING PROVIDED AS PER DRG. NO. CM/J/CT/1433-90.
3. CONCRETE BARS AND JACKING PROVIDED AS PER R/WO DRG. NO. EDO. B-1997.

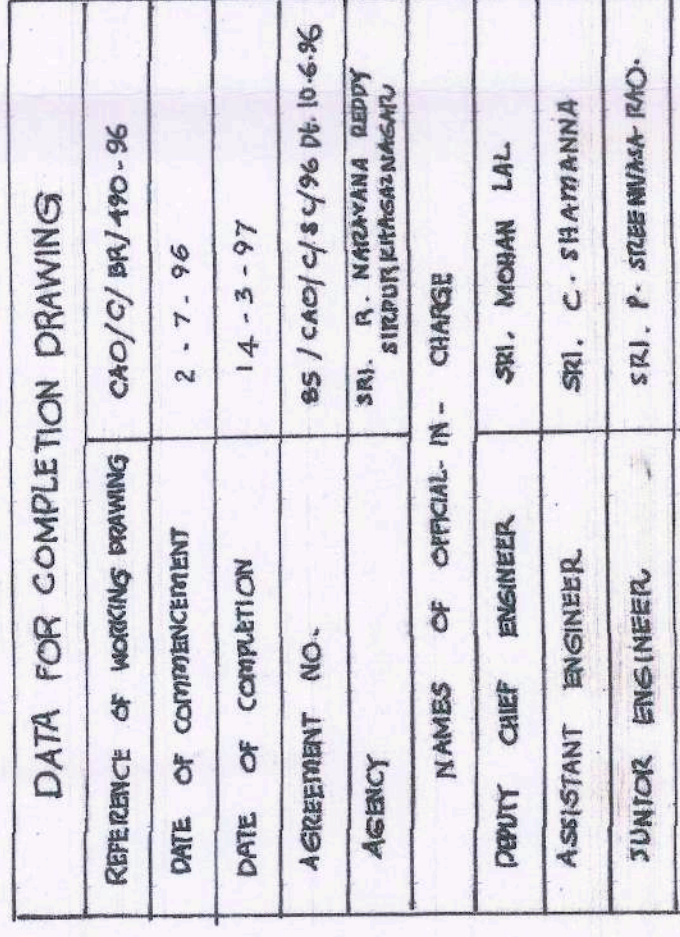
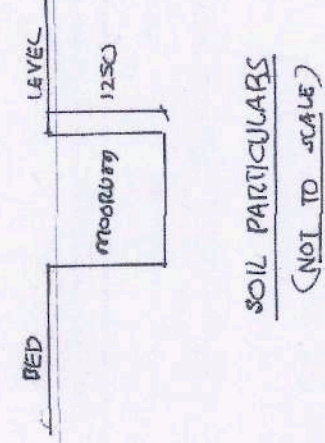
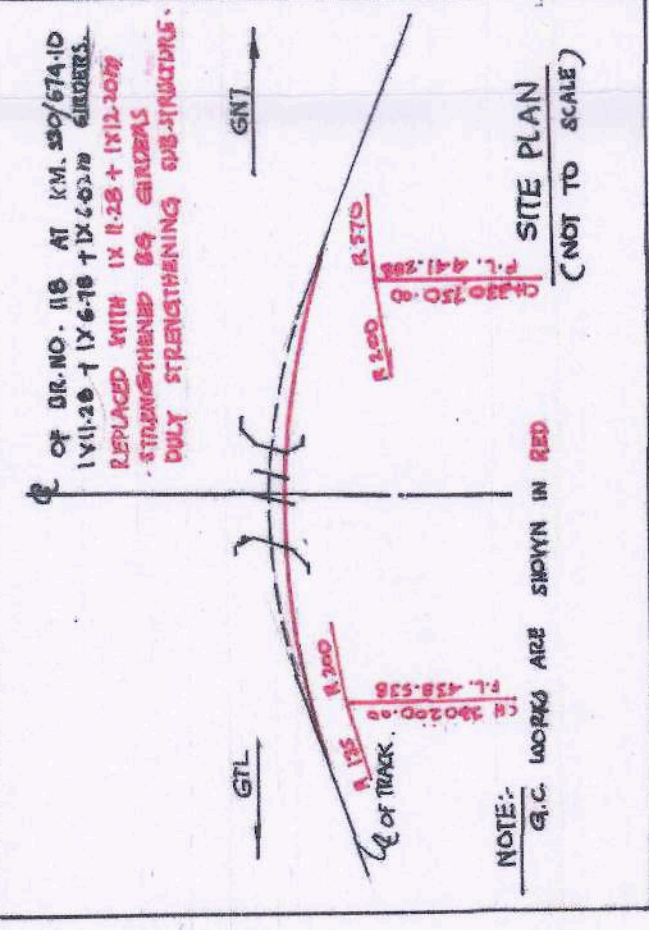
TRACK DETAILS	
LOADING	2 WDMs
ALIGNMENT	CURVE
GRADE	R 1 IN 200
NEW R.L.	441.618
NEW P.L.	440.908

CERTIFIED THAT THE WORK HAS BEEN EXECUTED
AND COMPLETED AS PER THIS DRAWING.

CAO / C / O / SG	DREG NO. CAO / C / BR / 16-97 (COMP)
------------------	--------------------------------------

CONVERSION OF TRACK FROM M.G. TO B.G. BETWEEN
NANDYAL AND DROWACHELLAM STATIONS

SCALES 1:100

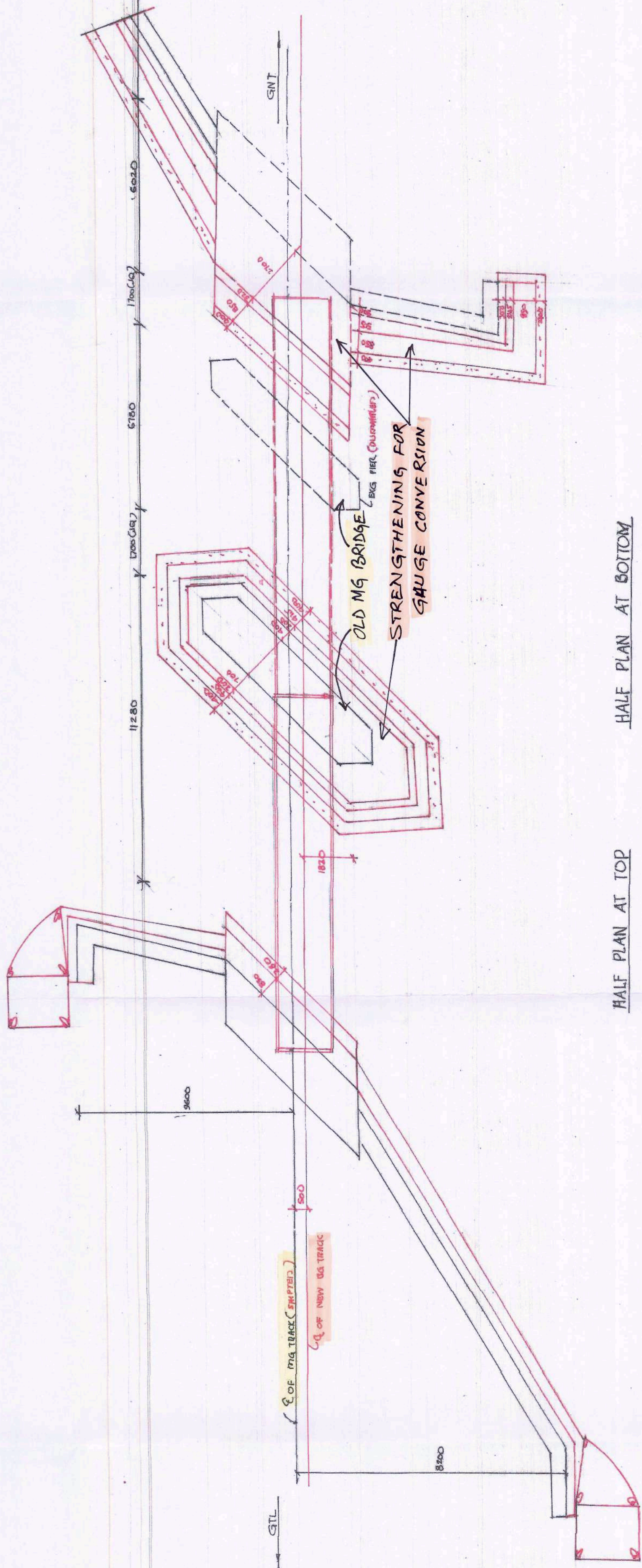
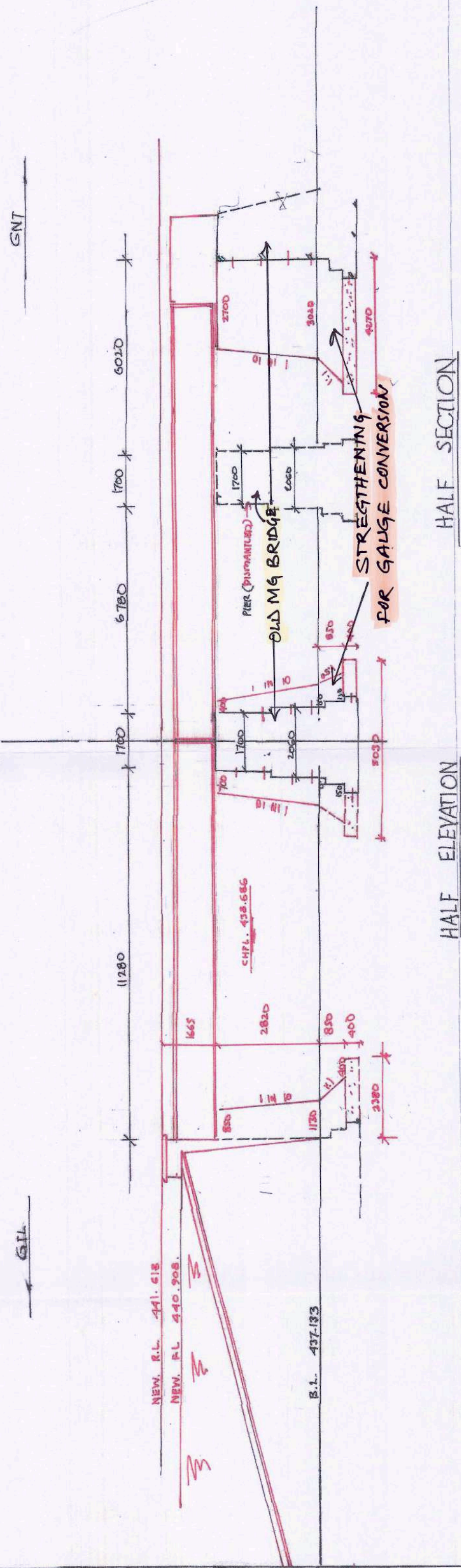


HALF PLAN AT BOTTOM

(C. SHAMMANA)
AEN / C / GC / V / NDL

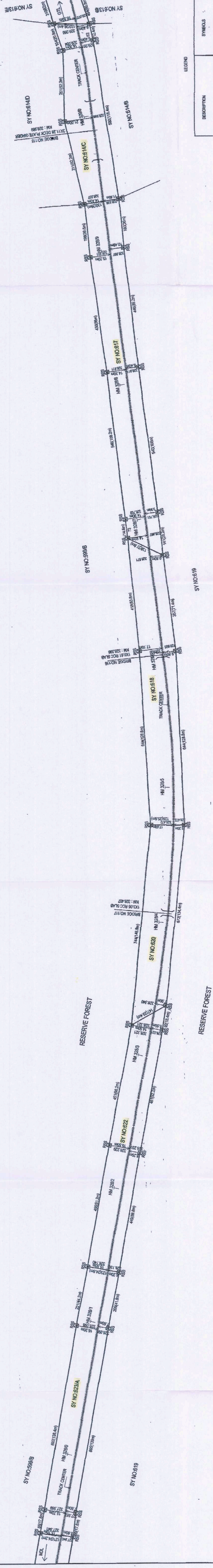
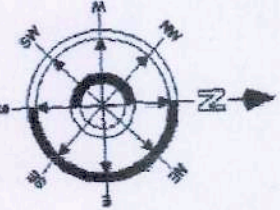
COUNTER SIGNED

CR. SUNDARA RAJAN CE/C-III/SC.)
FOR CHIEF ADMINISTRATIVE OFFICER (CON)
S.C. RAILWAY RECRUITMENT.



VERIFIED BY ME		
SIGNATURE		
NAME	C. SRIDAMMA	P. SURENVARA RAO
DESIGNATION	ASST. C. / GC / NUL	DE. C. / GC / NUL / NUL

KM FROM KM 328.000 TO 329.000



LEGEND

DESCRIPTION	SYMBOLS
SCR BOUNDARY	—
LEVEL CROSSING	—
SURVEY STONE	SS
RAILWAY SURVEY STONE	RSS
NECTMETER POST	—
BRIDGE PIER	—
TRACK	—
VILLAGE BOUNDARY	—
ACRE-CENTS	—
HECTARES	—
SURVEY NUMBER	SY NO.

SOUTH CENTRAL RAILWAY	
DIVISION: GUNTAKAL	SECTION: NIDLOHNE
LAND PLAN FROM KM 328.000 TO 329.000	
BETWEEN STATIONS: NIDLOHNE	
SCALE: 1:1000	RAILWAY BOUNDARY MEASUREMENTS ARE IN METERS OTHER MEASUREMENTS ARE IN LINKS (1 LINK = 0.20M)
PLAN NO. SCRGTLNIDLOHNE/KM 328/102017	

SIGNATURES OF RAILWAY OFFICIALS	
SSEFWAY/	
ADENOHNE Sri. Gowthaman	(B. GOUTHAMAN) S. C. Railway
SSELANDDRAWING:	
DENICENTRAL/GTL:	
SR.DENCO-ORD/GTL:	

SIGNATURES OF REVENUE OFFICIALS	
TAHSILDAR	
MANDAL SURVEYOR	

LAND SCHEDULE FROM KM 328.000 TO 329.000			
VILLAGE NAME	MANDAL/AUK	DISTRICT	STATE
CHANE	CHANE	KURNOOL	ANDHRA PRADESH
		EXTENT	
		SURVEY NUMBER	ACRES-CENTS
		620A	1.08
		622	1.14
		620	0.88
		618	2.20
		617	1.00
		TOTAL	6.30

COMPLETION DRAWING

NOTES

- 1. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES UNLESS OTHERWISE STATED.
- 2. WORKS DONE UNDER CONVERSION ARE SHOWN IN RED
- 3. THE CHAINAGES ARE DESIGNED FROM 5 OF 50+000 AT GUNTUR STATION

SPECIFICATIONS:-

- 1. ALL WORKS CARRIED OUT AS PER THE FOLLOWING.
- 2. S.C. BY STANDARD SPECIFICATIONS FOR MATERIALS AND METHODS OF 1970
- 3. 125 CONCRETE BRIDGE CODE 1961 (REVISED) REGARDING CONSTRUCTION WITH RELEVANT 1-5. SPECIFICATIONS MENTIONED THERE IN.
- 4. 125 BRIDGE SUB-STRUCTURE CODE 1985
- 5. 125 BRIDGE CODE
- 6. FOUNDATION:- CONTROLLED MASS C.C. M20 GRADE WITH 40MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- 7. SUB-STRUCTURE:- CONTROLLED MASS C.C. M20 GRADE WITH 40MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- 8. JACKETTING:- CONTROLLED C.C. M20 GRADE WITH 40MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- 9. RCC SLAB:- CONTROLLED RCC M25 GRADE WITH 20MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- 10. CORRUGATED:- CONTROLLED C.C. M20 GRADE WITH 20MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- 11. PITCHING:- HAND PACKED COARSE STONE PITCHING 300MM THICK OVER 150MM GRAVEL BACKING CONSISTING OF WELL GRADED GRAVEL OF MAX. SIZE BEING 15MM DIA WITH DRY RUBBLE TOE WALL OF SIZE 600X500 MM.

REFERENCE:-

- 1. RCC SLAB DETAILS AS PER DRG. NO. CM/C/RC/ 674-94
- 2. WEAP HOLES AND BACK FILLING DETAILS AS PER DRG. NO. CM/C/RC/188/1453-20

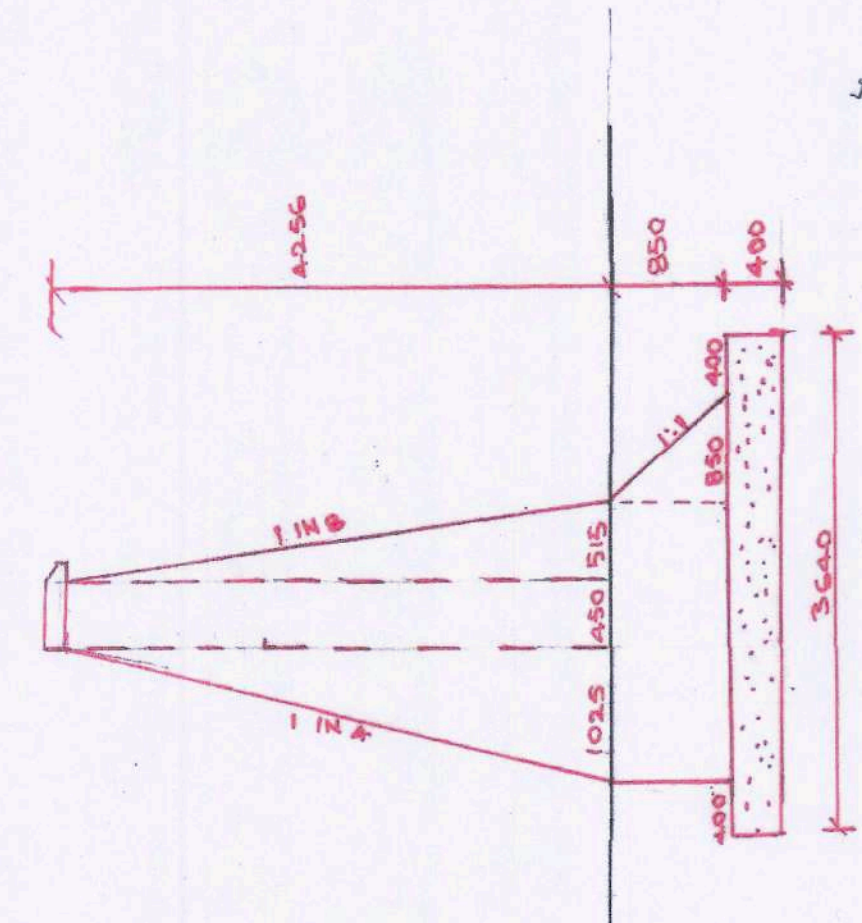
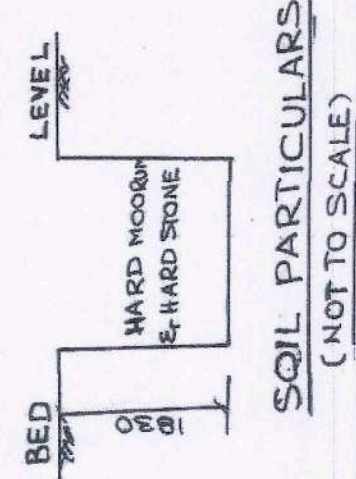
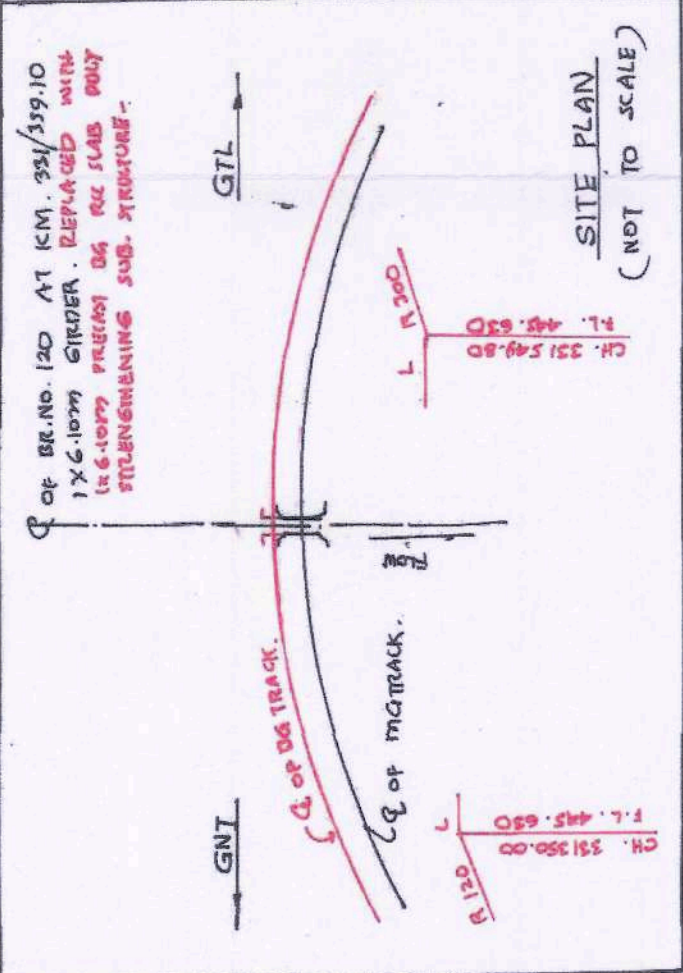
GAUGE CONVERSION COMPLETION
DRAWING BRIDGE NO. 120

TRACK DETAILS	
LOADING	MRS 1987
ALIGNMENT	CURVE
GRADE	LEVEL
NEW RL	446.340
NEW FL	445.630

SOUTH CENTRAL RAILWAY

CAO/C/O/SC	DRG. NO. CM/C/BR/ 10 -97(COMP)
GUNTUR-GUNTAKAL SECTION	
CONVERSION OF TRACK FROM MG TO BG	
BETWEEN NANDYALAND DRONACHELLAM STATIONS	
BRIDGE NO. 120 AT KM 331+359.10	
EXG. 1X6.10M GIRDER REPLACED WITH	
1X6.10M. PRE-CAST B.G. R.C.C. SLAB DULY	
STRENGTHENING AND EXTENDING SUB-STRUCTURE	
BETWEEN MALKAPURAM AND DRONACHELLAM STATIONS	

SCALE: 1:50

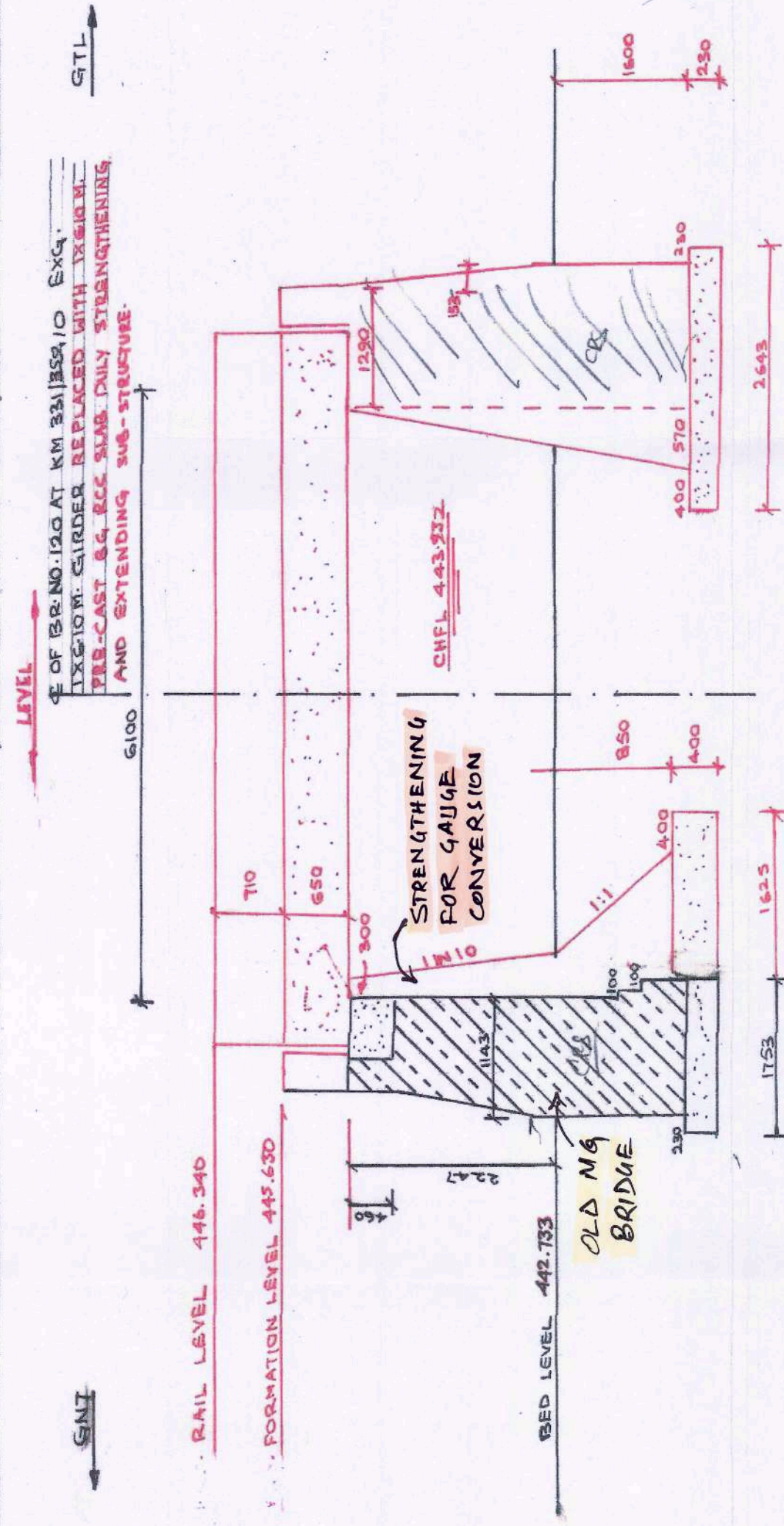


DATA FOR COMPLETION DRAWING	
REFERENCE TO WORKING DRG. NO.	CM/C/BR/114-75
DATE OF COMMENCEMENT	19.9.96
DATE OF COMPLETION	13.3.97
AGREEMENT NO.	521CAO/C/SC/DR/9-4-96
AGENCY	SEE RAILWAY BOARD
NAME AND DESIGNATION OF OFFICIAL-IN-CHARGE	SEE RAILWAY BOARD
DR. CHIEF ENGINEER	SEE MYSUR LAL
ASSISTANT ENGINEER	SEE C. SHANMUGA
SP. SECTION ENGINEER	SEE V. SIVARAM

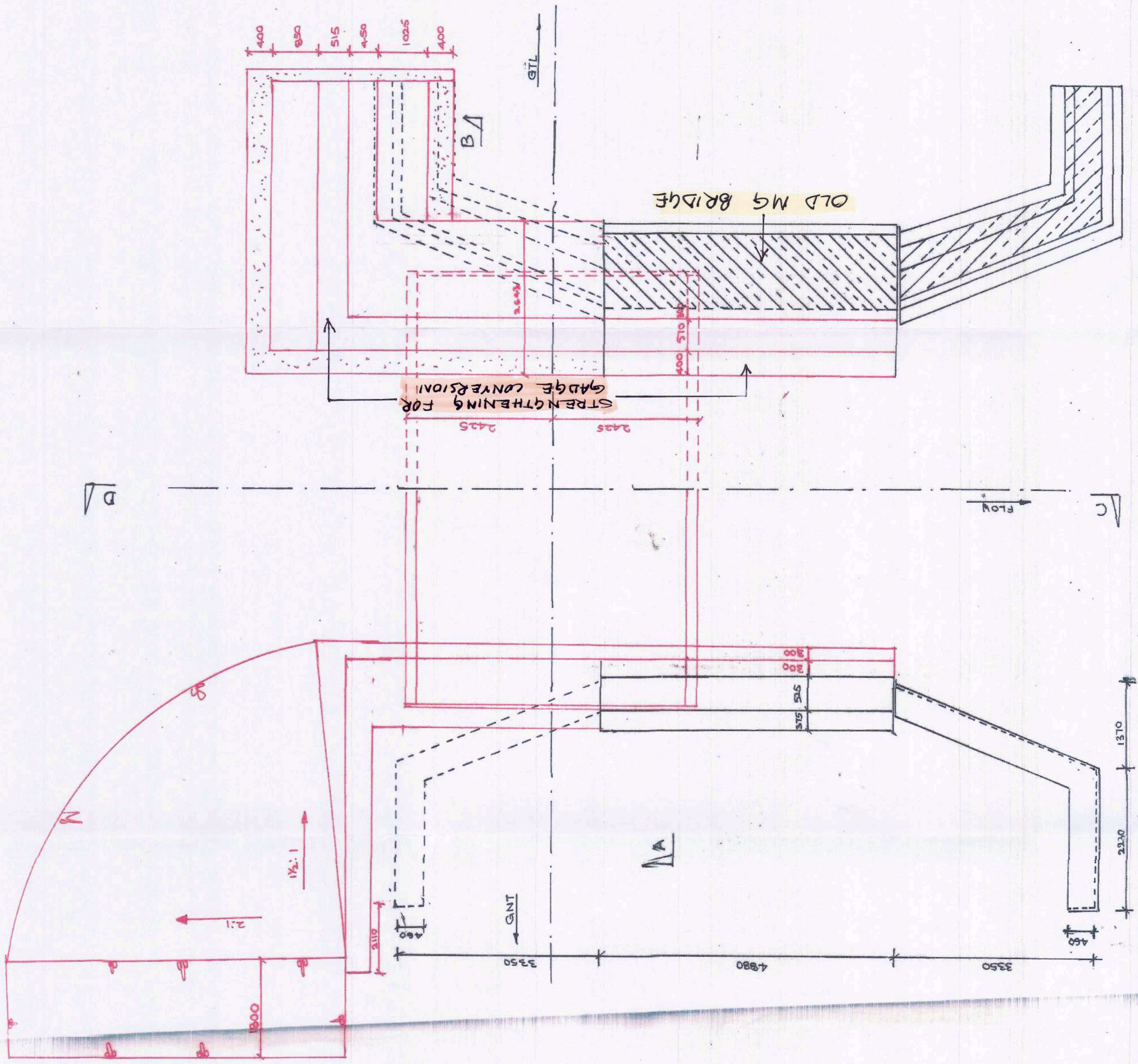
CERTIFIED THAT THE WORK HAS BEEN EXECUTED AND COMPLETED AS PER THIS DRAWING

Signature of Engineer
Signature of Assistant Engineer
Signature of Section Engineer

Signature of Engineer



SECTION AT A-B



HALF PLAN AT TOP- HALF PLAN AT BOTTOM

VERIFIED BY ME	
SIGNATURE	Signature of Engineer
NAME	C. SHANMUGA V. SIVARAM
DESIGNATION	AE/C/SC/NDL SEE/C/SC/NDL

COMPLETION DRAWING

- NOTES:-
- ALL DIMENSIONS ARE SHOWN IN MILLIMETRES
 - THE WORKS ARE SHOWN OUT UNDER GAUGE CONVERSION
 - DEPTH OF FOUNDATION SHOWN IN THE DRAWING IS ACTUAL AND AS EXECUTED AT SITE

SPECIFICATIONS

- ALL WORKS ARE CARRIED OUT AS PER THE FOLLOWING
I. S.C. RAILWAY STANDARD SPECIFICATIONS FOR MATERIALS AND WORKS OF 1970.
II. I.R.S. CONCRETE BRIDGE CODE 1962 (REVISED) READ IN CONJUNCTION WITH RELEVANT I.S. SPECIFICATIONS MENTIONED THERE IN.
- IN I.R.S. BRIDGE SUB-STRUCTURE CODE 1985 (REV'D)
- IN I.R.S. BRIDGE RULES.
- FOUNDATION AND SUB-STRUCTURE:- CONTROLLED MASS CC M 20 GRADE USING 40 MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- R.C.C. SLAB:- CONTROLLED CC M 25 GRADE USING 20 MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- COPING:- CONTROLLED CC M 20 GRADE USING 20 MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY
- PITCHING:- HAND PACKED ROUGH STONE PITCHING 300 THICK OVER 150 MM THICK GRAVEL BACKING CONSISTING OF WELL GRADED GRAVEL OF MAX. SIZE BEING 150 MM WITH DRY RUBBLE TOE WALL OF SIZE 600X600.
- FLOORING:- ROUGH STONE FLOORING 300 THICK WITH UCERS MASONRY DROP WALL IN CM 1:6 OVER CC FOUNDATION

REFERENCES:-

- BCC SLAB PROVIDED AS PER DRG. NO. CAO/C/BR/370-93.
- WEAP HOLES AND BACK FILLING PROVIDED AS PER DRG. NO. GM(W)/SC/BR/1453-90.
- DOWEL BARS AND JACKETING PROVIDED AS PER RDSO DRG. NO. EDO-B-1997.

TRACK DETAILS	
LOADING	MES 1987
ALIGNMENT	CURVE
GRADE	R 1 IN 15
NEW F.L.	437.241
NEW F.L.	436.591

GAUGE CONVERSION
COMPLETION DRAWING FOR BR NO. 117

SOUTH CENTRAL RAILWAY

CAO/C/O/SC DRG. NO. CAO/C/BR/15-91 (Comp)

GUNTUR - GUNTAKAL SECTION

CONVERSION OF TRACK FROM MG TO BG BETWEEN

NANDYAL AND DROMACHILAM STATIONS

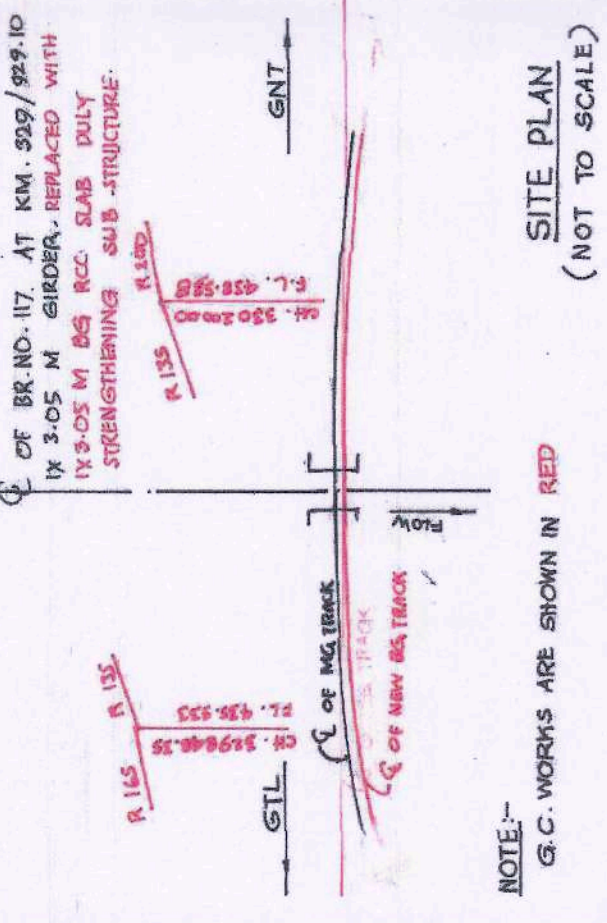
BRIDGE NO. 117 AT KM. 229/229.10:1X3.05 M. GIRDER

REPLACED WITH: 1X3.05 M PRE CAST BG RCC SLAB

DULY STRENGTHENING SUB-STRUCTURE BETWEEN

MAI KAPURAM AND DROMACHILAM STATIONS

SCALE 1:50.



DATA FOR COMPLETION DRAWING	
REFERENCE OF WORKING DRAWING	CAO/C/BR/817-95.
DATE OF COMMENCEMENT	15.7.96
DATE OF COMPLETION	10.3.97
AGREEMENT NO.	85/CAO/C/14/96 Dt. 10.6.1996
AGENCY	SRI. R. MARAYANA REDDY SHIRUPURMANAGAR.
NAMES OF OFFICIAL IN-CHARGE	
DEPUTY CHIEF ENGINEER	SRI MOHAN LAL
ASSISTANT ENGINEER	SRI C. SHAMANNA
JUNIOR ENGINEER	SRI P. SRINIVASA RAO

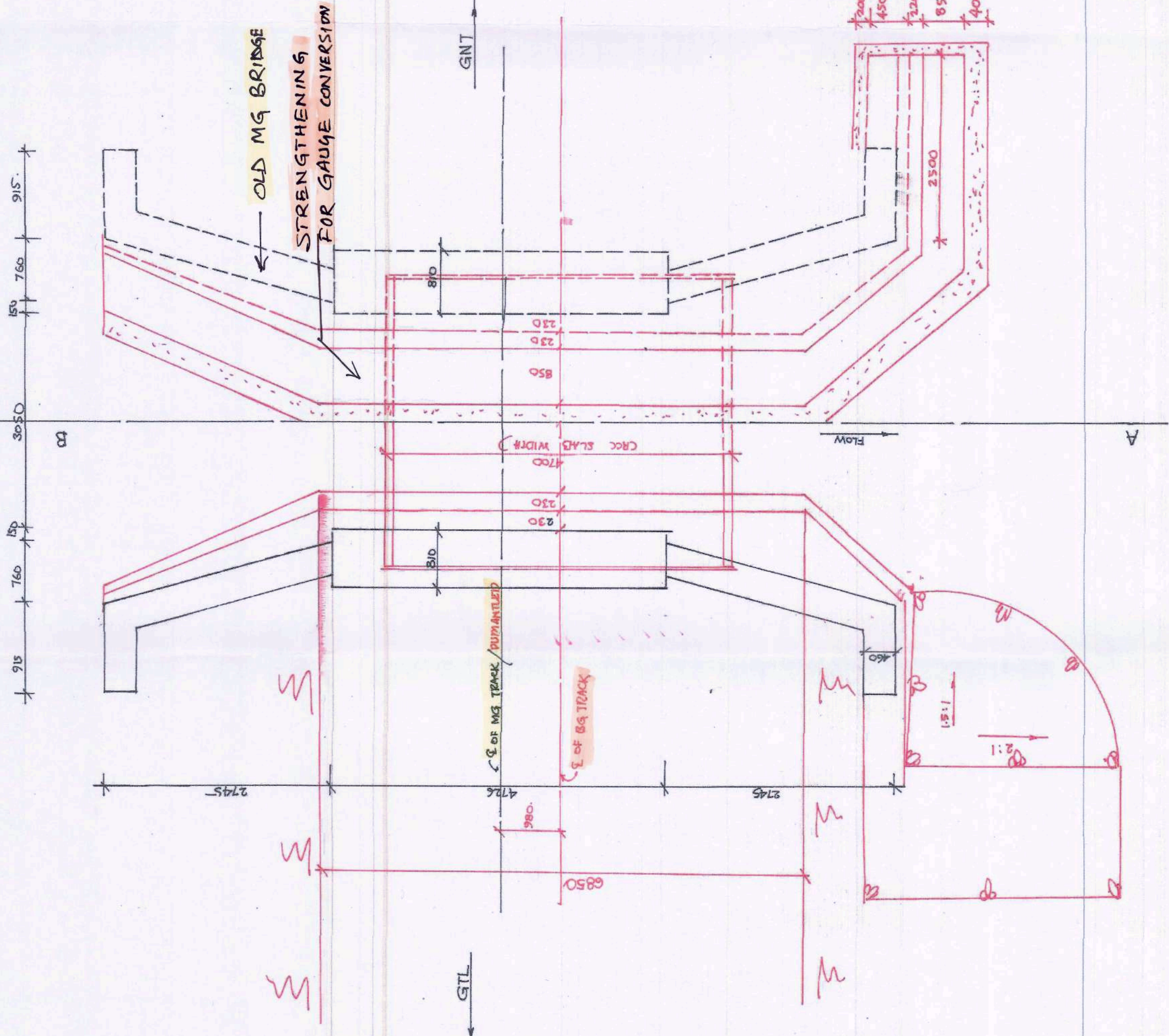
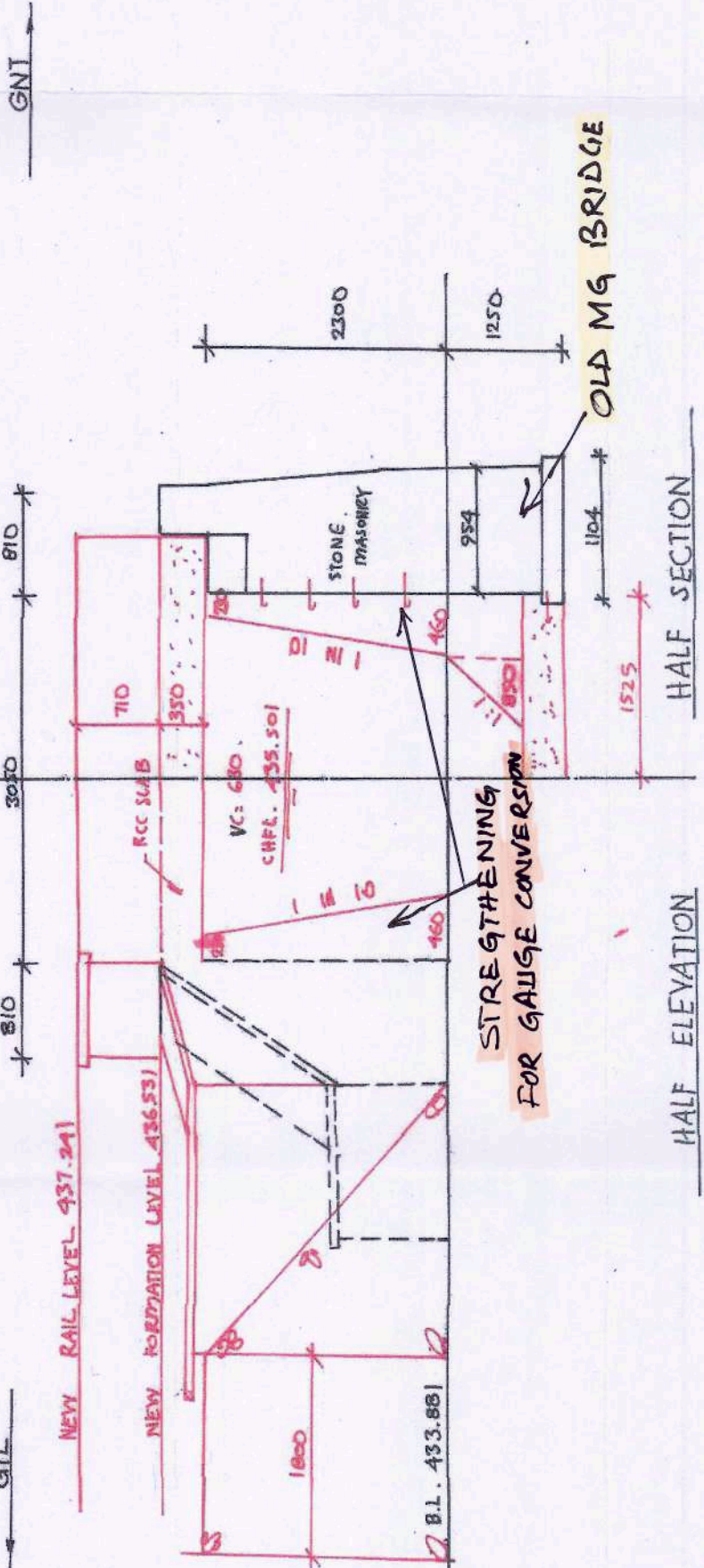
CERTIFIED THAT THE WORK HAS BEEN EXECUTED
AND COMPLETED AS PER THIS DRAWING

(S. SHAMANNA)
AEN/C/SC/NINDL

COUNTER SIGNED

(R. SUNDARA RAJAN CE/C/N/SC)
FOR CHIEF ADMINISTRATIVE OFFICER (CON.)
S.C. RAILWAY, SECUNDERABAD.

VERIFIED BY ME	
SIGNATURE	P. Srinivas Rao
NAME	C. SHAMANNA
DESIGNATION	AEN/C/SC/NINDL



HALF PLAN AT TOP

[illegible]

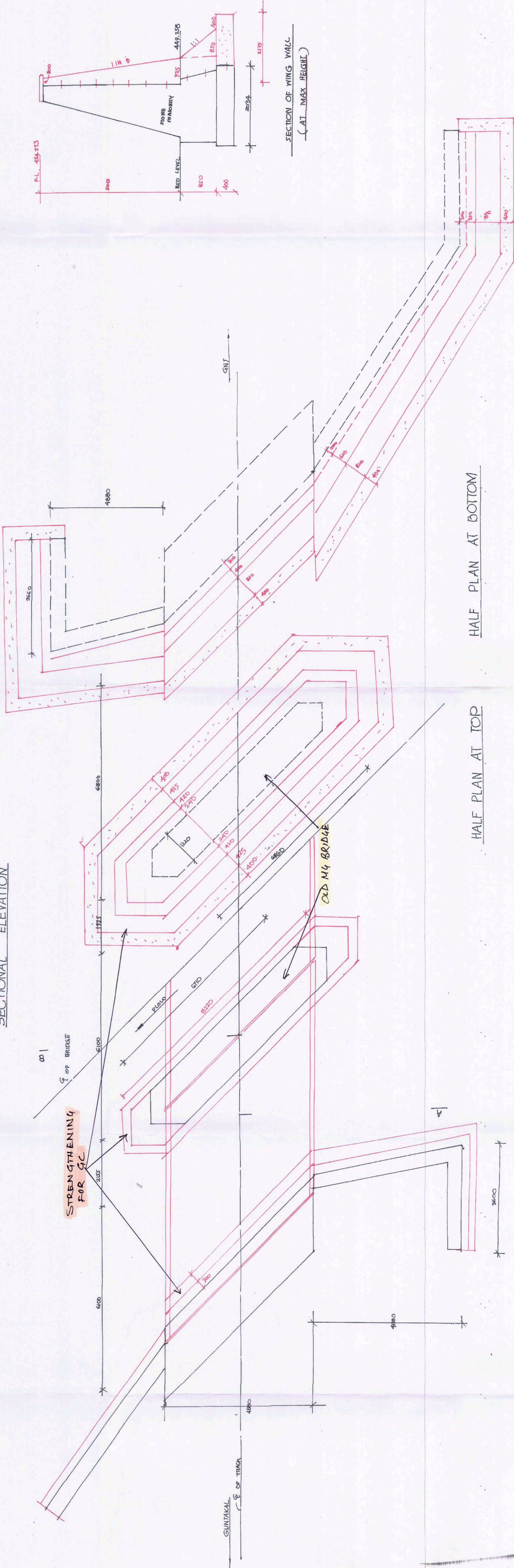
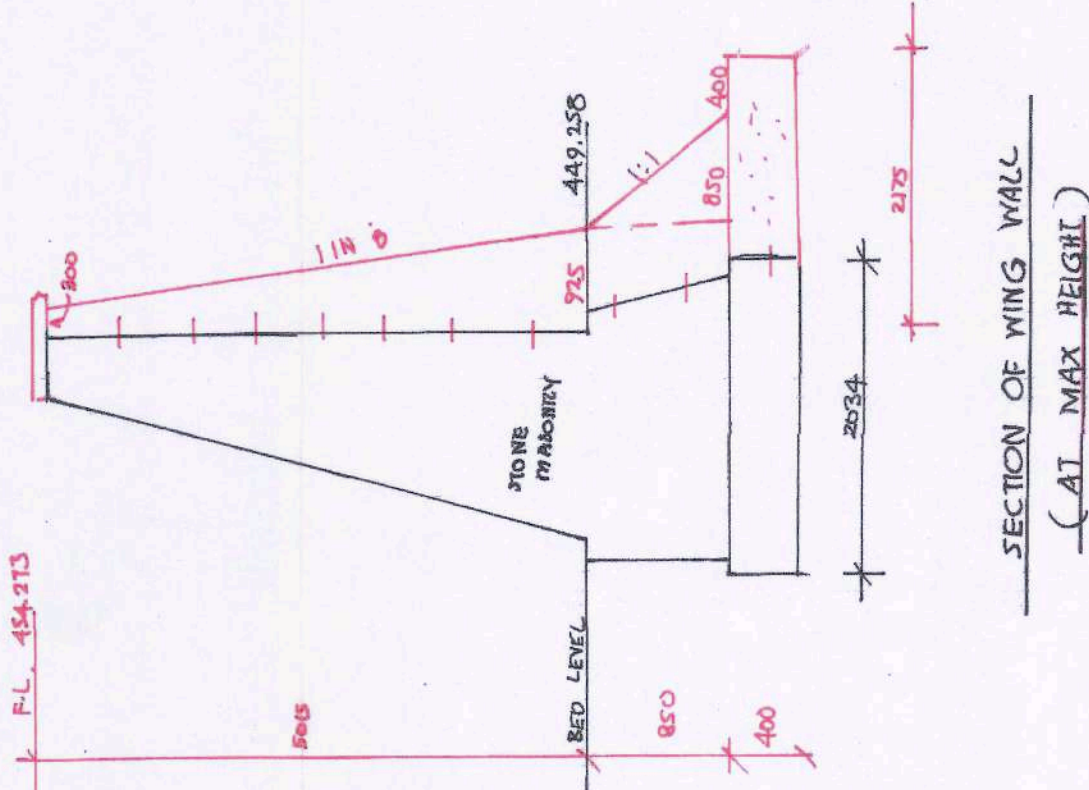
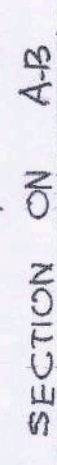
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES.
2. THE WORKS CARVED OUT DURING GRAVE CONVERSION ARE SHOWN IN RED
3. DEPTH OF FOUNDATION SHOWN IN THE DRAWING IS ACTUAL AND AS EXECUTED AT SITE

[illegible]

1. RCC SLAB PROVIDED AS PER DRG.NO. C10/C/EC/514-94 & C10/C/RC-DRG.NO. C10/C/EC/514-94 AS PER
2. WEAP HOLES AND BACK FILLING PROVIDED AS PER DRG.NO. C10/C/EC/514-94
3. DOUBLE BARR AND JACKETING PROVIDED AS PER DRG.NO. EDO-B-1977

TRACK	DETAILS
LOADING	NBS 1987
AUGMENT	STONIGHT
GRADE	R 1 IN 215
NEW R.L.	454.983
NEW F.L.	454.273

CAO / C / O / SC	PRGS NO	CHO / C BN / 21-2T (COMP)
<u>GUNTUR - GUNTAKAL SECTION</u> <u>CONVERSION OF TRACK FROM M.G. TO BG. BETWEEN</u> <u>NANDYAL AND PROMACHILAM STATIONS</u> BRIDGE NO. 123 AT KM. 33.2 [10 + 10 + 2.5 x 10] 1 X 6.86 M IN (AIRDRYS CEM.) REIN-CAST WITH 2 X 6.10 M + 1 X 6.86 M PRE-CAST BG. RZ. 24.0 DULY STRENGTHENING SUB-STRUCTURE MALKAPURAM AND PROMACHILAM STATIONS SCALE: 1"=50'		



HAIF PLAN AT TOP

[illegible]

CERTIFIED THAT THE WORK HAS BEEN EXECUTED
AND COMPLETED AS PER THIS DRAWING

(C. SHAMANA) BY-CE/C/OC/17/
(MOHAN LAL) BY-CE/C/OC/17/

COUNTER SIGNED

R. Sundara
CR. SUNDARA RAO, CE (C/IN/SC)
FOR CHIEF ADMINISTRATIVE OFFICER (CON)
S.S. RAILWAY STATIONMASTER

VERIFIED BY ME		
SIGNATURE		
NAME	C. SHRIDHANNA	V. SIVA RAM
DESIGNATION	Asst. Secy	Asst. Secy

Q OF BR. NO. 116 AT KM. 329/138.
1X0.61M STONE SLAB. REPLACED
WITH 1X0.61M PRECAST B.G. ROSSLAB
DULY EXTENDING SUB. STRUCTURE

1. ALL DISTURBANCES ARE SHOWN IN MILLIMETERS.
2. THE WORK CARRIED OUT DURING GASE CONVERSION ARE SHOWN IN RED.
3. DEPTH OF FOUNDATION SHOWN IN THE DRAWING IS ACT AND AS EXECUTED AT SITE

[illegible]

	PER	DRG. NO.	PER	DRG. NO.	PER
1. RCC SLAB	PROVIDED	AS	PER	DRG. NO. 14340	18-1598.
2. WEEP HOLES	AND BACK FILLING	PROVIDED	AS	PER	
3. DRG. NO. 14330	SC/BR/1433-90.				
4. DOWEL BARS	AND JACKETING	PROVIDED	AS	PER	
5. RD-50	DRG. NO. EDO. B. 1997				

TRACK	DETAILS
LOADING ALIGNMENT	MBG 1987 c.DIVE
GRADE	R 1 IN 165
NEW R.L.	435.874
NEW F.L.	435.164

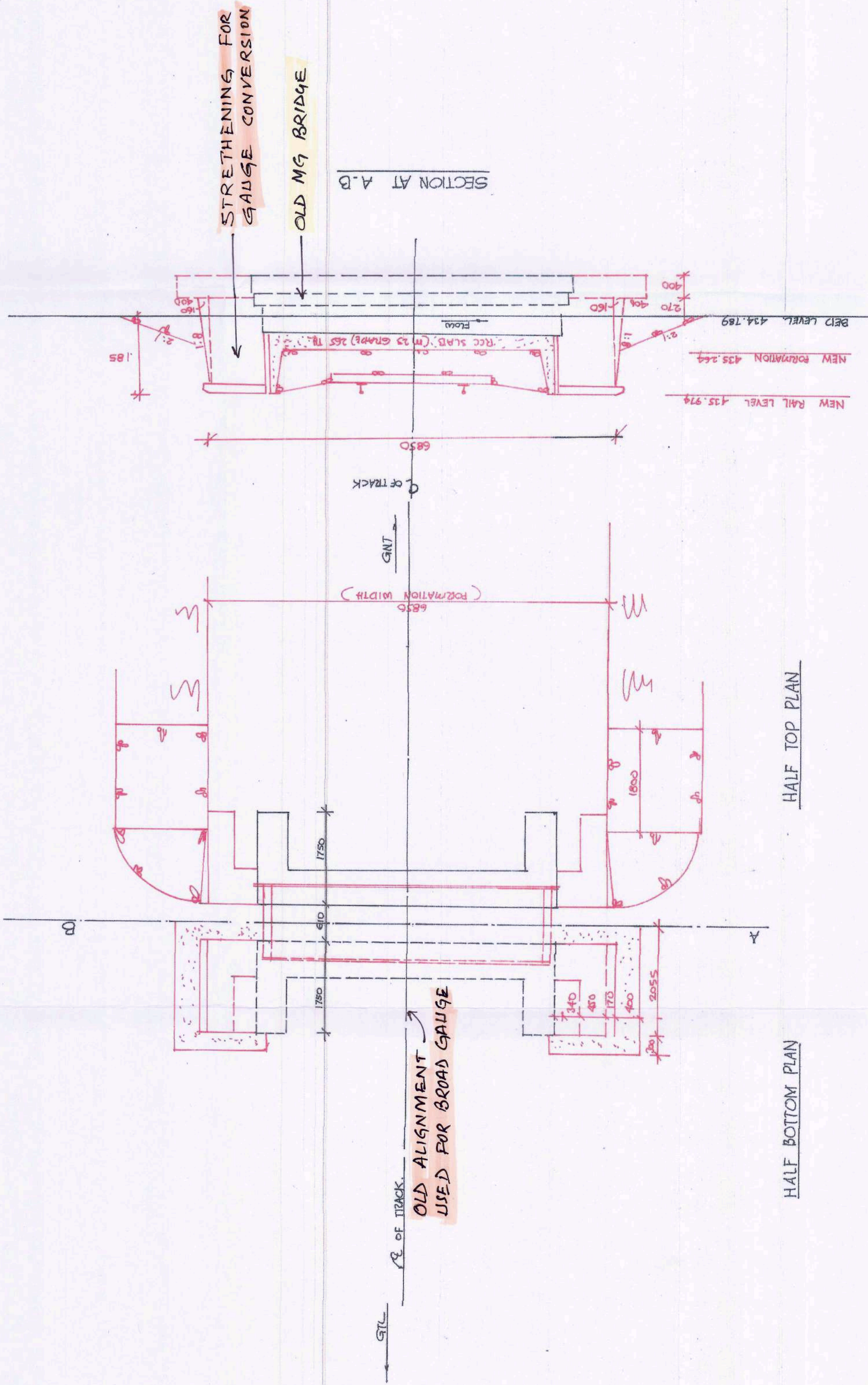
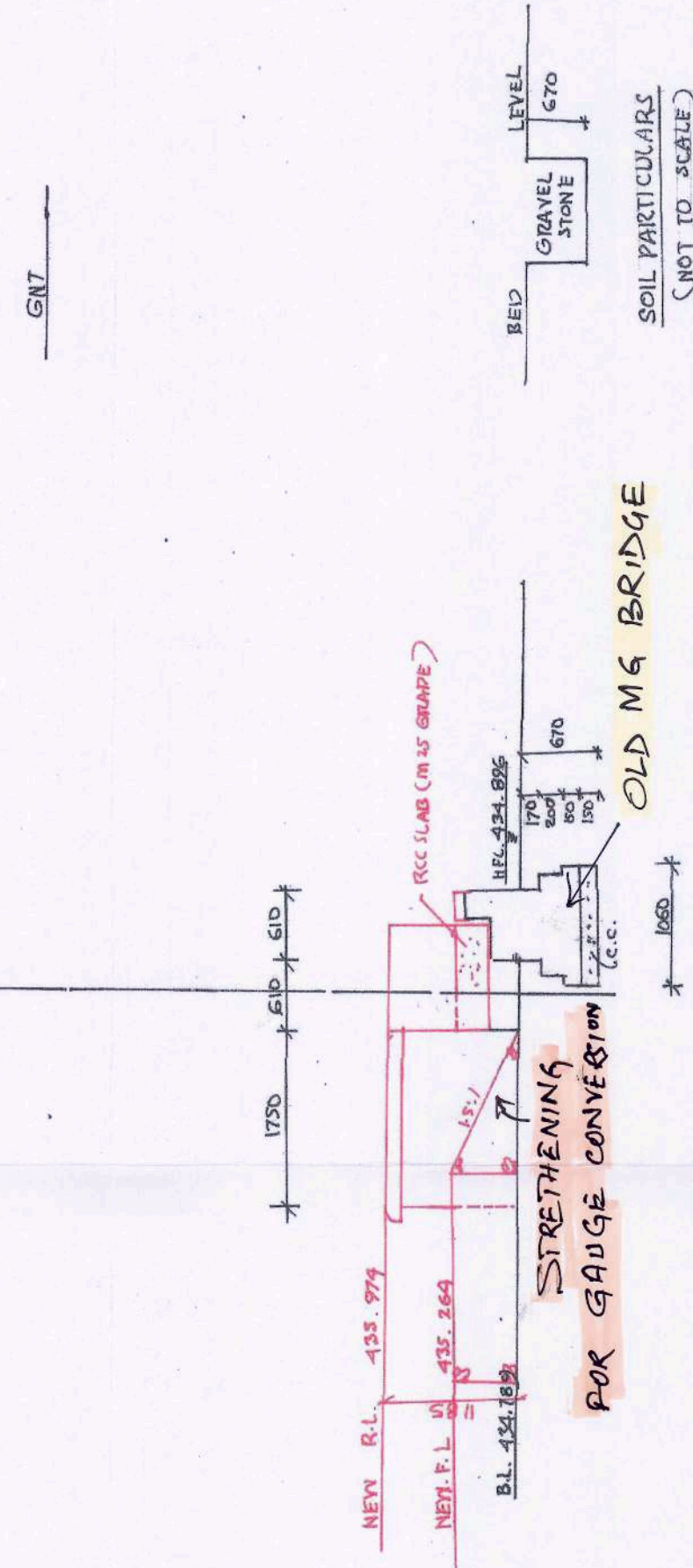
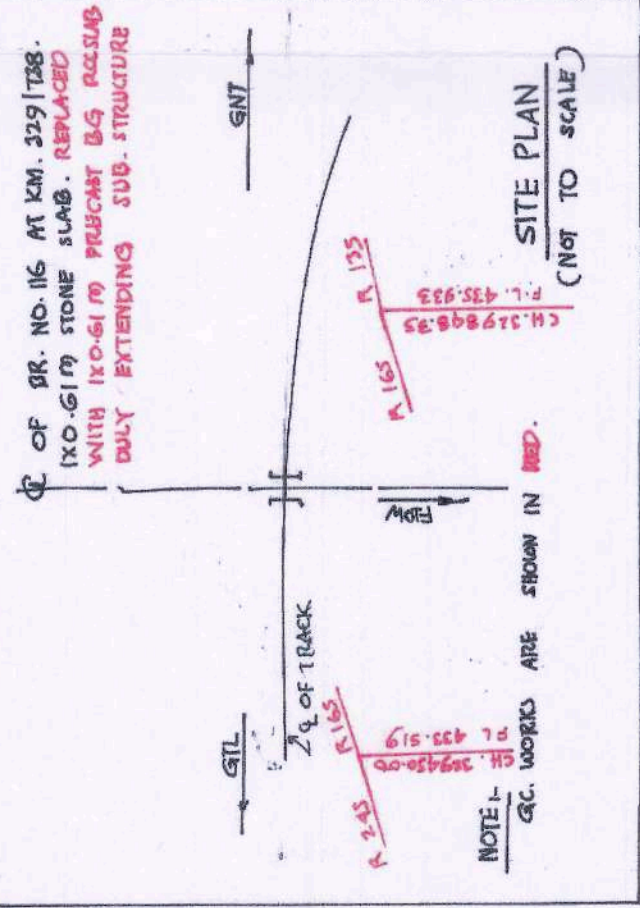
SOUTH CENTRAL RAILWAY

CAO / C / O / SC	DRG. NO. CAO / C / BR / 14-97 (comp)
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CONVERSION OF TRACK FROM M.G. TO BG BETWEEN
NANDYAL AND DROMACHELLAM STATIONS

BRIDGE NO. 116 AT KM. 329/738. 1X0.61 M
STONE SLAB. REPLACED WITH 1X0.61 M PRE CAST
CG RCC SLAB DULY EXTENDING SUB. STRUCTURE
BETWEEN MALKAPURAM AND DROMACHALLAM
STATIONS.

SCALE:- 1:50.



DATA FOR COMPLETION DRAWING		CNO-2/ENR/ 11.2.8-95	
REFERENCE OF WORKING DRAWING		DATE OF COMPLETION	16-7-96
DATE OF COMPLETION		DATE OF COMPLETION	20-10-96
AGREEMENT NO		TA/CNO/2/SC/PC UC. 16.5 %	
AGENCY		SR. A. PRASADHARA THEWY	
NAMES OF OFFICIAL IN CHARGE		BY/RECEIVED:	
DEPUTY CHIEF ENGINEER		SR. TROHAN LAL	
ASSISTANT ENGINEER		SR. C. SUDHANNA	
Sr. SECTION ENGINEER		SR. R. SUDHAKAR	

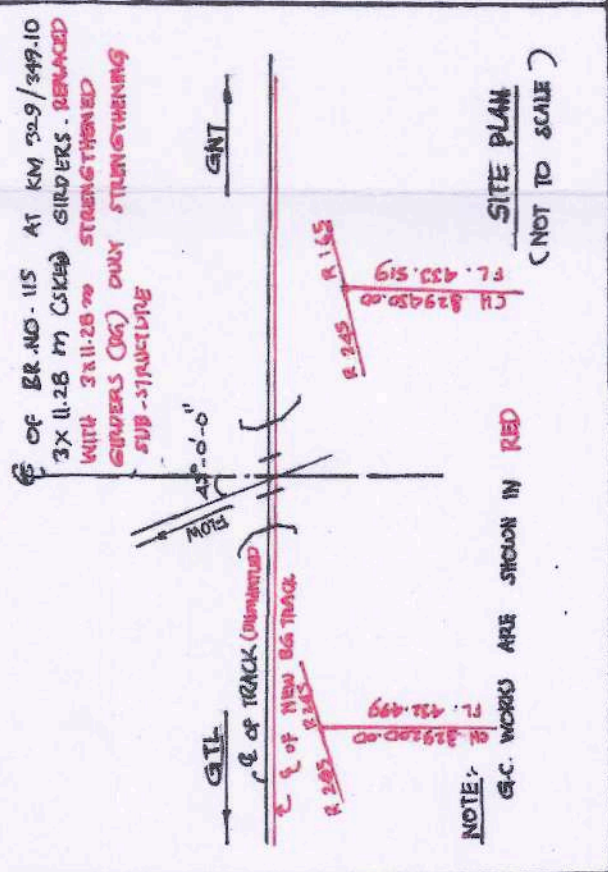
CERTIFIED THAT THE WORK HAS BEEN EXECUTED
AND COMPLETED AS PER THIS DRAWING

(C. SHAMANA)
AEN/C/GC/V/NDL

COUNTER SIGNED

POB	(R. JUNDHARA RAJAN CE/CW/SC)
POST	CHIEF ADMINISTRATIVE OFFICER (GEN)
PL	RAILWAY, SECONDE DARGO

VERIFIED BY ME	
SIGNATURE	
NAME	G. SHAMMA
DESIGNATION	A. SURUMAR



- NOTES:-
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
 2. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.
 3. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.

SPECIFICATIONS

1. ALL THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.
2. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.
3. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.
4. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.
5. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.

REFERENCES:-

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.
2. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.
3. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS FOR MATERIALS AND WORKMANSHIP.

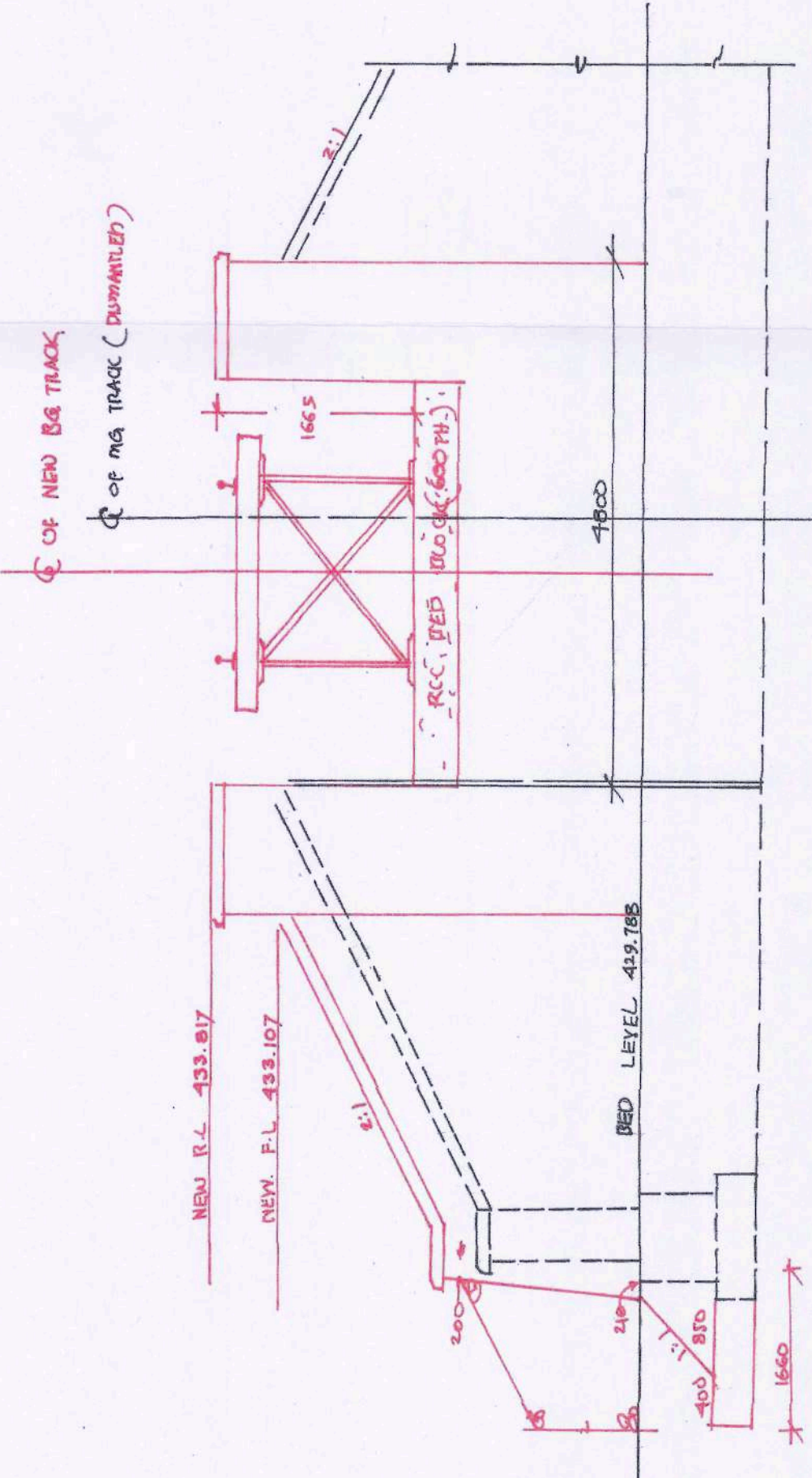
TRACK DETAILS
TRACK TYPE
TRACK WIDTH
TRACK LENGTH
TRACK AREA
TRACK VOLUME

Gauge Conversion Work Drawing
For Bridge No. 115

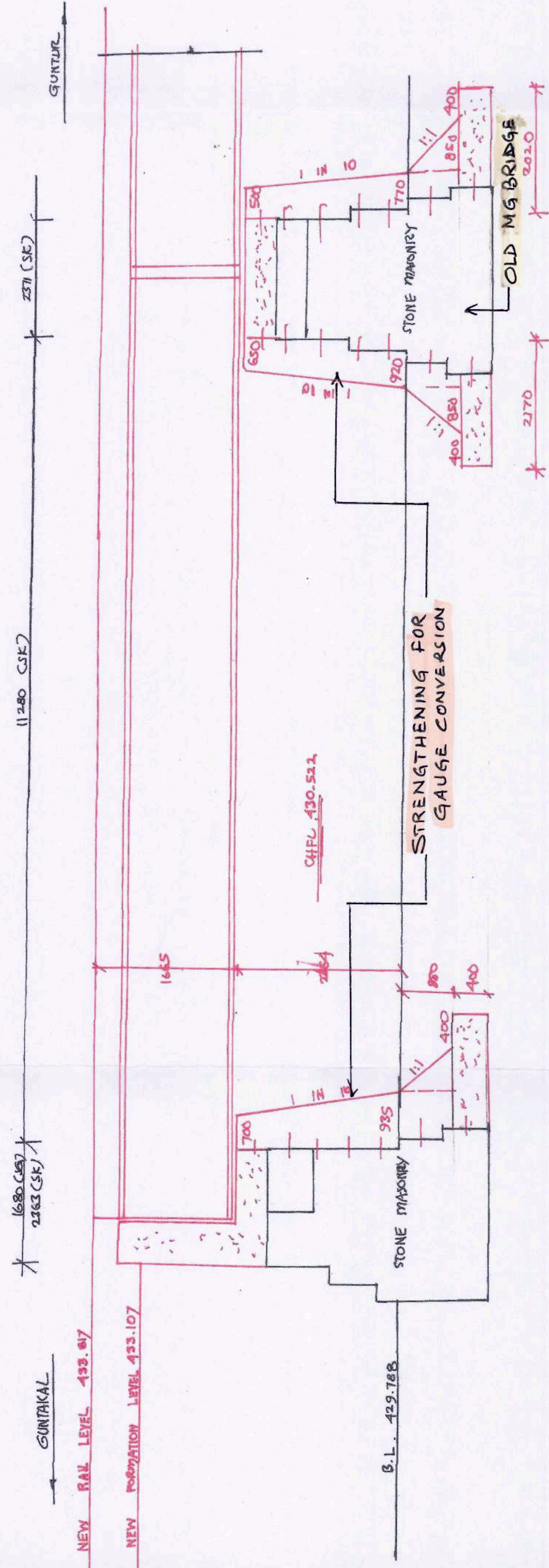
SOUTH CENTRAL RAILWAY

CH/O/C/O/SEC	DRG. NO. CH/O/C/BR/19-97 (Cont)
GUNTUR - GUNTAKAL SECTION	
CONVERSION OF TRACK FROM M.G. TO BG BETWEEN NANDYAL AND DRONACHALLEM STATIONS	
BRIDGE NO. 115 AT KM. 239/349.00, 3X 11.25 M (GERD)	
GIRDERS (MS) REPLACED WITH 3X 11.25 M (GERD)	
STRENGTHENED GIRDERS FULLY STRENGTHENED	
SUB. STRUCTURE BETWEEN MALKAPURAM AND DRONACHALLEM STATIONS	

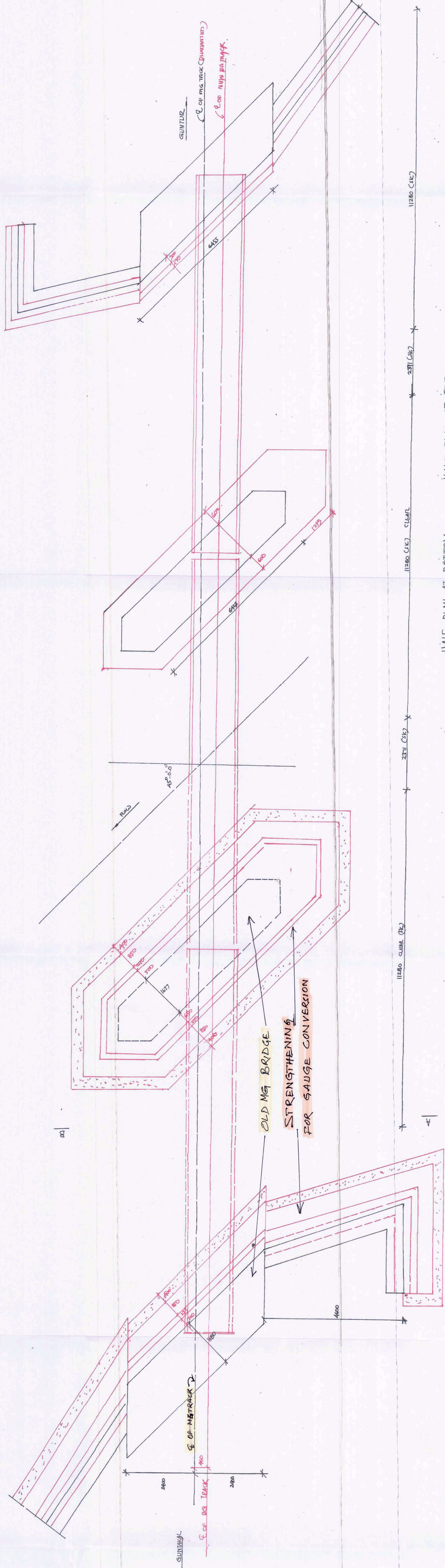
SCALE: 1:100



SECTION AT A-B



SECTIONAL ELEVATION



HALF PLAN AT TOP
HALF PLAN AT BOTTOM

CERTIFIED THAT THE WORK HAS BEEN EXECUTED AND COMPLETED AS PER THIS DRAWING

CH/O/C/O/SEC

COUNTER SIGNED

CH/O/C/O/SEC

VERIFIED BY ME
SIGNATURE
NAME
DESIGNATION

COMPLETION DRAWING

NOTES:

- 1. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES
- 2. THE WORKS ARE SHOWN IN RED
- 3. DEPTH OF FOUNDATION SHOWN IN THE DRAWING IS ACTUAL AND AS EXECUTED AT SITE.

SPECIFICATIONS

- 1. ALL THE WORKS ARE SHOWN AS PER THE FOLLOWING SPECIFICATIONS FOR MATERIALS AND WORKS OF 1970.
- ii) (RS) CONCRETE BRIDGE CODE 1981 (REVISED) (READ IN CONJUNCTION WITH RELEVANT I.S. SPECIFICATIONS MENTIONED THERE IN.
- iii) (RS) BRIDGE SUB-STRUCTURE CODE 1985 (RMD)
- iv) (RS) BRIDGE PILES.
- 2. FOUNDATION: CONTINGUAL MASS, CC IN 20 GRADE USING 40 MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- 3. PILING: STRUCTURE- CONTINGUAL MASS CC IN 20 GRADE USING 40 MM MAX. AGGREGATE OF APPROVED QUALITY.
- 4. CONCRETE: CONTINGUAL CC IN 20 GRADE USING 20 MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- 5. PILING: HAND PICKED ROUND STONE PILING 300 THICK OVER 150 MM THICK GRAVEL BEDDING CONSISTING OF WELL GRADED GRAVEL OF MAX. SIZE 25 MM IS IN THE DRY TOWER 15 WALL CLOSING. BEDDING STONE PILING 300 THICK WITH UCBY PILING.
- 6. BRIDGE ABUT IN ON 1:5 CURB CC FOUNDATION.

REFERENCES

- 1. WORK RULES AND BACK FILLING PROVIDED AS PER DRA. NO. GM(M) SC/ BR/ 143-90.
- 2. DOUBLE BARS AND JACKETING PROVIDED AS PER ROAD DRA. NO. RPD. B-1097.

TRACK DETAILS	
LOADING	2 WHEEL
TRACK	STANDARD
AGGREGATE	1.5% TO 2.0%
NEW R.L.	443.576
NEW R.L.	443.576

GAUGE CONVERSION COMPLETION
DRAWING FOR BRIDGE No. 119

SOUTH CENTRAL RAILWAY

CAO/C/O/180 DRA. NO. CAO/C/BR/ 17-97 (cont)

GUNTUR - GUNTAKAL SECTION

CONVERSION OF TRACK FROM M.G. TO B.G. BETWEEN

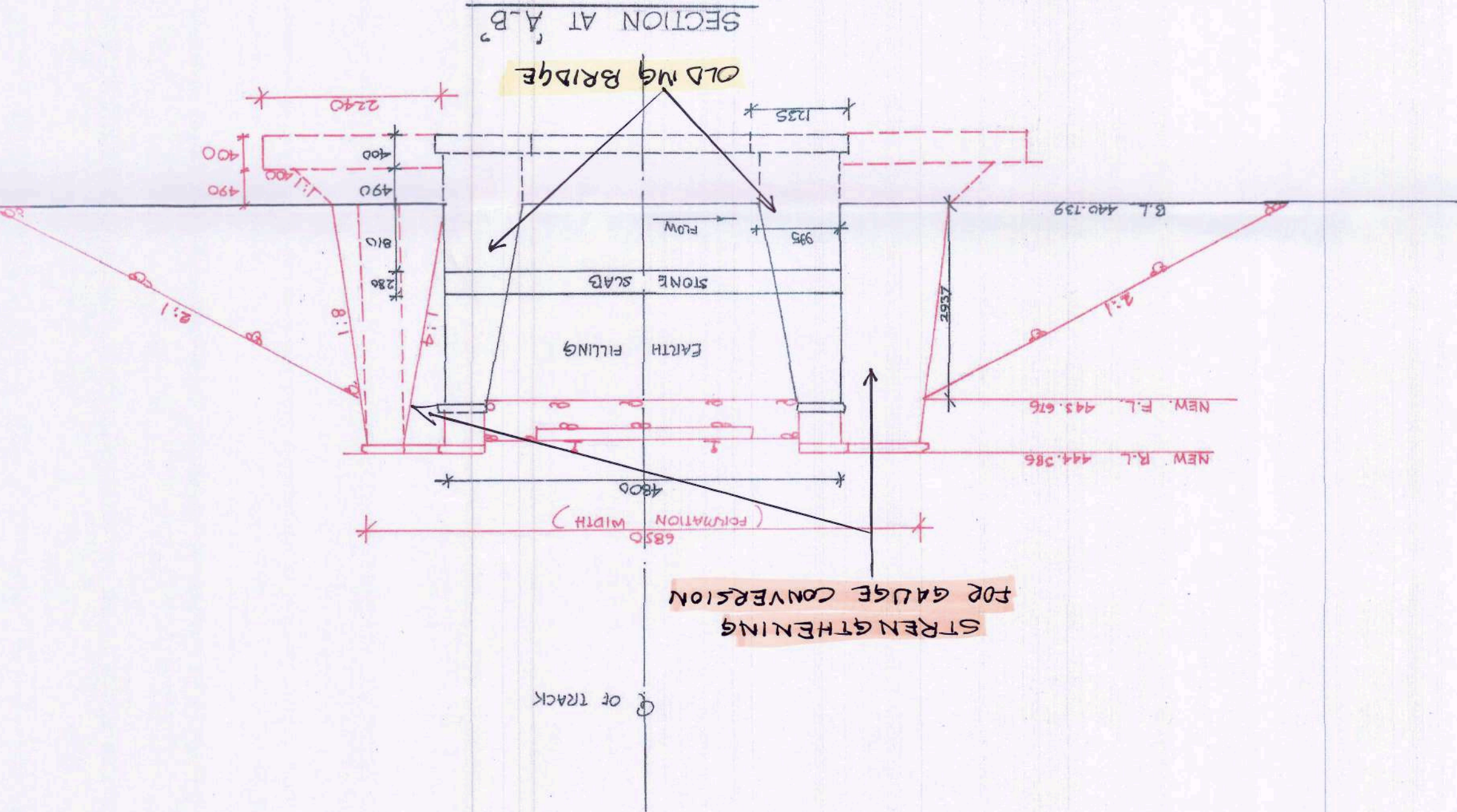
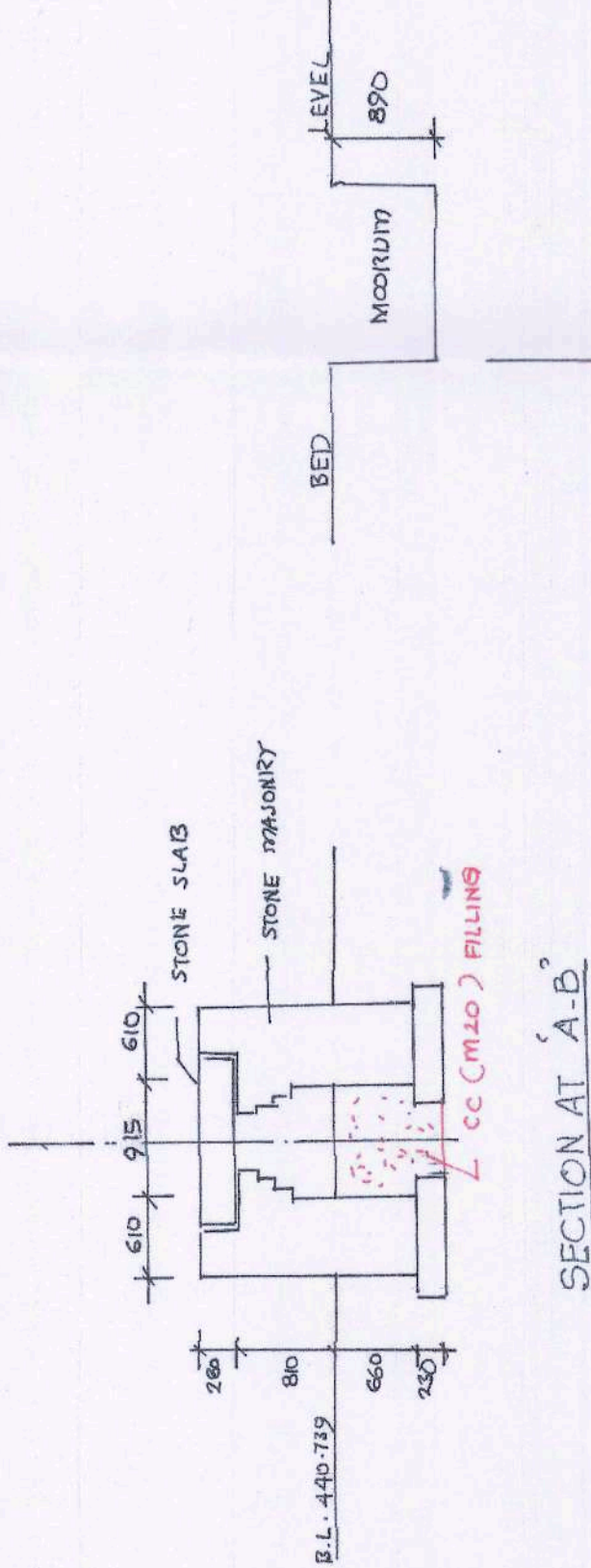
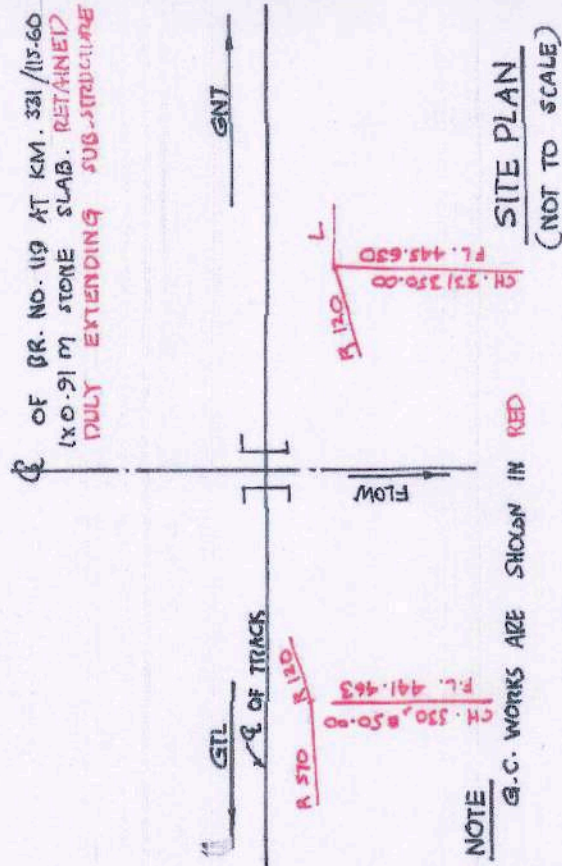
NANDYAL AND DRONACHELLAM STATIONS.

BRIDGE NO. 119 AT KM. 331/115.60 1X0.91 M

STONE SLAB. RETAINED ONLY EXTENDING

SUB-STRUCTURE BETWEEN MAIKAPURAM AND DRONACHELLAM STATIONS

SCALE: 1:50



DATA FOR COMPLETION DRAWING	
REFERENCE OF WORKING DRAWING	CAO/C/BR/ 655.95
DATE OF COMPLETION	20.6.96
DATE OF COMPLETION	17.11.96
AGREEMENT NO.	73/CAO/C/SC/96 DT 16.5.96
AGENCY	SRI. A. PRADHANIA DEPT. HYDROGRAPHY
NAMES OF OFFICIALS IN CHARGE	
DEPUTY CHIEF ENGINEER	SRI. PRADHAN LAL
ASSISTANT ENGINEER	SRI. C. SHARADHA
SENIOR SECTION ENGINEER	SRI. R. SUDHAKAR

CERTIFIED THAT THE WORK HAS BEEN EXECUTED
AND COMPLETED AS PER THIS DRAWING.

C. SHARADHA
ABV/C/SC/NOL

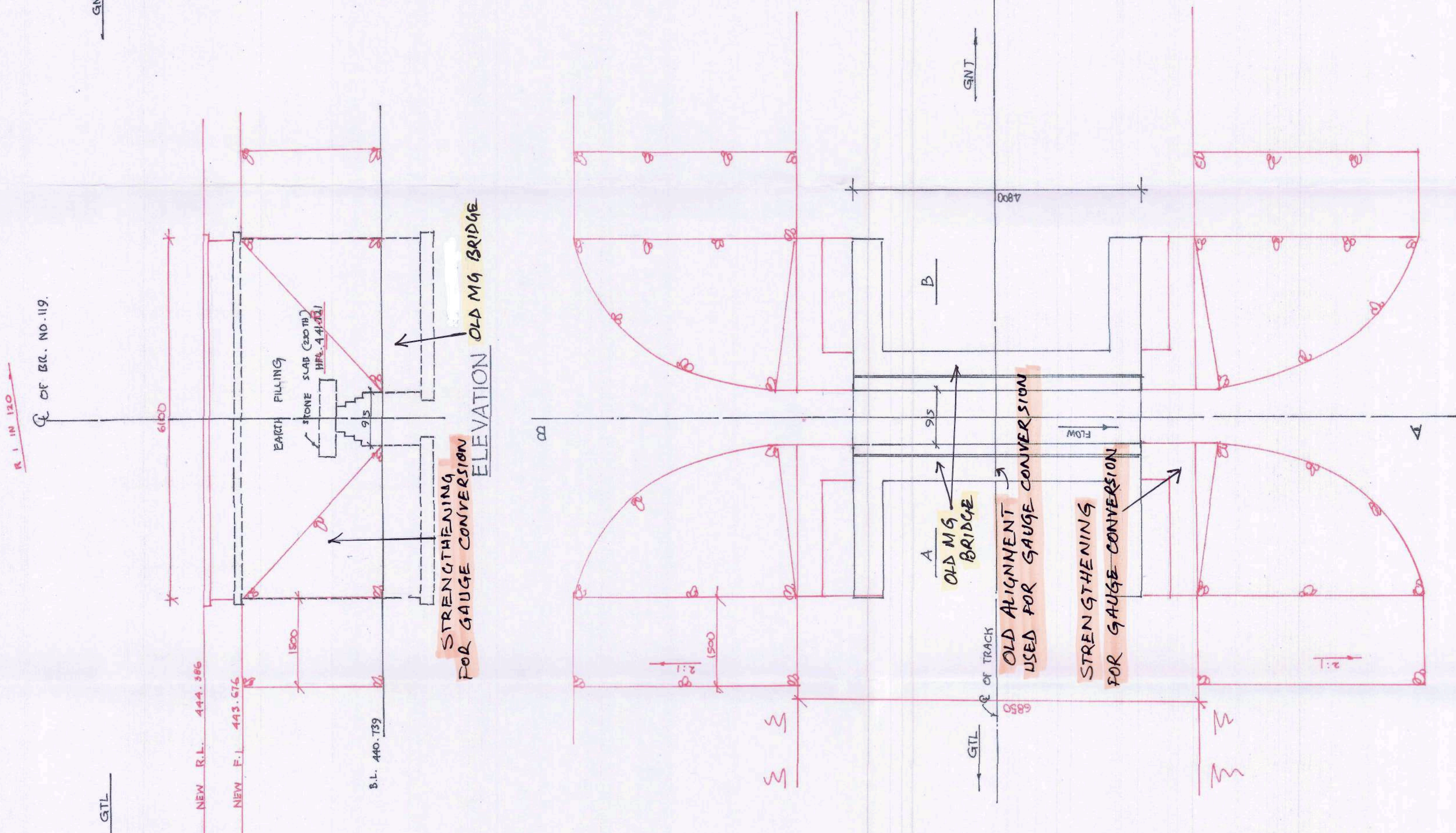
(M. SHARADHA)
DEC/SC/SC/NOL

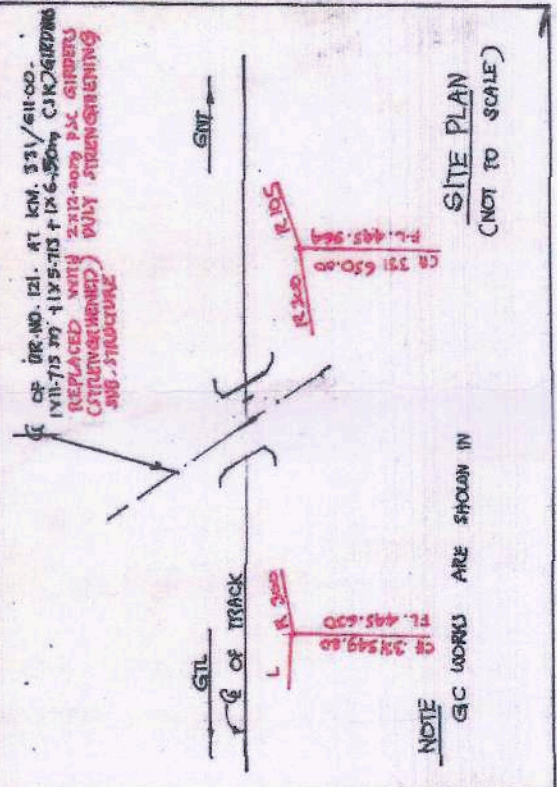
COUNTER SIGNED

R. SUDHAKAR
FOR CHIEF ADMINISTRATIVE OFFICE (CON)
S.C. TOLLWAY RECONSTRUCTION.

VERIFIED BY ME	
SIGNATURE	
NAME	C. SHARADHA
DESIGNATION	ABV/C/SC/NOL

PLAN





NOTES:-

1. ALL DIMENSIONS AND STATIONS IN MILLIMETERS.
2. THE VERTICAL CURVED OUT LINES ARE CONSIDERED AS APPROXIMATE.
3. THE VERTICAL CURVED IN LINES ARE CONSIDERED AS APPROXIMATE.
4. THE VERTICAL CURVED OUT LINES ARE CONSIDERED AS APPROXIMATE.
5. THE VERTICAL CURVED IN LINES ARE CONSIDERED AS APPROXIMATE.

SPECIFICATIONS

1. ALL THE WORK SHALL BE DONE AS PER THE SPECIFICATIONS AND STANDARDS OF THE RAILWAY DEPARTMENT.
2. THE WORK SHALL BE DONE AS PER THE SPECIFICATIONS AND STANDARDS OF THE RAILWAY DEPARTMENT.
3. THE WORK SHALL BE DONE AS PER THE SPECIFICATIONS AND STANDARDS OF THE RAILWAY DEPARTMENT.
4. THE WORK SHALL BE DONE AS PER THE SPECIFICATIONS AND STANDARDS OF THE RAILWAY DEPARTMENT.
5. THE WORK SHALL BE DONE AS PER THE SPECIFICATIONS AND STANDARDS OF THE RAILWAY DEPARTMENT.

REFERENCES:-

1. SPECIFICATIONS FOR BRIDGES AND STRUCTURES.
2. SPECIFICATIONS FOR BRIDGES AND STRUCTURES.
3. SPECIFICATIONS FOR BRIDGES AND STRUCTURES.

GAUGE CONVERSION COMPLETION
DRAWING FOR BR NO. 121

TRACK DETAILS
LOADING
UNLOADING
STRENGTHENING
NEW P.L. 446.463
NEW P.L. 446.463

DATA FOR COMPLETION DRAWING
REFERENCE OF VERNACULAR
DATE OF COMPLETION
DATE OF COMPLETION
AGREEMENT NO.
AGREEMENT NO.
AGREEMENT NO.
AGREEMENT NO.
AGREEMENT NO.
AGREEMENT NO.
AGREEMENT NO.
AGREEMENT NO.
AGREEMENT NO.

CERTIFIED THAT THE WORK HAS BEEN EXECUTED AND COMPLETED AS PER THIS DRAWING

CERTIFIED BY
NAME
DESIGNATION

COUNTER SIGN

CERTIFIED BY
NAME
DESIGNATION

VERIFIED BY ME
SIGNATURE
NAME
DESIGNATION

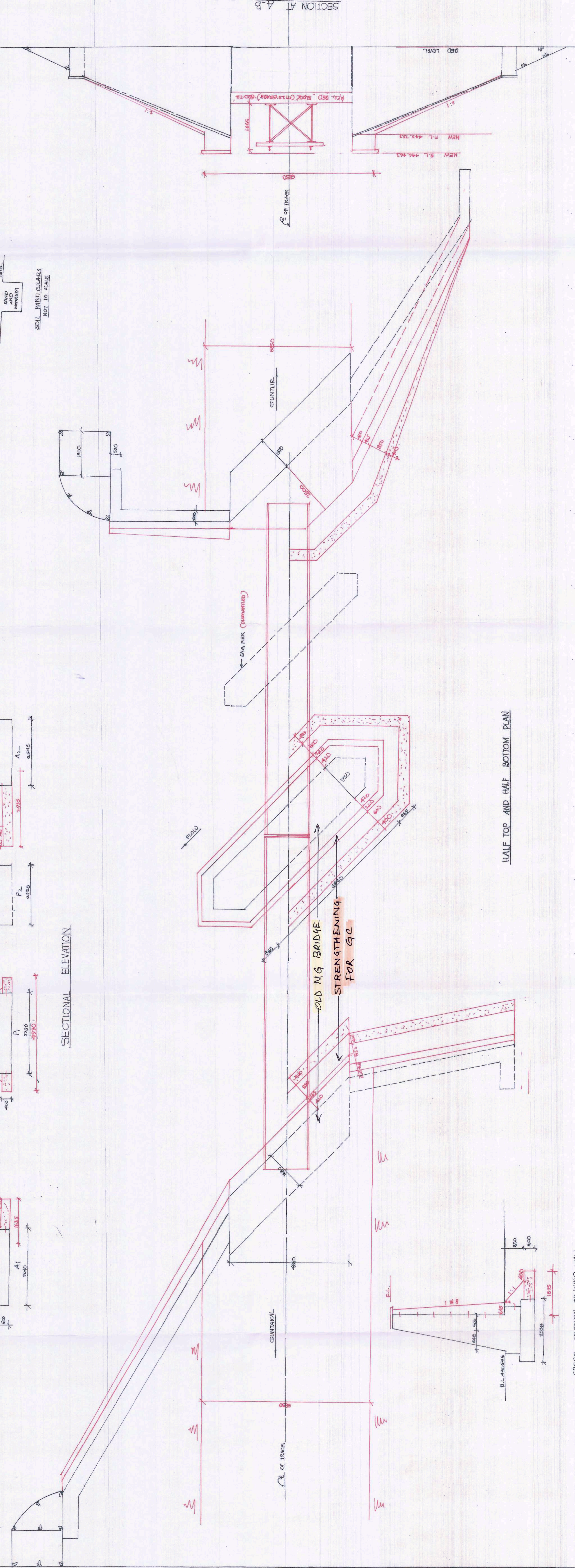
SOUTH CENTRAL RAILWAY

CHD/C/O/13C DING NO. CHD/C/O/13C/19-97 (Comp)

GUNTUR - GUNTAKAL SECTION

CONVERSION OF TRACK FROM MG TO BG BETWEEN
MADURAI AND DINDIGUL STATIONS
BRIDGE NO. 121 AT KM. 331/6100, 1X1.05M +
1X1.05M + 1X 6.50M G2 GIRTHS REPLACED WITH
1X1.05M + 1X 6.50M G2 GIRTHS REPLACED WITH
STRENGTHENING SUB. STRUCTURE BETWEEN
MADURAI AND DINDIGUL STATIONS

SCALE: 1:50



CROSS SECTION OF WING WALL AT MAX HEIGHT

HALF TOP AND HALF BOTTOM PLAN

