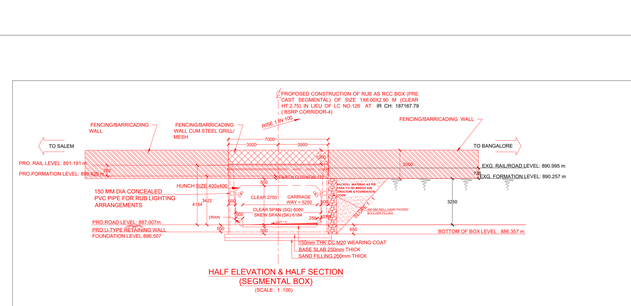
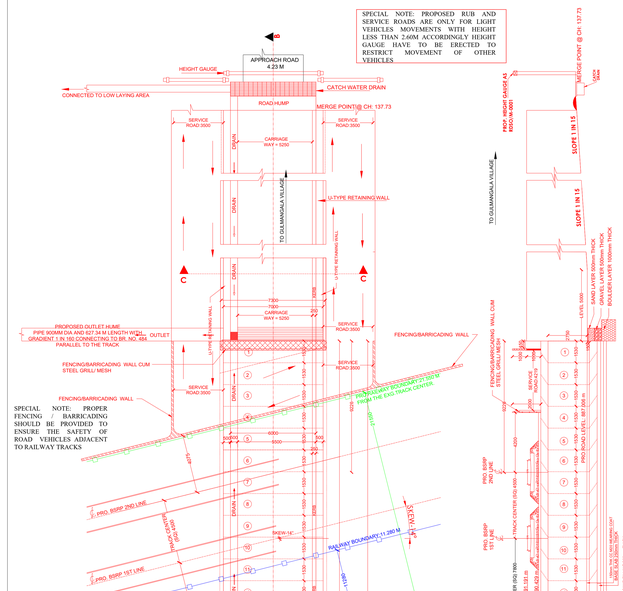
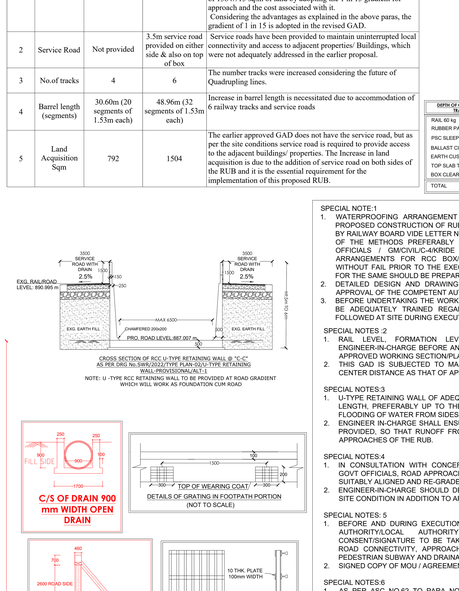
VIDE LETTER NO.KRIDE/BSRP/C-4/GAD/39 DATE: 03.06.2026, General Manager/Civil/C4 STATED THAT, THE EARLIER APPROVED GAD HAD BEEN REVIEWED AND WAS OBSERVED THAT CERTAIN MODIFICATIONS IN THE NO. OF TRACKS, APPROACH ARRANGEMENT WERE NECESSARY WITH THE EXISTING ROAD NETWORK AND CONTRACTIBILITY OF THE RUB.
ACCORDINGLY, THE REVISED GAD INCORPORATES THE FOLLOWING CHANGES FROM THE EARLIER APPROVED GAD.

| Sl No | Parameter | Approved GAD | Revised | KRIDE's reply |
|---|---|---|---|---|
| 1 | Approach Gradient | 1 in 25 | 1 in 25 | There is road junction/cross road in the immediate vicinity of the proposed RUB on Chintanamadivala side. Adoption of a flatter gradient would have considerably increased the approach road length, there by adversely affecting the existing junction geometry. The earlier approved GAD does not have the service road, but as per the site conditions service road is required to provide access to the adjacent buildings/ properties. The adoption of 1 in 25 gradient with service road requires land acquisition 1504 sq.m. There is savings of 1384.715 sq.m of land by adopting the 1 in 15 gradient for approach and the cost associated with it.<br>Considering the advantages as explained in the above paras, the gradient of 1 in 15 is adopted in the revised GAD. |
| 2 | Service Road | Not provided | 3.5m service road provided on either side & also on top of box | Service roads have been provided to maintain uninterrupted local connectivity and access to adjacent properties/ Buildings, which were not adequately addressed in the earlier proposal. |
| 3 | No.of tracks | 4 | 6 | The number tracks were increased considering the future of Quadrupling lines. |
| 4 | Barrel length (segments) | 30.60m (20 segments of 1.53m each) | 48.96m (32 segments of 1.53m each) | Increase in barrel length is necessitated due to accommodation of 6 railway tracks and service roads |
| 5 | Land Acquisition Sqm | 792 | 1504 | The earlier approved GAD does not have the service road, but as per the site conditions service road is required to provide access to the adjacent buildings/ properties. The Increase in land acquisition is due to the addition of service road on both sides of the RUB and it is the essential requirement for the implementation of this proposed RUB. |




SPECIAL NOTE: PROPOSED RUB AND SERVICE ROADS ARE ONLY FOR LIGHT VEHICLES MOVEMENTS WITH HEIGHT LESS THAN 2.60M( ACCORDINGLY HEIGHT GAUGE HAVE TO BE ERECTED TO RESTRICT MOVEMENT OF OTHER VEHICLES




| DEPTH OF CONSTRUCTION FROM EXISTING IR TRACKS TO PRO. ROAD LEVEL | | |
|---|---|---|
| RAIL 60 kg | : | 172 mm |
| RUBBER PAD | : | 6 mm |
| PSC SLEEPER | : | 210 mm |
| BALLAST CUSHION | : | 350 mm |
| EARTH CUSHION | : | 000 mm |
| TOP SLAB THICKNESS | : | 500 mm |
| BOX CLEAR HEIGHT | : | 2750 mm |
| TOTAL | = | 3988 mm |

| DEPTH OF CONSTRUCTION FROM BSRP TRACKS TO PRO. ROAD LEVEL | | |
|---|---|---|
| RAIL 60 kg | : | 172 mm |
| RUBBER PAD | : | 10 mm |
| PSC SLEEPER | : | 200 mm |
| BALLAST CUSHION | : | 350 mm |
| EARTH CUSHION | : | 172 mm |
| TOP SLAB THICKNESS | : | 500 mm |
| BOX CLEAR HEIGHT | : | 2750 mm |
| TOTAL | = | 4184 mm |

| EXISTING IR TRACK STRUCTURE | | |
|---|---|---|
| ALIGNMENT | : | STRAIGHT |
| GRADIENT | : | RISE 1 IN 100 |
| RAIL LEVEL | : | 890.995 m |
| FORMATION LEVEL | : | 890.257 m |
| SKEW ANGLE | : | 14.0° |
| ANGLE OF CROSSING | : | 76.0° |

| BSRP TRACK STRUCTURE | | |
|---|---|---|
| ALIGNMENT | : | STRAIGHT |
| GRADIENT | : | RISE 1 IN 100 |
| RAIL LEVEL | : | 891.191 m |
| FORMATION LEVEL | : | 890.429 m |
| SKEW ANGLE | : | 14.0° |
| ANGLE OF CROSSING | : | 76.0° |




SPECIAL NOTE:1
1. WATERPROOFING ARRANGEMENT FOR RCC BOX/U-TYPE RETAINING WALL JOINTS FOR PROPOSED CONSTRUCTION OF RUB SHALL BE PROVIDED AS PER INSTRUCTIONS CONVEYED BY RAILWAY BOARD VIDE LETTER NO. 2017/CE-IV/RUB/88 (RDSO) PT. DATED 16.01.2026 BY ONE OF THE METHODS PREFERABLY PLUG & SOCKET ARRANGEMENTS. CONCERNED KRIDE OFFICIALS / GM/CVIL/C-4/KRIDE HAS TO ENSURE THAT PROPER WATERPROOFING ARRANGEMENTS FOR RCC BOX/U-TYPE RETAINING WALL JOINTS ARE IMPLEMENTED WITHOUT FAIL PRIOR TO THE EXECUTION OF THE PROPOSED WORK. A DETAILED SCHEME FOR THE SAME SHOULD BE PREPARED AND SUBMITTED TO HEADQUARTERS FOR RECORD.
2. DETAILED DESIGN AND DRAWING OF JOINTS SHALL BE PROCESSED SEPARATELY FOR APPROVAL OF THE COMPETENT AUTHORITY.
3. BEFORE UNDERTAKING THE WORK, ALL THE CONTRACTOR'S SUPERVISORS & STAFF SHALL BE ADEQUATELY TRAINED REGARDING ALL SAFETY PROCEDURES, MEASURES TO BE FOLLOWED AT SITE DURING EXECUTION OF THE WORKS WITH HIGHEST SAFETY STANDARDS.

SPECIAL NOTES :2
1. RAIL LEVEL, FORMATION LEVEL ETC. SHOULD BE CROSS VERIFIED BY THE ENGINEER-IN-CHARGE BEFORE AND DURING EXECUTION OF WORK AT SITE AS PER LATEST APPROVED WORKING SECTION/PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
2. THIS GAD IS SUBJECTED TO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION/ L-SECTIONS.

SPECIAL NOTES:3
1. U-TYPE RETAINING WALL OF ADEQUATE HEIGHT SHOULD BE CONTINUED FOR A SUFFICIENT LENGTH, PREFERABLY UP TO THE HUMP AT BOTH SIDE APPROACHES OF RUB TO AVOID FLOODING OF WATER FROM SIDES.
2. ENGINEER IN-CHARGE SHALL ENSURE THAT PROPER DRAINAGE ARRANGEMENTS SHALL BE PROVIDED, SO THAT RUNOFF FROM NEARBY CATCHMENTS AREA SHALL NOT ENTER THE APPROACHES OF THE RUB.

SPECIAL NOTES:4
1. IN CONSULTATION WITH CONCERNED ROAD AUTHORITIES /LOCAL AUTHORITIES/ STATE GOVT OFFICIALS, ROAD APPROACHES ON EITHER SIDE OF THE PROPOSED RUB SHOULD BE SUITABLY ALIGNED AND RE-GRADED.
2. ENGINEER-IN-CHARGE SHOULD DECIDE THE PROPER DRAINAGE ARRANGEMENTS AS PER SITE CONDITION IN ADDITION TO ARRANGEMENTS SHOWN IN GAD.

SPECIAL NOTES: 5
1. BEFORE AND DURING EXECUTION OF WORK, CONCERNED STATE GOVERNMENT / ROAD AUTHORITY/LOCAL AUTHORITY OFFICIALS SHOULD BE CONTACTED AND CONSENT/SIGNATURE TO BE TAKEN IN GAD FOR DRAINAGE ARRANGEMENT, APPROACH ROAD CONNECTIVITY, APPROACH ROAD SLOPES, RESPONSIBILITY & MAINTENANCE OF PEDESTRIAN SUBWAY AND DRAINAGE.
2. SIGNED COPY OF MOU / AGREEMENT TO BE SUBMITTED TO HQ/SWR FOR RECORD.

SPECIAL NOTES:7
1. BEFORE UNDERTAKING THE WORK, ALL THE CONTRACTOR'S SUPERVISORS AND STAFF SHALL BE ADEQUATELY TRAINED REGARDING ALL SAFETY PROCEDURES AND MEASURES TO BE FOLLOWED AT SITE DURING EXECUTION OF THE WORKS, ENSURING THE HIGHEST SAFETY STANDARDS.
2. ENGINEER-IN-CHARGE SHALL ENSURE THE PROPER WORKING OF THE CRANES AND ALL MACHINERY AND TOOLS DEPLOYED FOR EXECUTION OF THE WORK WELL IN ADVANCE BY DULY CONDUCTING A MOCK DRILL FOR LAUNCHING OF GIRDERS.
3. A CERTIFIED COPY OF THE CRANE LOAD CHART, DULY INDICATING THE NAME AND TYPE OF THE CRANE, AS WELL AS THE PROPOSED BOOM LENGTH AND WORKING RADIUS, SHALL BE SUBMITTED TO HQ WHILE SEEKING PCE SANCTION.

SPECIAL NOTES 8:
1. THIRD PARTY INSPECTION (TPI) OF THE WORKING CRANE, SPARE CRANE, AND ALL OTHER LIFTING EQUIPMENT & TOOLS SHALL BE CARRIED OUT PRIOR TO THE LAUNCHING OF GIRDERS TO ENSURE THEIR GOOD WORKING CONDITION & CERTIFICATE OF INSPECTION SHALL BE DISPLAYED AT THE SITE.
2. A SUITABLE ELEVATED MACHINE CRANE OF CAPACITY, ALONG WITH ONE SPARE CRANE OF THE SAME CAPACITY SHALL BE ARRANGED WELL IN ADVANCE.
3. THE ENGINEER-IN-CHARGE SHALL ENSURE THE PROPER FUNCTIONING OF CRANES WELL BEFORE THE COMMENCEMENT OF WORK. IT SHALL ALSO BE ENSURED THAT SUFFICIENT OILS, TOOLS, AND PLANTS ARE AVAILABLE BEFORE THE COMMENCEMENT OF THE LAUNCHING WORK.
4. THE GUIDELINES ISSUED BY RAILWAY BOARD VIDE LETTER NO. 2015/CE-I/RUB/206, DATED 15.02.2016 AND 11.08.2016 SHALL BE STRICTLY FOLLOWED.
5. ALL TEMPORARY WORKS FORMING PART OF THE LAUNCHING SCHEME SHALL BE SUITABLY DESIGNED AND APPROVED BY THE ENGINEER-IN-CHARGE.
6. BEFORE UNDERTAKING THE WORK, ALL THE CONTRACTOR'S SUPERVISORS AND STAFF SHALL BE ADEQUATELY TRAINED REGARDING ALL SAFETY PROCEDURES AND MEASURES TO BE FOLLOWED AT SITE DURING EXECUTION OF THE WORKS, ENSURING THE HIGHEST SAFETY STANDARDS.
7. ENGINEER-IN-CHARGE SHALL ENSURE THE PROPER WORKING OF THE CRANES AND ALL MACHINERY AND TOOLS DEPLOYED FOR EXECUTION OF THE WORK WELL IN ADVANCE BY DULY CONDUCTING A MOCK DRILL FOR LAUNCHING OF RCC BOX AND TEMPORARY GIRDER.
8. A CERTIFIED COPY OF THE CRANE LOAD CHART, DULY INDICATING THE NAME AND TYPE OF THE CRANE, AS WELL AS THE PROPOSED BOOM LENGTH AND WORKING RADIUS, SHALL BE SUBMITTED TO HQ WHILE SEEKING PCE SANCTION.

SPECIAL NOTES SNT KRIDE:-
1. JOINT INSPECTION TO BE CARRIED OUT TO IDENTIFY CABLES BEFORE THE COMMENCEMENT OF EARTH WORK.
2. SHIFTING OF OFC, QUAD CABLES PASSING THROUGH THE PROPOSED ALIGNMENT SHALL BE CARRIED OUT. IF CABLES ARE EXPOSED, SECURE THE CABLES PROPERLY TO AVOID DAMAGES.

SPECIAL NOTES ELECTRICAL KRIDE:-
1. DURING THE EARTH WORKS IT SHOULD BE ENSURED THAT NO FOUNDATION OF ANY OHE STRUCTURE IS EXPOSING.
2. TWO INDEPENDENT EARTHING SHOULD BE ENSURED FOR ROB GIRDER.
3. OHE SLEWING AND RESTORATION TO BE CARRIED OUT BY KRIDE UNIT.
4. SUFFICIENT POWER BLOCK AND LINE BLOCK SHALL BE PLANNED BEFORE AND AFTER ISNPECTION OF GIRDER FOR OHE SLEWING.

**NOTE: DETAILED MODUS OPERANDI WITH CRANE DETAILS AND ITS LOAD CHART WILL BE SUBMITTED ALONG WITH THE TAD AFTER APPROVAL OF GAD. METHOD OF WATER PROOFING BEING ADOPTED SHALL BE APPROVED BY ENGINEER INCHARGE AND FOLLOWED AT SITE**

**NOTE:**
1. 150MM DIA CONCEALED PVC PIPE TO BE PROVIDED ALONG THE INNER SIDE OF THE WALL ON LEFT SIDE OF THE TRAFFIC DIRECTION OF RUB AT HEIGHT OF 2.2M FROM THE ROAD LEVEL FOR PROVIDING RUB LIGHTING ARRANGEMENTS.
2. OPENING SHOULD BE PROVIDED IN THE PVC PIPE AT CENTRE OF EACH SEGMENT OR AT INTER DISTANCE OF 2 M ALONG THE TOTAL BARREL LENGTH OF RUB.

**SPECIAL NOTES 9:**
1. INSTRUCTIONS CONVEYED VIDE PCE'S CIRCULAR NO.01/2015 DATED: 09/03/2015 REGARDING WORK DISCIPLINE AT SITE AND AS PER PCE CIRCULAR NO 01/2021 DATED: 22.04.2021 REGARDING "ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS" TO BE STRICTLY FOLLOWED.
2. SCHEME FOR SEALING OF JOINTS OF RCC BOX SEGMENTS AS PER HQ/SWR'S LETTER NO.SWR/2020/STR-45/RUB DATED:12.07.2020, DATED:12.07.2021, SHALL BE REFERRED AND SAME PROCEDURE SHALL BE FOLLOWED IN FIELD.
3. INSTRUCTIONS CONVEYED VIDE PCE'S CIRCULAR NO.05/2021 DATED: 01/09/2021 REGARDING DRAINAGE IN RUB/SUBWAY TO BE FOLLOWED.
4. U-TYPE RETAINING WALL OF ADEQUATE HEIGHT SHOULD BE CONTINUED FOR A SUFFICIENT LENGTH UP TO THE HUMPS (MERGING POINTS) TO AVOID FLOODING OF WATER FROM SIDES.
5. ENGINEER IN-CHARGE SHALL ENSURE THAT PROPER DRAINAGE ARRANGEMENTS SHALL BE PROVIDED, SO THAT RUNOFF FROM NEARBY CATCHMENTS AREA SHALL NOT ENTER THE APPROACHES OF THE RUB'.

**SPECIAL NOTES 10:**
1. BEFORE EXECUTION OF THE WORK CONCERNED STATE GOVT OFFICIALS TO BE CONTACTED REGARDING RESPONSIBILITY NOTES AND TRAFFIC DIVERSION.
2. IN CONSULTATION WITH CONCERNED STATE GOVT OFFICIALS, ROAD APPROACHES ON EITHER SIDE OF THE PROPOSED RUB SHOULD BE SUITABLY ALIGNED AND RE-GRADED BY KRIDE AUTHORITY.
3. ENGINEER-IN-CHARGE SHOULD DECIDE THE PROPER DRAINAGE ARRANGEMENTS AS PER SITE CONDITION IN ADDITION TO ARRANGEMENTS SHOWN IN GAD.
4. AFTER CONSTRUCTION OF RUB, ENGINEER IN-CHARGE SHOULD ENSURE THAT ALL THE SUITABLE ARRANGEMENTS ARE TO BE DONE TO AVOID THE ENTRY OF STORM WATER FROM BRIDGE #62.
5. ALSO ENGINEER IN-CHARGE SHOULD BE ENSURED THAT THERE IS NO BACK FLOW OF WATER THROUGH DRAIN TOWARDS RUB SIDE FROM BRIDGE #62.
6. BEFORE AND DURING EXECUTION OF WORK, CONCERNED STATE GOVERNMENT / ROAD AUTHORITY OFFICIALS SHOULD BE CONTACTED AND CONSENT TO BE TAKEN IN GAD FOR DRAINAGE ARRANGEMENT, APPROACH ROAD CONNECTIVITY, APPROACH ROAD SLOPES, RESPONSIBILITY & MAINTENANCE OF PEDESTRIAN SUBWAY AND DRAINAGE.
7. SIGNED COPY OF MOU / AGREEMENT TO BE SUBMITTED TO HQ/SWR FOR RECORD.
8. A CERTIFIED COPY OF THE CRANE LOAD CHART, DULY INDICATING THE NAME AND TYPE OF THE CRANE, AS WELL AS THE PROPOSED BOOM LENGTH AND WORKING RADIUS, SHALL BE SUBMITTED TO HQ WHILE SEEKING PCE SANCTION.

## CERTIFICATE OF DRAINAGE ARRANGEMENT

IT IS CERTIFIED THAT THE DRAINAGE ARRANGEMENTS FOR PROPOSED CONSTRUCTION OF RUB IN LIEU OF LC.NO. 126 AT CH: 187176.79 BETWEEN CRLM & HLE STATIONS HAS BEEN THOROUGHLY CHECKED AT SITE AND ADEQUATE SLOPE FOR OUTLET OF RAIN WATER FROM THE RUB TO THE NEARBY LOW LAYING AREA IS AVAILABLE AND ALL NECESSARY ARRANGEMENTS FOR PROPER DRAINAGE WILL BE ENSURED AND THERE WILL BE NO WATER LOGGING OR PROBLEM OF DRAINAGE IN FUTURE AFTER CONSTRUCTION OF RUB.

HARI H PILLAI Digitally signed by HARI H PILLAI
Date:2026.03.17 11:40:23 +05'30'
GM/C-4

SPECIAL NOTES 11:
1. THE SERVICE ROADS ARE COMING OVER THE PROPOSED RUB IN THIS REGARD SUITABILITY CHECK OF PROPOSED RCC BOX BRIDGE FOR CARRYING SERVICE ROAD LOAD SHOULD BE DONE AND SUBMITTED WHILE SEEKING PCE SANCTION FOR EXECUTION.
2. THE REFERRED STRUCTURAL DESIGN & DRAWING IS SUITABLE FOR RCC BOX OF SIZE 1 + 6.00 + 4.070 M WITH AN EARTH CUSHION OF 547 MM, WHEREAS THE PROPOSED RUB CONSISTS OF RCC BOX OF SIZE 1 + 6.00 + 2.90 M WITH AN EARTH CUSHION OF 172 MM (FOR PROPOSED TRACKS) AND 0.0MM EARTH CUSHION (FOR EXISTING TRACK), HENCE, THE SUITABILITY OF THE RCC BOX FOR 0.0MM AND 172MM EARTH CUSHION SHALL BE CHECKED AND SUBMITTED WHILE OBTAINING PCE SANCTION FOR EXECUTION.

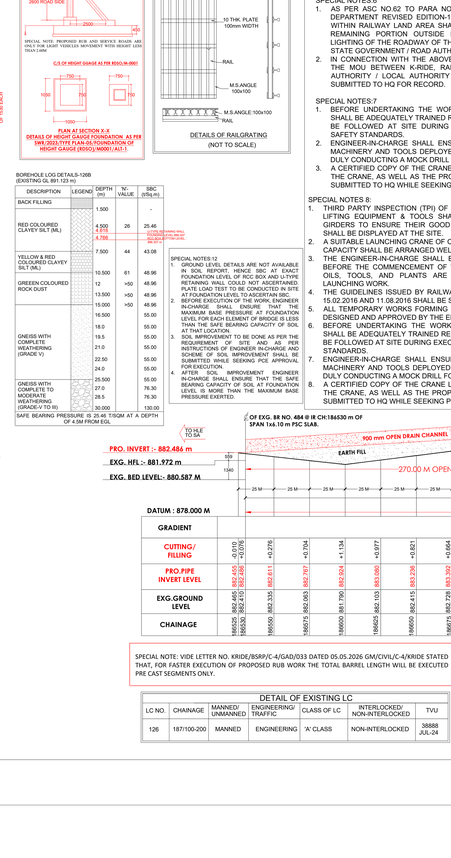
## JUSTIFICATION FOR PROVIDING SERVICE ROAD ON PROPOSED RUB:

VIDE LETTER NO. KRIDE/BSRP/C-4/GAD/037 DATED:21.05.2026, DIRECTOR/PROJECTS & PLANNING/KRIDE HAS IT'S STATED THAT,
1. TO AVOID ADDITIONAL LAND ACQUISITION & DISMANTLING OF BUILDING ON RHS SIDE, ROAD ABOVE RUB IS PROPOSED WITH U-TURN ABOVE THE BOX SO THAT ACCESS FOR RESIDENTS IS PROVIDED.
2. ON LHS SIDE, AREA IS INFRINGING AND ALREADY CONSTRUCTION OF BUILDING IS UNDER PROGRESS. HENCE SERVICE ROAD IS ESSENTIALLY REQUIRED & HENCE SERVICE ROAD WITH U-TURN IS PROVIDED.

SPECIAL NOTE: VIDE LETTER NO. KRIDE/BSRP/C-4/GAD/033 DATED 05.05.2026 GM/CIVIL/C-4/KRIDE STATED THAT, FOR FASTER EXECUTION OF PROPOSED RUB WORK THE TOTAL BARREL LENGTH WILL BE EXECUTED PRE CAST SEGMENTS ONLY.

| DETAIL OF EXISTING LC | | | | | | |
|---|---|---|---|---|---|---|
| LC NO. | CHAINAGE | MANNED/ UNMANNED | ENGINEERING/ TRAFFIC | CLASS OF LC | INTERLOCKED/ NON-INTERLOCKED | TVU |
| 126 | 187/100-200 | MANNED | ENGINEERING | 'A' CLASS | NON-INTERLOCKED | 38888 JUL-24 |







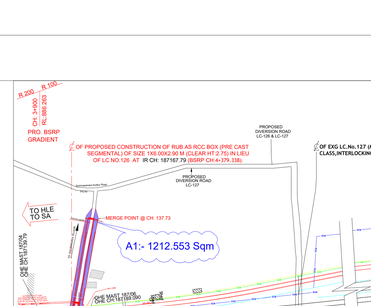






## ALTERATION TABLE

| ALT NO | DESCRIPTION | SIGNATURES |
|---|---|---|




NOTE: BEFORE AND DURING EXECUTION OF WORK, CONCERNED STATE GOVERNMENT / ROAD AUTHORITY/LOCAL AUTHORITY OFFICIALS SHOULD BE CONTACTED AND CONSENT/SIGNATURE TO BE TAKEN IN GAD FOR APPROACH ROAD CONNECTIVITY, APPROACH ROAD SLOPES, RESPONSIBILITY & MAINTENANCE OF PEDESTRIAN SUBWAY AND DRAINAGE

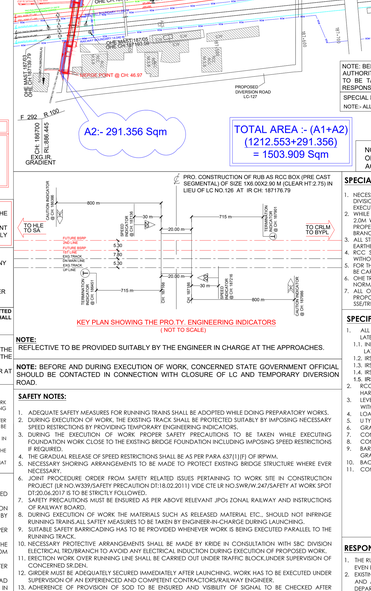
SPECIAL NOTE: **SEPARATE TAD TO BE SUBMITTED AFTER APPROVAL OF GAD.**

NOTE:- ALL DIVERSION ROADS ARE PROPOSED ONLY ON THE EXISTING ROAD NETWORK.

NOTE:-
1. PROPOSALS ARE SHOWN IN RED.
2. EXG.RAILWAY BOUNDARY DISTANCE ARE WITH RESPECT TO CENTER LINE OF EXG.TRACK.
3. BSRP RAILWAY BOUNDARY
4. LAND ACQUISITION DETAILS SHOWN IN KEY PLAN.
5. FUTURE QUADRUPLING LINE
6. TRACK IS STRAIGHT ON BRIDGE LOCATION.

KEY PLAN NOT TO SCALE

NOTE: BEFORE EXECUTION OF WORK, CONCERNED STATE GOVERNMENT / OFFICIAL SHOULD BE CONTACTED IN CONNECTION WITH LAND ACQUISITION




**NOTE:**
REFLETIVE TO BE PROVIDED SUITABLY BY THE ENGINEER IN CHARGE AT THE APPROACHES.

**NOTE:** BEFORE AND DURING EXECUTION OF WORK, CONCERNED STATE GOVERNMENT OFFICIAL SHOULD BE CONTACTED IN CONNECTION WITH CLOSURE OF LC AND TEMPORARY DIVERSION ROAD.

## SAFETY NOTES:

1. ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE ADOPTED WHILE DOING PREPARATORY WORKS.
2. DURING EXECUTION OF WORK, THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTIONS BY PROVIDING TEMPORARY ENGINEERING INDICATORS.
3. DURING THE EXECUTION OF WORK PROPER SAFETY PRECAUTIONS TO BE TAKEN WHILE EXECUTING EXCAVATION WORK CLOSE TO THE EXISTING BRIDGE FOUNDATION INCLUDING IMPOSING SPEED RESTRICTIONS IF REQUIRED.
4. THE GRADUAL RELEASE OF SPEED RESTRICTIONS SHALL BE AS PER PARA 637(1)(F) OF RPWM.
5. NECESSARY SHORING ARRANGEMENTS TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHERE EVER NECESSARY.
6. JOINT PROCEDURE ORDER FROM SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECT (E.NO.W/39/SAFETY PRECAUTION DT:18.02.2011) VIDE CTE I/E NO.SWR/W.247/SAFETY AT WORK SPOT DT:20.04.2017 IS TO BE STRICTLY FOLLOWED.
7. SAFETY PRECAUTIONS MUST BE ENSURED AS PER ABOVE RELEVANT JPOs FONAL RAILWAY AND INSTRUCTIONS OF RAILWAY BOARD.
8. DUR