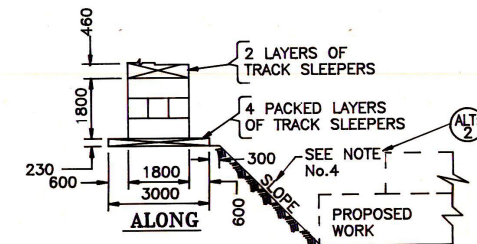
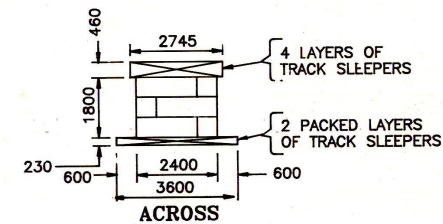
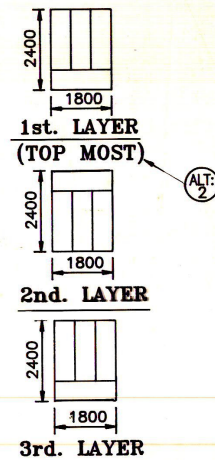
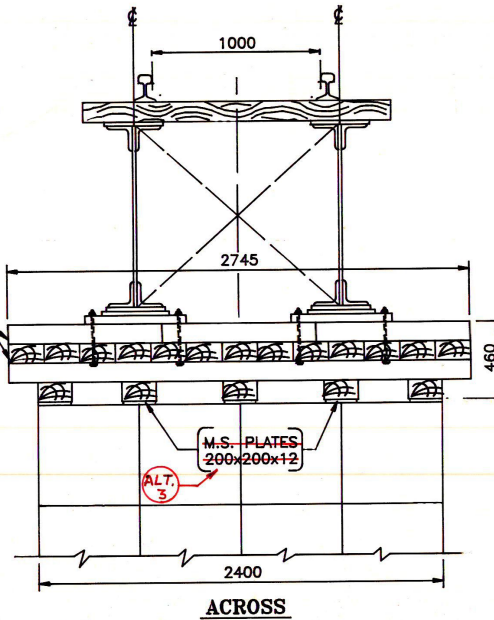


4 LAYERS
M.G. TRACK
SLEEPERS
HARD WOOD

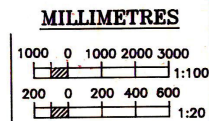


19. DURING SERVICE, THE TEMPORARY ARRANGEMENT SHALL BE KEPT UNDER STRICT WATCH BY D.E.N./A.E.N. CONCERNED.
18. ALL NUTS AND FASTENING ARRANGEMENTS SHOULD BE CHECKED & TIGHTENED DAILY.
17. ANCHORING OF TRACK ON APPROACHES SHALL BE DONE AS PER PARA 277 OF I.R. PERMANENT WAY MANUAL-1986.
16. GUARD RAILS SHALL BE PROVIDED OVER THE BRIDGE AS PER PARA 275 OF I.R. PERMANENT WAY MANUAL-1986 AND EXTENDED FOR 15 m (INSTEAD OF 6 m) ON BOTH THE APPROACHES.
15. THE SOIL BASE UNDER THE SLEEPER CRIB SHALL BE PROPERLY LEVELLED AND WELL CONSOLIDATED IN LAYERS OF 30 Cm.
14. THIS DRG. IS APPLICABLE FOR C.C. CRIB UPTO A HEIGHT OF 1.8 m. C.C. CRIB LAYERS ARE SERIALLY NUMBERED FROM TOP. CRIB ARRANGEMENT FOR LESSER HEIGHTS SHALL BE AS BELOW.
 - (a) FOR 1.2 m C.C. CRIB HEIGHT:- BOTTOM MOST LAYER OF C.C. CRIB MAY BE OMITTED.
 - (b) FOR 0.6 m C.C. CRIB HEIGHT:- BOTTOM TWO LAYERS OF C.C. CRIB MAY BE OMITTED.
13. 200x200x12 M.S. PLATES SHALL BE USED AT PANEL POINTS OF THE CRIB AT TOP TO LOAD THE CRIBS AT PANEL POINTS ONLY.
12. NUMBER OF CLAMPS IN VERTICAL LEGS SHALL BE DOUBLED IF THERE ARE VERTICAL JOINTS IN SUCCESSIVE LAYERS.
11. FOR CLARITY INTERMEDIATE PANELS OF THE CRIB UNITS ARE NOT SHOWN IN MAIN DRAWING.
10. 12.2 m SPAN M.G.M.L. GIRDER TO DRG. NO. RDSO/B-11023 HAS BEEN CONSIDERED AS RELIEVING GIRDER. RAILWAYS MAY USE THEIR OWN RELIEVING GIRDERS DULY CHECKED FOR STRESSES ALONG WITH SLIDING BEARINGS.
9. THE SPACE AVAILABILITY FOR CONSTRUCTION OF ABUTMENTS IN BETWEEN THE CRIBS SHOULD BE CHECKED IN ADVANCE.
8. SLEEPER LAYERS UNDER THE GIRDER BEARINGS SHALL BE BOLTED TOGETHER VERTICALLY AND FIRMLY HELD DOWN BY HOOK BOLTS ON TOP OF TRESTLES. THE ANCHOR BOLTS IN THE BEARING SHALL PASS THROUGH 2 LAYERS OF SLEEPERS AND PROVIDED WITH 100 DIA. WASHERS ON THEIR HEAD SIDE.
7. STEEL OF C.C. CRIBS SHALL CONFORM TO I.S.:226-1975 OR IS:2062-1984 GRADE "A" SEMI-KILLED.
6. FOR STANDARD C.C. CRIBS AND CLAMPS REFER DRG. NO. RDSO/B-1484/4.
5. THE DESIGN CATER FOR WIND LOAD AT 100 Kg/m².
4. SLOPE SHALL BE PROVIDED AS PER SITE CONDITIONS SO AS TO GIVE BEARING CAPACITY AT BOTTOM OF CRIB AT LEAST EQUAL TO 1.55 Kg/Cm². HOWEVER, SLOPE SHALL NOT BE LESS THAN 1:1.
3. MAXIMUM PERMISSIBLE SPEED ON CRIBS 30 Kmph.
2. STANDARD OF LOADING-M.G.M.L.
1. ALL DIMENSIONS ARE IN MILLIMETRES.

NOTE

SPECIFICATION

SCALE



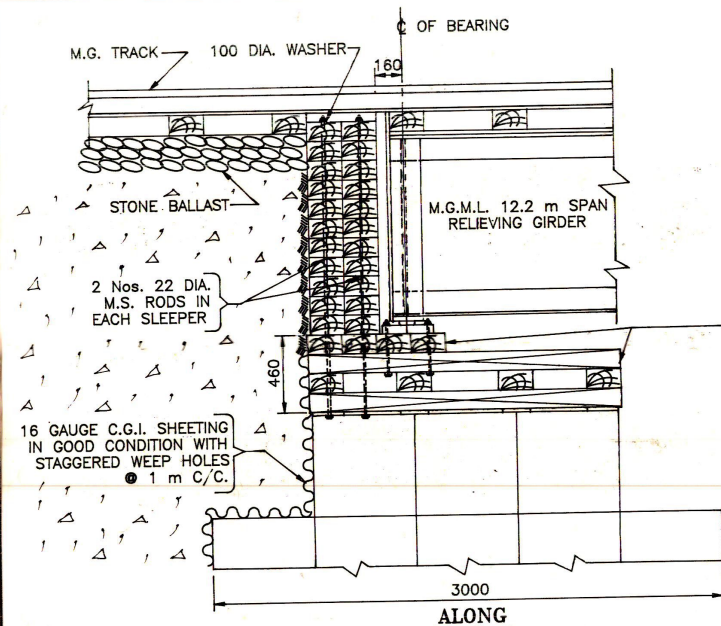
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3.	NOTE NO. 13 DELETED	24-5-93
2.	NOTE NOS. 4, 7, 13, 14 & 15 MODIFIED.	25-4-2000
1.	WEEP HOLES IN C.G.I. SHEETING PROVIDED.	

R. D. S. O.	
M.G.M.L. 12.2 m SPAN	
TEMPORARY ARRANGEMENT	
FOR ABUTMENT	
USING CHRIST CHURCH CRIBS	
(FOR MAX. BASE PRESSURE: 1.55 Kg/cm ²)	
30-11-90	
RDSO/B-1594	

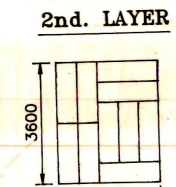
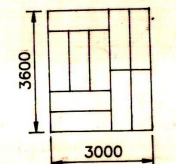
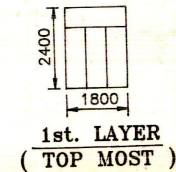
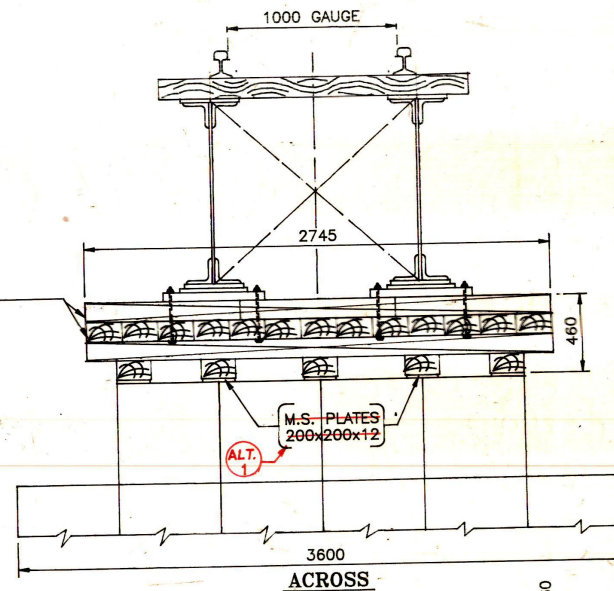
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PAGES 1 DONE BY:-S.S.KASHIVE
57-69 CHECKED BY:-N.K.Murthy

DRAWN BY:-R.B.GUPTA
CHECKED BY:-S.S.KASHIVE
TRACED BY:-
CHECKED BY:-

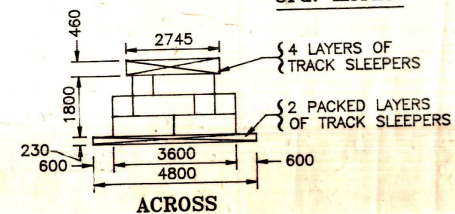
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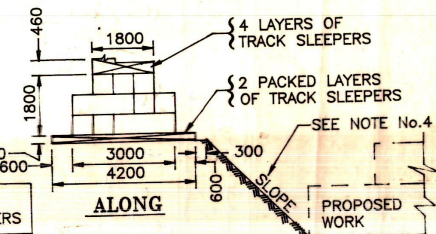
4 LAYERS
M.G. TRACK
SLEEPERS
HARD WOOD



3rd. LAYER



ACROSS

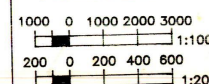


ALONG

TABLE SHOWING REQUIRED NUMBER OF C.C. CRIBS & SLEEPERS FOR DIFFERENT HEIGHT

CRIB HEIGHT IN (m)	No. OF C.C. CRIBS	No. OF M.G. SLEEPERS
1.8	24	175
1.2	14	175
0.6	4	175

MILLIMETRES



1. NOTE NO. 13 DELETED

- DURING SERVICE, THE TEMPORARY ARRANGEMENT SHALL BE KEPT UNDER STRICT WATCH BY D.E.N./A.E.N. CONCERNED.
- ALL NUTS AND FASTENING ARRANGEMENTS SHOULD BE CHECKED & TIGHTENED DAILY.
- ANCHORING OF TRACK ON APPROACHES SHALL BE DONE AS PER PARA 277 OF I.R. PERMANENT WAY MANUAL-1986.
- GUARD RAILS SHALL BE PROVIDED OVER THE BRIDGE AS PER PARA 275 OF I.R. PERMANENT WAY MANUAL-1986 AND EXTENDED FOR 15m (INSTEAD OF 6m) ON BOTH THE APPROACHES.
- THE SOIL BASE UNDER THE SLEEPER CRIB SHALL BE PROPERLY LEVELLED AND WELL CONSOLIDATED IN LAYERS OF 30 Cm.
- THIS DRAWING IS APPLICABLE FOR C.C. CRIB UPTO A HEIGHT OF 1.8 m. C.C. CRIB LAYERS ARE SERIALLY NUMBERED FROM TOP. CRIB ARRANGEMENT FOR LESSER HEIGHT SHALL BE AS BELOW:-
 - FOR 1.2m C.C. CRIB HEIGHT:- BOTTOM MOST LAYER OF C.C. CRIB MAY BE OMITTED.
 - FOR 0.6m C.C. CRIB HEIGHT:- BOTTOM TWO LAYERS OF C.C. CRIB MAY BE OMITTED
- 200x200x12 M.S. PLATES SHALL BE USED AT PANEL POINTS OF THE CRIB AT TOP TO ALT. 1
- LOAD THE CRIBS AT PANEL POINTS ONLY.
- NUMBER OF CLAMPS IN VERTICAL LEGS SHALL BE DOUBLED IF THERE ARE VERTICAL JOINTS IN SUCCESSIVE LAYERS.
- FOR CLARITY INTERMEDIATE PANELS OF THE CRIB UNITS ARE NOT SHOWN IN MAIN DRAWING.
- 12.2 m SPAN M.G.M.L. GIRDER TO DRG. No. RDSO/B-11023 HAS BEEN CONSIDERED AS RELIEVING GIRDER. RAILWAYS MAY USE THEIR OWN RELIEVING GIRDERS DULY CHECKED FOR STRESSES ALONG WITH SLIDING BEARINGS.
- THE SPACE AVAILABILITY FOR CONSTRUCTION OF ABUTMENTS IN BETWEEN THE CRIBS SHOULD BE CHECKED IN ADVANCE.
- SLEEPER LAYERS UNDER THE GIRDER BEARINGS SHALL BE BOLTED TOGETHER VERTICALLY AND FIRMLY HELD DOWN BY HOOK BOLTS ON TOP OF TRESTLES. THE ANCHOR BOLTS IN THE BEARING SHALL PASS THROUGH 2 LAYERS OF SLEEPERS AND PROVIDED WITH 100 DIA. WASHERS ON THEIR HEAD SIDE.
- STEEL OF C.C. CRIBS SHALL CONFORM TO IS:226-1975 OR IS:2062-1984 GRADE "A" SEMI-KILLED.
- FOR STANDARD C.C. CRIBS AND CLAMPS REFER DRG. No. RDSO/B-1484/4.
- THE DESIGN CATER FOR WIND LOAD AT 100 Kg/m².
- SLOPE SHALL BE PROVIDED AS PER SITE CONDITIONS SO AS TO GIVE BEARING CAPACITY AT BOTTOM OF CRIB AT LEAST EQUAL TO 1.0 Kg/Cm². HOWEVER, SLOPE SHALL NOT BE LESS THAN 1:1.
- MAXIMUM PERMISSIBLE SPEED ON CRIBS 30 Kmph.
- STANDARD OF LOADING-M.G.M.L.
- ALL DIMENSIONS ARE IN MILLIMETRES.

NOTE

SPECIFICATION

SCALE

ALT: DESCRIPTION DATE

R. D. S. O.

M.G.M.L. 12.2 m SPAN
TEMPORARY ARRANGEMENT
FOR ABUTMENT
USING CHRIST CHURCH CRIBS
(FOR MAX. BASE PRESSURE: 1.0 Kg/cm²)

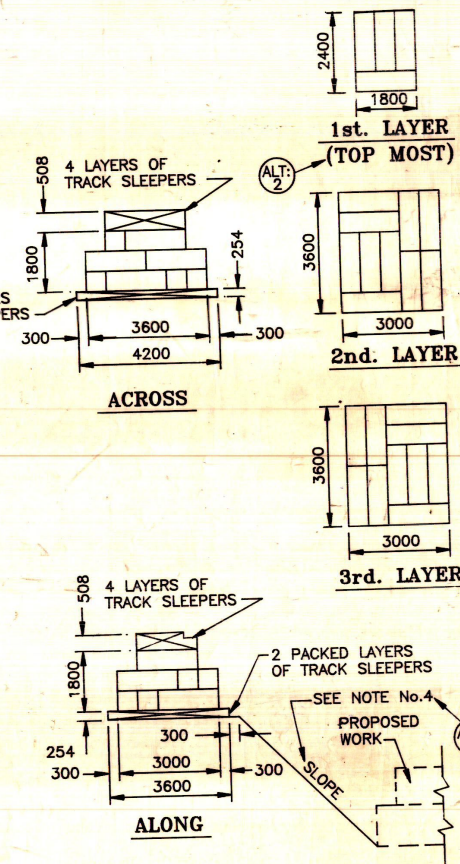
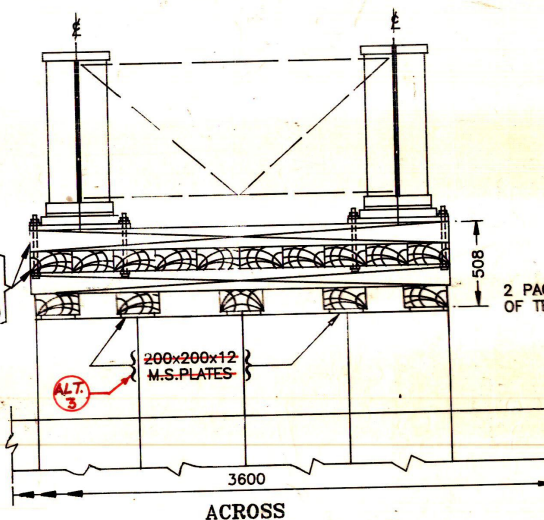
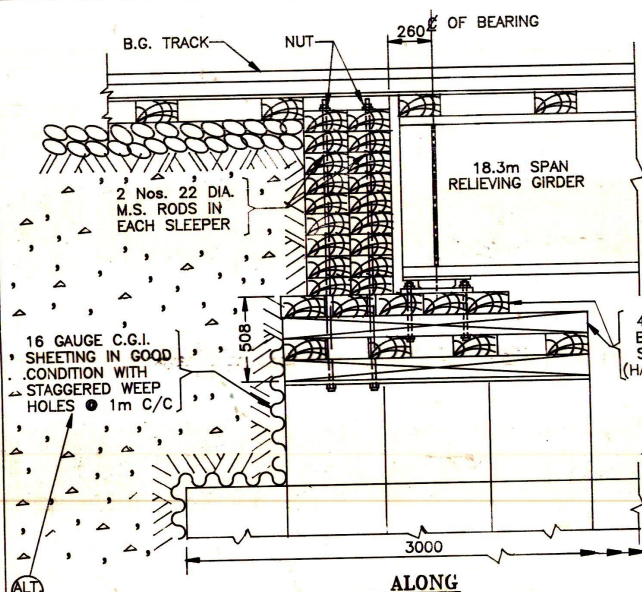
RDSO/B-1726

CALCULATION REGISTER NO. 83/93
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21 to 31 CHECKED BY-N.K.Murthy

DRAWN BY- R.B.GUPTA
CHECKED BY- *R.B.Gu*

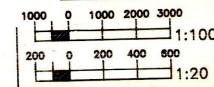
TRACED BY-
CHECKED BY- *R.B.Gu*

COMPUTER FILE NAME-B1594M (594x435)



19. DURING SERVICE, THE TEMPORARY ARRANGEMENT SHALL BE KEPT UNDER STRICT WATCH BY D.E.N./A.E.N. CONCERNED.
18. ALL NUTS AND FASTENING ARRANGEMENTS SHOULD BE CHECKED & TIGHTENED DAILY.
17. ANCHORING OF TRACK ON APPROACHES SHALL BE DONE AS PER PARA 277 OF I.R. PERMANENT WAY MANUAL.
16. GUARD RAILS SHALL BE PROVIDED OVER THE BRIDGE AS PER PARA 275 OF I.R. PERMANENT WAY MANUAL-1986 AND EXTENDED FOR 15m. (INSTEAD OF 6m.) ON BOTH THE APPROACHES.
15. THE SOIL BASE UNDER THE SLEEPER CRIB SHALL BE PROPERLY LEVELLED AND WELL CONSOLIDATED IN LAYERS OF 30 Cm.
14. THIS DRG. IS APPLICABLE FOR C.C. CRIB UP TO A HEIGHT OF 1.8m. C.C. CRIB LAYERS ARE SERIALLY NUMBERED FROM TOP. CRIB ARRANGEMENTS FOR LESSER HEIGHTS SHALL BE AS BELOW:-
 - (a) FOR 1.2m. C.C. CRIB HEIGHT :- BOTTOM MOST LAYER OF C.C. CRIB MAY BE OMITTED.
 - (b) FOR 0.6m. C.C. CRIB HEIGHT:- BOTTOM TWO LAYERS OF CRIBS MAY BE OMITTED. SLEEPER PROVIDED BELOW C.C. CRIB SHOULD PROJECT AT LEAST 600mm AROUND THE C.C. CRIB.
13. ~~200x200x12 M.S. PLATES SHALL BE USED AT PANEL POINTS OF THE CRIB AT TOP TO LOAD THE CRIBS AT PANEL POINTS ONLY.~~ ALT. 3
12. NUMBER OF CLAMPS IN VERTICAL LEGS SHALL BE DOUBLED IF THERE ARE VERTICAL JOINTS IN SUCCESSIVE LAYERS.
11. FOR CLARITY INTERMEDIATE PANELS OF THE CRIB UNITS ARE NOT SHOWN IN MAIN DRAWING.
10. 18.3m. SPAN EMERGENCY GIRDER TO DRG. No. RDSO/B-1568 HAS BEEN CONSIDERED AS RELIEVING GIRDER. RAILWAYS MAY USE THEIR OWN RELIEVING GIRDERS DULY CHECKED FOR STRESSES ALONG WITH SLIDING BEARINGS.
9. THE SPACE AVAILABILITY FOR CONSTRUCTION OF ABUTMENTS IN BETWEEN THE CRIBS SHOULD BE CHECKED IN ADVANCE.
8. SLEEPER LAYERS UNDER THE GIRDER BEARINGS SHALL BE BOLTED TOGETHER VERTICALLY AND FIRMLY HELD DOWN BY HOOK BOLTS ON TOP OF TRESTLES. THE ANCHOR BOLTS IN THE BEARING SHALL PASS THROUGH 2 LAYERS OF SLEEPERS AND PROVIDED WITH 100 DIA. WASHERS ON THEIR HEAD SIDE.
7. STEEL OF C.C. CRIBS SHALL CONFORM TO IS : 226-1975 OR IS:2062-1984 GRADE "A" SEMI-KILLED.
6. FOR STANDARD C.C. CRIBS AND CLAMPS REFER DRG. No. RDSO/B-1484/4.
5. THE DESIGN CATER FOR WIND LOAD AT 150 Kg/m².
4. SLOPE SHALL BE PROVIDED AS PER SITE CONDITIONS SO AS TO GIVE BEARING CAPACITY AT BOTTOM OF CRIB ATLEAST EQUAL TO 1.6 Kg/Cm². HOWEVER, SLOPE SHALL NOT BE LESS THAN 1:1.
3. MAXIMUM PERMISSIBLE SPEED ON CRIBS 30 kmph.
2. STANDARD OF LOADING-R.B.G.
1. ALL DIMENSIONS ARE IN MILLIMETRES.

MILLIMETRES



NOTE		SPECIFICATION		SCALE		ALT.	DESCRIPTION	DATE
3. NOTE No. 13 DELETED		2. NOTE Nos. 4,7,13, 14 & 15 MODIFIED.		1. C.G.I. SHEETING PROVIDED AND NOTE No.19 ADDED.				
EDBS DBS/58-1 DBS/58-1 DBS/58-1		25-4-2005		24-5-93				
R. D. S. O.		R.B.G. 18.3m SPAN		TEMPORARY ARRANGEMENT		FOR ABUTMENT		
						USING CHRIST CHURCH CRIBS		
						(FOR MAX. BASE PRESSURE 1.6 kg/Cm ²)		
						RDSO/B-1589		

CALCULATION REGISTER No. 42/90
PAGES DONE BY:-S.S.KASHIVE
43-59 CHECKED BY:-N.K.Murthy

DRAWN BY:-R.B.GUPTA
CHECKED BY:- S.S.KASHIVE

TRACED BY:-
CHECKED BY:-

COMPUTER FILE NAME B1589.DWG (594x435)