भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

S.No. 91

No. 91/W-I/Genl./0/30Pt.II

New Delhi, 18 March, 2009

The General Managers,
All Indian Railways

The General Manager(Con.),
N.F. Railway,
Maligaon, Guwahati.

The Chief Administrative
Officer/Con.,
All Indian Railways (Except N.F.Rly.)

Managing Director,
Rail Vikas Nigam Limited,
New Delhi

Sub: Provision of passenger platforms in GC projects.
Ref: Board's letter of even No. dated 17.07.2008.

Attention is invited to Board's letter of even no. dated 05.12.2003, prescribing guidelines for the provision of minimum low level passenger platform (renamed as medium level) on all GC projects. Vide Board's letter of even number dated 17.07.2008 revised instructions were issued to the effect that on GC projects A, B, C, D & E category of stations should have minimum medium level platforms and F category of stations (halts) can have rail level platforms.

2 On being pointed out by FA & CAO of one of the railways that the instructions do not mention the fact of their having been issued with concurrence of Finance Directorate of the Ministry of Railways, the matter has since been reviewed and the instructions issued vide letter dated 17.07.2008 mentioned above are now issued with the concurrence of Finance Directorate of Ministry of Railways.

(Virender Kumar)
Director Works-II

No. 91/W-I/Genl./0/30Pt.II

New Delhi, the .03.2009

Copy to:

i) FA&CAO/Con., All Indian Railways.

ii) Deputy Comptroller and Auditor General of India (Railways), Room No. 224, Rail Bhavan, New Delhi (together with 80 spares).

For Financial Commissioner/Railways

Copy to F(X)II Branch, Railway Board.

S.No. 4

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.98/W1/Genl/0/30-Pt.

New Delhi, Dated 13.08.08.

The General Managers,
All Indian Railways.

Joint Engineering & S&T Circular

Sub: Standardization of service buildings for S&T requirement.

1. In the estimates for new line, gauge conversion & doubling projects being submitted to Railway Board, area of service buildings proposed by Railways for S&T at a block section are varying. In order to standardize and keep it to bare minimum the requirement of buildings for S&T have been reviewed. Separate rooms for Axle counters, data loggers and telecom room for quad cable communication (except for OFC) are not considered necessary.

2. It has been decided that following rooms for S&T requirement be provided:-
   a) Stations having ASM room:-
      - Relay cum Axle counter room (7.1 x 4.6m).
      - IPS & Datalogger Equipment room (3.7x4.6m).
      - Battery room (3x4.6m).
      - DG cum solar room (3.7x4.6m).
      - Panel may be kept in the ASM room.

      Total area to be constructed is 79.7 sqm.
   b) In case ASM room does not exist (NL projects) or is not usable, a new ASM/Panel room (6.1x4.6m) may be constructed. Total area including ASM room is 107.6 sqm.
   c) In case the work involves provision of OFC system, an OFC room (3.6x 4.6m) may also be constructed for housing OFC equipments.

3. A typical building plan for S&T requirement at ¾ line stations is enclosed as annexure. It is also desirable that above buildings may be constructed away from PF area to ensure obstruction free movement of the passengers.

4. While framing estimates of Railways projects, above guidelines should be strictly followed.

This issues with the approval of Board (ME & ML).

13/8/08

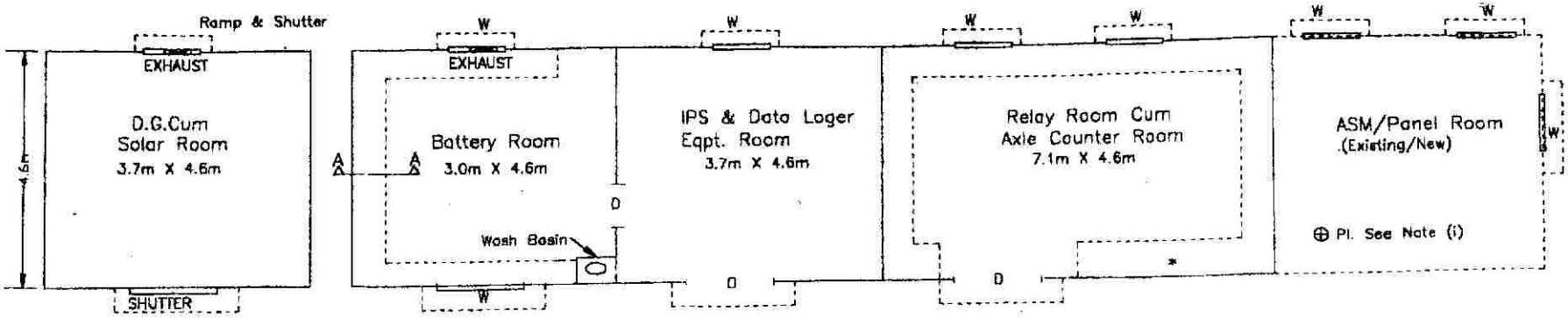
(R.L. Gupta)
Executive Director/Signal

13/8/08

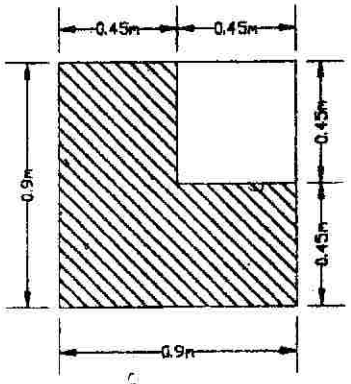
(P. K. Sanghi)
Executive Director/Works
O/C

13.8.08

DA: As above.
Copy to: CAO/Cs & CSTEs, PCEs All Indian Railways.



* Cable Duct of 0.3mX0.3m.
and 0.45m Below Ground Level



Battery Room
SECTION AT A–A

NOTE:–

(i) PANEL IS PROPOSED TO BE KEPT IN THE ASM ROOM IF EXISTING, OTHERWISE NEW ASM/PANEL ROOM OF SIZE 6.1m X 4.6m MAY BE PROVIDED.

(ii) IF THE WORK INVOLVES PROVISION OF OFC SYSTEM, A ROOM OF SIZE 3.6m X 4.6m MAY BE ADDITIONALLY PROVIDED TO HOUSE THE OFC EQUIPMENT.

(iii) THE ABOVE BUILDING SHALL BE CONSTRUCTED AWAY FROM PLATFORM SPACE SO AS NOT TO OBSTRUCT PASSENGER MOVEMENT.

(iv) SLABS ON THE WALLS OF BATTERY ROOM TO BE PROVIDED AS SHOWN.

(v) ALL DIMENSION ARE IN METERS.

TYPICAL BUILDING PLAN FOR SIG. EQUIPMEN

SN-42

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi, dated 04.07.2008

No.2002/W-2/SE/NL/07

The Chief Administrative Officer/Con.,
East Coast Railway,
Bhubaneswar.

Sub Acquisition of land without sanction of Detailed Estimate.

Ref:-Railway letter No.CE (CON-II) /BBS/ KUR-BLGR /22 / 0194 dt.21/01/08.

It has been observed that ECOR has gone ahead with acquisition of land for projects without the sanction of detailed estimate. It is a gross violation of extant instructions. It is needless to mention that as per extant rules, no work included in abstract estimate should be commenced or any expenditure be incurred till a detailed estimate for the same is prepared and sanctioned by Railway Board/GM depending upon the cost of the project.

Board (ME) desire to have an explanation for the violation and has desired that henceforth no expenditure should be incurred without sanction of detailed estimate.

Sanghi 4/7

(P.K. Sanghi)
ExecutiveDirector/Works
O/C

Copy to:- All CAO/Cs of the Indian Railway.

Issue 7/7/08

7/7/08

SN.47

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.98/W1/Genl/0/30-Pt.I **New Delhi, Dated 23.07.08.**

Chief Admn. Officer/Con.,
All Indian Railways.

Sub: Economy in New Line projects taken up on socio-economic considerations.
Ref: Railway Board's letter No.98/W-1/Genl./0/30-Pt. dated 13..06.08

General guidelines to be followed and the informations to be furnished while framing estimates were issued vide letter under reference. It was brought out that the tendency to provide facilities in extravagant and lavish manner has to be seriously curbed. Estimates pertaining to service buildings particularly those for housing the S&T and Electrical infrastructure, sheds in workshops, offices for inspectorial staff etc. have to be pruned down to bare minimum level. Such exercise becomes imperative while framing the estimates for New Line Projects sanctioned on socio-economic consideration. In order to reduce the cost of such New Line projects, Board has decided that following additional guidelines should be followed:

i) Ruling Gradient of 1 in 150 (c) can be adopted.
ii) Minimum land width to be acquired as per Appendix III of Engineering Code. Similarly exercise to be done for land to be acquired for Xing & halt stations to keep it to bare minimum.
iii) Second Hand rails with 250 mm ballast cushion should be adopted.
iv) Crossing stations to be planned at every 35-40 kms. Others can be halt stations. Xing stations be with two loops in terms of Railway Board's letter No.92/PL/14/1/WR dated 11.11.05 and 6.11.2001
v) Platforms to be medium level at crossing stations and rail level at others. Other facilities at station should be the minimum essential amenities required in terms of Railway Board letter No.1994/LMB/02/175 dated 17.01.2007.
vi) RUB/ROB can be provided to eliminate level crossings only if the formation level permits its construction without raising or lowering the formation level specifically to accommodate them.

Railway may observe above guidelines with overall objective of reducing the project cost while framing estimates of New Line projects taken up on socio-economic consideration.

(15)

23/7/08

23/7

(ANJUM PERVEZ)
DIRECTOR/WORKS-II
RAILWAY BOARD

O/C

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No.91/W-I/GenI/0/30-Pt.II New Delhi, dated 31.10.05

The General Managers,
All Indian Railways.

Sub:- Gauge Conversion – Provision of level crossings and yards.

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It has been observed that at number of places existing level crossings near MG yard subsequently fall within the station yard immediately after gauge conversion because of provision of longer loops. A level crossing in the yard, crossing number of lines, is not a desirable feature and becomes a source of public complaints.

Board have decided that this situation may be avoided by proper advance planning and shifting the level crossing beyond the facing point of the new BG yard.

(P.K. Sanghi) 31/10/05
O/C Executive Director/Works

Annexure-

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 96/W1/Genl/O/17 New Delhi, dated 12.9.97

The General Managers,
All Indian Railways.

The Chief Administrative Officer(Con),
All Indian Railways.

The Chief Engineers,
All Indian Railways.

Sub: **Raising of platform in gauge conversion projects**

There have been representations that MG platforms are not being raised a stations where gauge conversion is carried out. Apart from leading to inconvenience t passengers, it is also a safety hazard.

Board have decided as under:-

(i) Wherever gauge conversion works have been completed and sections opened for traffic, the raising of platforms as needed, be taken up after getting the works sanctioned under plan head 'Passenger amenities'.

(ii) wherever gauge conversion works are in progress or proposed, raising o platforms must invariably be done along with the conversion. The standar of platform on BG will, however, be same as that existing before conversio Provision in the estimate may be made accordingly.

Strict compliance of above instructions be ensured.

(H.K. Jagg
Executive Director(GC
Railway Boar