

Northern Railway

Headquarters Office,
Baroda House,
New Delhi.
Dated: 08.08.2022

No.:NR-HQE0DOE(YARD)/7/2021

CAO/C & CAO/C-II

Divisional Railway Manager
DLI, FZR, LKO, MB & UMB

CMD/RVNL

Sub: Review of ongoing works of station yards for expenditure control.

GM has desired that ESPs of such works, which are not in advance stage and are not likely to be commissioned in next 3 to 4 months, may be reviewed with a view to economize the construction cost. The following measures shall be adopted during such reviews as well as while processing fresh ESPs:

1.0 Passenger Platforms:

- 1.1 For all New Line and Doubling (including 3rd & 4th line) projects, the length of high level passenger platform should be restricted to the length of longest stopping coaching train proposed on that New line / station (in case of Doubling) and remaining portion of the platform should be maintained as Rail Level (with foundation of PF wall suitable for High level PF) to accommodate a 26 coach train in terms of instructions contained in Railway Board letter no. 2013/W-I/Genl./0/30/Pt.-II dated 25.02.2020 issued with the approval of Board (ME, MT & CRB).
- 1.2 The width of such passenger platforms shall be kept as per minimum requirement at the station and to meet the requirement of SOD, keeping in view the required width of FOB landings and required clearances. Ends of platform should also be tapered down.
- 1.3 The surfacing of Platform on NSG-1 to NSG-5 category stations for all new works, in area required to be used intensively by passengers should be done with economical and durable materials preferably Fiber Reinforced Vacuum Dewatering Concrete flooring in terms of Guidelines on 'Standardization of Specification of Flooring, Roofing material for platform covering in Station premises etc.' issued by RDSO vide letter No. WKS/WS/05/FS dated 16.01.2013.
The balance width may be maintained as green patch.
At halt stations and other stations having low passenger footfall (NSG-6 category stations or other stations decided by DRMs), the platform surfacing shall normally be done in only 3.0m width with brick on edge soling or other economical locally available material viz. Dhaura stone. No CC block should be used for platform surfacing at any place.
- 1.4 The requirement of high level platforms at stations (NSG-6 category / Halt station), where existing outward passenger handled (footfall) is very low and likely to remain low as per future planning/forecasts shall be critically reviewed. If considered by DRM, the provision of Rail Level PF with foundations for High level PF may be proposed. A consolidated proposal with detailed justification for such stations may be initiated in this regard in terms of Para 4.2 of Railway Board letter no.2018/LM(PA)/03/06 dated 09.04.2018 to seek GM's approval, which is reproduced below:
"Para 4.2 Powers of GM of the Railway to review- In case of quantities of amenities as worked out on the basis of norms for Recommended Amenities in Annexure IV is less than quantum prescribed for Minimum Essential Amenities in Annexure III, the actual quantum of Minimum Essential Amenities to be provided could be modified, with the approval of GM and Board should be intimated of the same. No further delegation is permitted for such approval."

2.0 Foot Over Bridges:

- 2.1 In terms of modified Para 3.2(iii) of Railway Board letter no. 2018/LM(PA)/03/06 dated 14.02.2022, Subways (preferably) / FOBs are to be provided at NSG 1-5 category stations and non-provision of the same at these stations may be treated as deficiency under MEA. The modified Para 8.2 of the aforesaid letter stipulates that FOB should be preferably 20 feet wide at NSG/1-3 category stations, where feasible. New FOBs at NSG/1-3 category stations should preferably be compatible for

- installation of escalators amenable for wheelchair users.
- 2.2 FOBs at stations where High level platforms are not available at both ends should be avoided. Width of FOBs at normal way side stations (NSG-6 category) may be restricted to 3.0 m unless there are compelling circumstances (such as heavy footfall & extension of existing FOB etc.). Similarly, width of opening of subways on the platforms should be kept as 3.0 m.
 - 2.3 On Halt stations provided with medium / high level platforms and other stations having low passenger footfall, as decided by DRM (viz. NSG-6 category stations), low cost FOB with one staircase on each platform shall be provided. To facilitate movement of Divyangjan on these stations, pathway of minimum width of 2.0m should be provided connecting the ends of PFs.
 - 2.4 On such stations where there is rail level platform and is not provided with FOB, the FOB should not be planned and only pathway for passengers of minimum width of 2.0m should be provided connecting the ends of PFs. Notices / Signages should be prominently displayed on such crossings.
 - 2.5 On stations with low footfall (NSG-5 & NSG-6 category stations) instead of providing both staircase and ramp, DRM may decide to provide only ramp on each platform based on local conditions. Wherever enough width of platform is available, instead of providing longer ramp, dog-legged ramp (1:12 slope) should be provided. In case of major stations where ramp is already available on one of the existing FOB, there is no need to provide ramp on new FOB unless the new FOB is being constructed on replacement of the existing FOB.
 - 2.6 The surfacing of Pathway/Ramp of FOB for all new works should be done with economical and durable materials preferably Fiber Reinforced Vacuum Dewatering Concrete flooring in terms of Guidelines on 'Standardization of Specification of Flooring, Roofing material for platform covering in Station premises etc.' issued by RDSO vide letter No. WKS/WS/05/FS dated 16.01.2013.

3.0 Station Buildings:

- 3.1 New station buildings are to be constructed strictly as per the relevant Type plans issued by HQs office duly considering the available buildings. The requirement of additional service building shall be critically reviewed at DRM level and plan shall be frozen before actual commencement of work.
- 3.2 A divisional team consisting of ADRM along with Sr.DEN, Sr.DOM, Sr.DCM, Sr.DSTE and Sr.DEE/G should visit station before finalization of plan of additional facilities required during Doubling etc. to decide and ensure the followings:
 - (i) SM room, Supervisor room, Waiting Hall etc. in the existing station building should be utilized to the extent possible.
 - (ii) Additional facilities/rooms are properly combined with the existing station building so that existing circulating area, approach road, waiting hall, etc. can be effectively utilized and overall appearance of station is not compromised.
 - (iii) There is no gap between the existing station building and additional facilities/rooms. Entire station building should be continuous.
 - (iv) Architectural view of the entire station building should be proper by matching overall façade of additional and existing station buildings.

DRM may undertake review of existing ESPs on priority in consultation with the executing agency and necessary amendments shall be made. The said review should be done taking care that no delays are caused in the works. Executing agencies (Construction and RVNL) shall ensure that new ESPs are made keeping above guidelines in view in consultation with the respective Division so that the above measures are checked and ensured when initial approvals are granted.

This is issued with the approval of General Manager.

(S.K. Srivastava)
Chief Engineer/P&D

Copy:

1. Secretary to GM for kind information of GM
2. Secretary to AGM for kind information of AGM
3. Secretary to Pr.CE for kind information of Pr.CE
4. PCCM, PCOM for information please.
5. CPD/SD for information please.