GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAYS BOARD

NO.2013/W1/Spec. of GC/RNY-MZS

New Delhi dtd. 1-7-2013

General Managers,
All Zonal Railways

Sub: Specification for Gauge Conversion Projects.

Ref: (1) Railway Board’s letter 2006/CE-IV/LX/WP/1 dated 9/1/2012.
    (2) Railway Board’s letter No.2007/CE-II/TS/6/Pt.II dated 16.05.12
    (3) Railway Board’s letter No.98/W1/Genl/0/30-Pt dated 13.8.08
    (4) Railway Board’s letter No.2012/LM(PA)/3/5 dated 11.09.12

During the course of the examination of detailed estimates of Gauge Conversion projects it has been observed that the cost of the projects have increased manifold as compared to the abstract cost at which the projects were sanctioned. This is primarily on account of liberal interpretation of various instructions which have been issued by Railway Board from time to time. During 1992, when the unigauge policy was unveiled, Gauge Conversion was primarily considered as track renewal work but with wider gauge with no frills. However situation has now reached another extreme end where Gauge Conversions are costing as much as New Lines. Given the precarious financial status of Indian Railways it has become imperative to give primacy to economy of cost of construction.

In view of the above, following guide lines are to be followed for gauge conversion projects:-

1. **BLANKETING MATERIAL**:- Blanketing material should be provided only on diversions and on locations having past history of breaches and subsidence.

2. **LEVEL XING**:- Elimination of level crossings should not be the sole guiding criteria in finalizing the L section. In the normal course of finalization of L-section, if adequate height of bank (say 1.5 to 2 M.) is available or is obtained by minor raising of the
formation level without significant increase in the area of land and quantity of earthwork, L-Xing can be planned for elimination by LHS. Other level crossings can be planned for elimination by getting separate works sanctioned under relevant Plan Head as per extant instruction in vogue.

3. **TRACK STRUCTURE:**
   (a) **RAIL SECTION** – Rails section shall be as per provision of Railway Board’s letter under reference-(2) i.e. 60 kg rail are to be provided on Gauge Conversion projects connected to main line at both ends and with projected traffic more than 5 GMT. On other projects 52 Kg (SH) rail shall be provided.
   (b) **LOOP LINES** – On loop lines 52 Kg (SH) shall be provided.
   (c) **SLEEPER DENSITY** – Sleeper density shall be 1660 nos per KM on all Gauge Conversion projects. On loop line sleeper density shall be 1540 nos per Km.
   (d) **BALLAST CUSHION** – Depth of ballast below the bottom of the sleeper at the rail seat shall be 300mm on Gauge Conversion projects not ending in a dead end and with projected traffic more than 5 GMT. On other projects depth of ballast shall be 250 mm.

4. **PASSENGER AMENITIES:**- Extant of passenger amenities shall be *Minimum Essential Amenities (MEA)* and other provisions as prescribed in Railway Boards letter under ref-(4) as per the class of the stations based on its earning at the time of sanction of the work and not on futuristic projection. Length of Platform to be provided shall be based on length of longest stopping train at the station, however, on lines providing alternate route minimum length of P/F should be sufficient to accommodate 18 coach trains.

5. Area of service buildings should be strictly as per Joint Engineering & S&T circular circulated vide letter under Ref-(3)

   This issues with the approval of Board(ME)

   [Signature]

   Anjum Pervez
   ED(Proj. Mon.)

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Copy to/- 1) CAO/Construction, All Indian Railways.
   2) PCE, All Indian Railways.
   3) MD/RVNL