Chief Administrative Officers (Con.),
All India Railways

Sub: Guidelines for self rescue, safe exit / escape in tunnels more than 3 kms in length.

References are being received in the Railway Board from Zonal Railways to give dispensation / condonation from the provisions with regard to tunnels, contained in Railway Board’s letter No. 2010/W2/NR/J&K/05 dated 01.09.2010.

In this regard it is clarified that the provisions contained in Board’s letter dated 01.09.2010 are applicable with prospective effect and are not applicable to those tunnels of length more than 3 kms where work had started before the issue of the said letter.

This issues with the approval of Board (ME).

(Ved Parkash Dudeja)
Executive Director (Works)
Railway Board
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAYBOARD)

No. 2010/W-2/NR/J&K/05

New Delhi, dt: 01.09.10

CAO/C-II
Northern Railway,
New Delhi.

Sub: Review of alignment between Katra - Banihal Section, USBRL Project.

Ref: 1. No. 10/1-W/81/W/Plan/KQ/Modified/Part III dated 16.07.10
2. No. KQ/C-II/Consult/alignment/Pt.1 dated 26.03.10—S.N.1
3. No. KQ/C-II/Consult/alignment/Pt.1 dated 30.12.09—S.N.1

A) Board (ME) has considered the issues, as referred by Northern Railway reference 1, 2 and 3 above, and has decided the following:-

1. For tunnels upto a length of 3 kms., Railway to follow its present practise i.e to provide normal single track tunnel cross section.

2. For tunnels more than 3 kms in length, a wider cross-section be preferred for self-rescue, safe exit/escape.

3. Adits being provided, should be used for escape.

4. Failing 2 and 3 above, in view of geological considerations, then only parallel safety tunnel interconnected at suitable interval with the main tunnel be considered keeping cost, operation and maintenance involved in mind.

B) While deciding, Board (ME) has observed the following:-

1. Railway to take all preventive measures to reduce/mitigate number of accidents, which has already been deliberated for the project in past.

2. Railways' proposal to use dedicated coaching stock between Katra-Baramula needs to be followed up.

3. Cross-section of the main and adit tunnel needs to be properly designed. While designing the cross-section of the main tunnel it must be ensured to have a passage for movement and use of machinery and equipment to re-rail the derailed rolling stock within the tunnel on rails, and also the cross-section of adit should be so designed that it ensure faster construction.

Board (ME) decision and observation as above are being communicated for taking further

(Chander Prakash)
Adviser (Project)
Railway Board