

## Preface

A gigantic organization like Railways spread over the country has a complex organizational structure with multilevel functioning. Availability of guidelines and instructions prepared by Electrical Directorate is issued for guidance of officials dealing with Power Supply for General purposes. It contains important administrative orders issued from time to time. The compilation in the compendium have been updated upto 31.12.2005. Though all efforts have been made to make the compendium exhaustive, the possibility of inadvertently missing out some circulars or orders cannot be ruled out. Any one noticing such an omission is requested to advise Secretary (Electrical), Railway Board.

The compendium covers instructions regarding policy and other matters pertaining to operation and supply of Power to Railway as well as private parties, etc. for various activities connected with Railways.

The present compendium is an effort in the direction of making available various instructions/guidelines/directives comprehensively through a single document by updating and supplementing the previous compendium to make it current up to date.

The objective of making such a document would be served only through wide circulation at all levels in the field so that its accessibility to all the personnel involved in General Power Supply can be achieved.

It is expected that this compendium will give ready reference on policy guidelines to all Zonal Railways and in the field.

Any suggestions to improve the structure of the compendium will be highly appreciated.

An advance copy in electronic form is being E-mailed to all Zonal Railways & Production Units. The hard copy of the compendium will be issued in due course.

**( R.K. Sareen )**  
**Addl. Member Electrical**  
**02.02.06.**

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GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.54/W/40/15

New Delhi, dt. 5.10.55

The General Managers,  
Central, Eastern, Northern, North Eastern,  
Southern, South Eastern and Western Railways  
and C.L.W.

The General Manager and Chief Engineer,  
Ganga Bridge Project.

The Chief Administrative Officer,  
Integral Coach Factory.

**Sub: Rate of supply of electricity to Railway employees.**

1. The question of introduction of a special rate for the consumption of electric energy for domestic appliances by Railway quarters distinct from that applicable to the consumption for lights and fans has been under consideration of the Board.
2. In supersession of all previous instructions on the subject it has been decided that there should be only one uniform pooled rate on each Railway zone applicable both to electric energy consumption for lights/fans as well as that consumed for domestic appliances. Each Railway administration will fix this uniform pooled rate with the concurrence of their FA&CAO on 'no profit – no loss' basis. This rate will be subject to revision from time to time.
3. One/plug point in the residential quarters will be suitably wired to enable the use of ordinary domestic electric appliances there from with safety.
4. It is desired that the above policy may be carried out and variations from the same that may exist at present on the various Railways be progressively eliminated as early as possible, but not later than the end of 1956, with a view to obtaining uniformity in procedure.
5. Receipt of this letter may please be acknowledged.  
Northern & Central Railways only – this has reference to their letter no.197. Elec./O/ dated 19.10.1954 and letter no. L-247.P/M.2 dated 23.4.1955, respectively).

- sd -

(N.K. Roy)  
Director, Civil Engineering  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.54/Elec/40/15

New Delhi, dt. 27.8.1960

The General Managers,  
All Indian Railways, and CLW.

The Chief Administrative Officer,  
I.C.F.  
Perambur.

**Sub: Rate of supply of electricity to Railway employees.**

According to para 2 of Railway Board's letter No.84/W/40/15 dated 5.10.55 Railway Administrations were to fix from time to time uniform polled rates for the supply of electricity to Railway employees on a no profit no loss basis. A question has recently been raised on the frequency of the reversion of these rates. The Railway Board considers that as the rates recoverable should be on no profit no loss basis, the rates may be revised normally every alternate year unless there are special circumstances necessitating their revision earlier.

DA : NIL

- sd -  
(I.C. BHATT)  
DY.DIRECTOR.ELEC.ENGG.  
RAILWAY BAORD.

No.54/Elec/40/15

New Delhi, dt. 27.8.1960

Copy forwarded for information to the Dy.CAO(G) North Eastern Railway,  
Gorakhpur with reference to his D.O.No.WA/Elec/A/186/3214 dated 15/16-7-  
1959 to Shri P.R.K. Menon.

DA: Nil

- sd -  
(I.C. BHATT)  
DY.DIRECTOR.ELEC.ENGG.  
RAILWAY BAORD.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.61/Elec./115/4

New Delhi, dt. 6.9.1966

1. The General Managers,  
All Indian Railways.
2. The general Managers, CLW, DLW & ICF.
3. The General manager/C.E., R.E. Calcutta,  
Allahabad, Bombay, Calcutta, Madras & Puna.
4. The Chairman, Railway Service Commission Allahabad,  
Bombay, Calcutta, Madras & Puna.
5. The DG/RDSO, Lucknow.

**Sub: Air-conditioning of Railway buildings.**

The Board have, had under consideration the question of revising the eligibility in regard to the air-conditioning of the Railway Buildings laid down in their letter No.5738(W)8 dated 3.6.46 as amended from time to time and decided in supersession of all the earlier instructions that the following revised categories of accommodation only should be provided with air-conditioners.

1. G.M., office rooms
2. Office rooms of Heads of Departments, Chairmen & Members of Railway service Commission Divisional Superintendents.

Note : Air-conditioners already installed in the office rooms of the Dy. Heads of Departments and Dy.G.Ms. should be progressively withdrawn as and when they fall due for replacement or by diversion to meet fresh demands which arise in the light of the revised categories of accommodation eligible for air-conditioning. Office rooms for the additional posts of the non-eligible categories in terms of this letter should not be air-conditioned henceforth.

3. Rooms having computers and other equipments for efficient functioning of which air-conditioning is absolutely essential.
4. Service buildings such as wireless stations, control offices, automatic telephone exchanges, etc. at places where the extreme heat of the summer and frequent occurrence of dust storms etc. make air-conditioning necessary for efficient working of the equipments and the staff (service buildings occupied by officers and staff and used for office work are excluded).

5. In Railway Hospitals, operation theatre suites (exclusive of central sterilising rooms and store rooms) recovery rooms, children's wards and nursery, a small percentage of the total bed strength of the hospital for serious cases, X-Ray rooms and developing rooms, labour rooms, laboratory, one consultation or examination room at one major hospital preferably headquarter of each Railway.

All future programmes for air-conditioning should be planned in consultation with your FA&CAO keeping prominently in view not only the initial non-recurring expenditure but also the annual recurring revenue expenditure.

- Sd -  
(A.J. Gurushankar)  
Dy. Director, Elec. Engg.,  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.65/Elec./164/2

New Delhi, dt. 17.12.68

The General Managers,  
All Indian Railways including C.L.W.,  
D.L.W. and I.C.F.

**Sub: Scale of electric fittings for staff quarters.**

In view of the revised scale of accommodation for quarters approved by the Board vide their letter No.65/W2/QR/129 dated 22.11.1967, the Board have laid down that following scales of electrical fittings be adopted while electrifying the quarters in future.

The orders are in supersession of all previous orders issued in this connection.

<u>Type of quarters</u>	<u>No. of light points</u>	<u>No. of plug points</u>	<u>No. of power plugs</u>	<u>No. of fans</u>
I	3	1	-	-
II	5	2	-	1
III	6	2	-	2
IV	9	3	-	3
IV-spl.	11	3	1	4
V	16	4	3	5
V-spl.	18	5	3	6
VI	24	6	4	6

DA/Nil

- sd -  
(K.R. RAMACHANDRAN)  
Dy. Director, Elec. Engg.  
Railway Board

No.65/Elec./164/2

New Delhi, dt. 17.12.68

Copy to : Director General, RDSO, Lucknow for information.

DA/Nil

- sd -  
(K.R. RAMACHANDRAN)  
Dy. Director, Elec. Engg.  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.57/QR/EWH/Elec.

New Delhi, dt. 8.1.1969

The Director General,  
RDSO, Lucknow.

**Sub: Provision of electrical Geysers in Officers bungalows.**

**Ref: This office letter of even no. dt. 25.7.64 (copy enclosed).**

In continuation of this office letter referred to above, the Board have decided that only one geyser per bungalow/flat should be provided on specific request from the officer except in case of the General Manager's bungalow where two geysers may be provided.

So far as the Western Railway is concerned, the extra number of geysers already provided in some of the officers' bungalows on their Railway should be reduced to the standard laid down above by non-provision at the time of replacement etc.

In all cases, rent for the geyser should be recovered at 10% of the capital cost of the geyser, as usual.

This disposes of G.M. Southern Railway's letter no.W.404 M.6 dated 18.2.67 and GM/Northern Railway's letter no.57/Elec.(O) dated 8.11.68.

The receipt of this letter may kindly be acknowledged.

(K. . sd –  
(K.R. Ramachandran)  
Dy. Director, Elec. Engg.,  
Railway Board.

Copy forwarded to ADAI (Railways) with 40 spares for information.

Copy to : F(X)II Branch (with 4 spares) and W-2 Branch.

**Enclosure to Board's letter no. 57/QR/EWH/Elec. dated 8.1.1969**

Copy of Rly Bd's letter No.57/QR/QWH/Elec/dt.25.7.64  
addressed to GM's all Indian Rlys & others.

**Sub: Provision of electric geysers in the officers flats.**

In modification of the instructions contained in their letter of even no. dated 22.4.58 approving the provision of electric geysers in Officers Qrs in big cities having very limited space and designed in such a way that it would not be possible to utilise the usual boilers burning coal for heating water, without causing considerable inconvenience due to smoke, the Board have now decided that electric geysers may be provided in the officers flats in the said circumstances, only where a specific request for this facility is made by the tenant and on the condition that he will have to pay rent @10% per annum of the capital cost of the geysers (which is fixed keeping in view the normal life of the equipment) in addition to the normal rent for the flat.

With a view to ensuring uniformity in the levy of rent on geysers already provided in certain officers flats at BB, Pandu and probably at Calcutta for which no extra rent is recovered in view of Board's letter of 22.4.58 bid, additional rent should be recovered from 1.10.64, after giving the occupants one month's notice to decide whether they would like to retain the geysers under the new terms or not. There would be only a small addition to the rent. This disposes of his D.O. letter no.EI/G/45 of 2.7.64. the receipt of this letter may please be acknowledged.

- sd -  
(P. Sathiapalan)  
Dy.Dir. Elect. Engg.Rly. Board.

No.57/QR/EWH/Elec. New Delhi, dt. 25.7.64

Copy forwarded to the ADAI (Rly), New Delhi with 140 copies for inf.

DA: As above

- sd -  
(P. Sathiapalan)  
Dy.Dir. Elect. Engg.Rly. Board.

Copy to F(X)III & W-II Rly Bd's office.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.68/Elec/138/7

New Delhi, dt. 27.6.1969

The General Managers,  
All Indian Railways.

**Sub: Electrification of stations.**

The Board have had under consideration the question of laying down the guide lines on which electrification of stations should be taken up. After careful consideration, it has been decided that electrification of stations may be programmed taking into account the following factors :-

- (i) 24 hours continuous and reliable power supply must be available at that station for electrification.
- (ii) tariffs and service connection charges should be reasonable.
- (iii) at least one pair of night trains should be halting at the station.
- (iv) commercial importance of the station, especially the number of passengers entraining/detraining from the night trains.
- (v) possibility of economy due to reduction in kerosene oil consumption and/or lampmen.

2. Priority should then be assigned in accordance with the recommendations of :-

- (a) The concerned Railway Users' Consultative Committee.
- (b) Member of Parliament's suggestion.

Kindly acknowledge receipt.

- sd

(K.R. Ramachandran)  
Dy. Director Elect. Engg. II  
Railway Board

Copy forwarded to: the General Manager, C.L.W., D.L.W., I.C.F. and  
the Director General, R.D.S.O. for information.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.61/Elec./115/4

New Delhi, dt. 18/19.7.1969

The General Managers,  
All Indian Railways including  
ICF, CLW & DLW.

The Director General,  
RDSO, Lucknow.

**Sub: Provision of air-conditioning units in Rest Houses at Headquarters of all Railways.**

The question of providing air-conditioning units in the Officers' Rest Houses at the Headquarters of all the Railways has been under the consideration of the Board for some time now. It has since been decided that :

- (i) Four air-conditioned Officers' Rest Rooms should be provided at New Delhi station. These should be located sufficiently away from the air-conditioned retiring rooms for public contemplated in para 2 below.
- (ii) One room each in the Officers' Rest Houses of the Headquarters of each Railway (other than Northern Railway) may be air-conditioned if such a facility is not already available. (In the case of ICF and CLW, the two rooms already air-conditioned may remain as such).
- (iii) These air-conditioned rooms including those already provided in the Rest Houses should be allotted only to senior Administrative officers and General Managers subject to the following conditions:-
  - (a) They should be on duty at the station. (Air-conditioned Rest Houses should not be allotted if they are not on duty);
  - (b) They should not have brought their saloons (Inspection Carriages) to the station.
  - (c) A charge of Rs 3/- per day should be recovered. (If the existing charges are different, they should be modified to Rs 3/- per day).

2. As regards air-conditioned retiring rooms for the public, the Board have decided that they may be provided as found justified. No air-conditioned Retiring Room should be earmarked for use of railway officers as such.

**Board's letter No.61/Elec./115/4 dt. 18/19.7.1969 contd...**

3. This disposes of GM/N.F. Railway's letter No.EL/Con/236 Pt.II dated 11.8.1967, G.M./S.C. Rly's letter No.SC7/E/61/SC/16 dated 30.8.1967, RDSO's D.O. letter No.EL/Air-conditioner dated 25.10.68, N.Rly's D.O. letter No.203-W/126/60 dated 10.7.1968 and GM/N.Rly's D.O. letter No.288.W/1/123/I dated 7/8.4.1969.

The receipt of this letter may kindly be acknowledged.

- sd -

(K.R. Ramachandran)  
Dy. Director, Electrical Engineering  
Railway Board.

Copy to : F(X)II of the Board's Office

Copy to : DS/Delhi Division, Northern Railway, New Delhi, with reference to his telephonic conversation with DDEE-II on date.

- sd -

for Dy. Director, Electrical Engineering  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.61/Elec/115/4

New Delhi, dt. 12.5.1970

The General Managers,  
Central, Eastern, Northern,  
S.E. & Western Railways.

**Sub: Provision of air-conditioning units in Officers Rest Houses at Head Quarters of all Railways.**

In Board's letter of even no. dated 19.7.69, sanction for air-conditioning of the following rest rooms at the Headquarters of all the railways was conveyed :

- (i) Four air-conditioned officers' rest rooms should be provided at New Delhi station. These should be located sufficiently away from the air-conditioned retiring rooms for public.
  - (ii) One room each in the Officers' Rest Houses of the headquarters of each Railway (other than Northern Railway) may be air-conditioned if such a facility is not already available. (In the case of ICF and CLW, the two rooms already air-conditioned may remain as such).
2. The Board have considered the matter further and decided that Northern Railway should now arrange for air-conditioning of one more double room and five more single rooms at New Delhi Railway station.
  3. Board have also decided that on Central, Eastern, S.E. and Western Railways air-conditioning of one more rest room should be done at their Headquarters.
  4. In view of the restrictions imposed on the use of inspection carriages, all the railways should review from time to time, if additional rest rooms are required or not. If after review, air-conditioning of further such rest rooms are required, the railways should approach the Board with their proposals.

- sd -

(K.R. Ramachandran)  
Dy. Director Elect. Engg.  
Railway Board

Copy forwarded to: the GMs/N.E., N.F., Southern & S.C. Railways and I.C.F., C.L.W. & D.L.W. for information.

Copy to F(X)2 and W-2 Branches.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.69/Elec/730/8

New Delhi, dt. 30.3.1971

The General Managers,  
All Indian Railways including  
ICF, CLW & DLW.

**Sub: Provision of water coolers on Railway Stations.**

**Ref: Railway Board's D.O. of even No. dated 13.1.1970.**

The Board have decided, as a matter of policy, that water coolers should be provided at all stations which deal with an average of 1000 passengers (inward and outward) or more per day and where piped water supply and electricity are available. In view of paucity of funds, this programme of providing water coolers at all such stations should be phased and completed during the next 5 years.

The water coolers should be bought to a specification(s) laid down by R.D.S.O.

While additional water coolers are being installed, the Board would like to reiterate the importance of establishing satisfactory maintenance schedules for these equipments.

Receipt of this letter may please be acknowledged.

DA: Nil

- sd -  
(S.K. Kanjilal)  
Director Elect. Engg.  
Railway Board

No.69/Elec/730/8

New Delhi, dt. 30.3.1971

Copy to the Director General (Electrical), RDSO, Lucknow.

Board desire that RDSO should evolve a standard specification for this equipment; the emphasis should be on ease of maintenance and reliability in service, long service life.

In this connection reference invited to Board's letter No.69/Elec/730/5 dated 9.11.1969.

DA: Nil

- sd -  
(S.K. Kanjilal)  
Director Elect. Engg.  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.65/Elec.I/164/2

New Delhi, dt. 1.9.1971

The General Managers,  
All Indian Railways including  
CLW, DLW & ICF.

The Director General,  
RDSO, Lucknow.

**Sub: Scale of electric fittings for staff quarters.**

In partial modification to this office letter of even number dated 17.12.68, on the above subject, the Board have decided that electric call bells may also be provided in the officers flats/bungalows type as indicated below ;

Type of quarters	No. of electric bells
IV	1
IV Special	1
V	1
V Special	1
VI	1

This also disposes of South Central Railway's letter No.E61/P. dated 10.5.1971

- sd -  
(K.R. Ramachandran)  
Dy. Director, Elect. Engg.  
Railway Board

Copy to F(X)2 and W-2 Branches of the Board's Office.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.69/Elec/730/8

New Delhi, dated -/8/72

The General Managers,  
All Indian Railways including  
ICF, CLW & DLW.

**Sub: Specification for water coolers.**

**Ref: Board's letter of even number dated 25.8.1971.**

In partial modification of the instructions contained in Board's letter quoted above, it is advised that water coolers to be procured in future should conform to IS.1475-71, provided that the materials of the tank is restricted to the following :-

1. Stainless steel.
2. Tinned brass (Tinned to conform to IS 5243/1969 and brass sheets to IS 422/1967)
3. Hard anodised aluminium.

Note :- Provided it is known that the salts and other impurities in water available in the locality do not react with the aluminium or its anodising.

Use of water tanks made of porcelain enamelled mild steel or hot dip galvanised iron is not recommended for general use on Railways.

- sd -

(K.R. Ramachandran)  
Deputy Director, Electrical Engineering  
Railway Board

Copy to :

Director General, RDSO, Lucknow with reference to his letter  
No.EL/10.1.2 dated 8/8/1972.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.73/Elec/250/6

New Delhi, dt. 1.12.1972

The General Managers,  
All Indian Railways.

**Sub: Provision of standby diesel generating sets, pumps etc.**

Board have carefully considered your out of turn proposals for the provision of standby diesel generating sets, pumps, etc. to meet the essential Railway requirements of power/water in the context of the present power shortage of the grids. They however, regret that it will not be possible to these standby sets over and above the Budget allotment for 1973-74. They, therefore, desire that the Railway should follow the undernoted course of action to meet the emergency arising out of power shortage. The following installations should be given the first priority.

Watering for locos.  
Power supply for exhausters, vacuum testing plants.  
Sick lines lighting, sick lines welding.  
Yard and other essential lighting.

Based on the above, the available sets with the Railway and sets under order should be redistributed to the best advantage. Any additional sets required should be procured on an emergency basis but from within the allotment already made for your Railway.

Board are separately considering whether any funds could be made available during the fifth plan for this purpose and an advice on this will follow in due course.

- sd -  
(R.K. Srivastava)  
Joint Director Elec. Engg.(PS )  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.71/W2/21/39/JCM

New Delhi, dt. 2.5.1973

The General Managers,  
All Indian Railways including  
ICF, CLW & DLW.  
The Director General,  
RDSO, Lucknow.

**Sub: Revision of Type I quarters - Need to provide two-roomed accommodation.**

Board have been considering the question of revision of Type I quarters so as to make it two-roomed one, in the light of the decision taken at the JCM National Council at its meeting held on 24.3.1972. In this connection, a reference is invited to Board's letter of even number dated 15.6.1972. It has been decided that from 1973-74 onwards the quarters to be constructed by the Railways for the lowest category of staff should provide two-roomed accommodation. Accordingly, the plinth area, ceiling cost, additional facilities to be provided etc. for the two-roomed Type I quarters have now been finalised in consultation with the RDSO and are indicated below :-

i) Plinth Area : 430 sft.(40 Sq.M.) including balcony/platform (1.785 metres in width) but excluding stair case. However, at locations where people do not sleep outside at night, the balcony/platforms will have a reduced width (1.067 metres) and the total plinth area should be 415 sft. (38.50 Sq.M.).

(ii)+Ceiling Cost : 1) For Plinth Area of 415 sft  
(With a Building : Rs 3550 (S.S.) & Rs 4400 (D.S.)  
Cost Index of 100 2) For Plinth Area of 430 sft.  
in Delhi at 1950 rates) : Rs 3700 (S.S.) & Rs 4550 (D.S.)

+ (This excludes development cost, cost of ancillaries like water supply, sewerage, drains, roads etc.)

- (iii) Facilities to be provided : One living room, one bed room, kitchen bath room, WC where piped water supply is available (otherwise aqua privy) shelves in the living room, wardrobe in the bed room, shelves in the kitchen and loft for storage and individual taps inside the quarter if piped water supply is possible (otherwise community source of water supply near the quarter).
- Additional facilities- ties in respect of multi-storeyed quarters : Cycle sheds with areas not exceeding 26 sft. per unit on specific demand for not exceeding 50% of the quarters (covered by instructions in Board's letter No.71/W2/21/14 dt. 30/11.
- iv) Electrical fittings : Lights + 5; Fan=1; Plug point=1

2. The Board's letter no.65/W2/QR/129 dated. 22.11.1967 may be treated as superseded to this extent.

3. The Railway Administrations should now work out immediately the designs etc. as per the sketch enclosed showing broadly lay out. This is mainly intended for multi-storeyed buildings, shows broadly the lay-out. The individual sizes of rooms, windows etc. may be adopted to suit local conditions but in no case the plinth area should be exceeded. RDSO will send the drawings showing lay-out, elevation etc. for guidance to the Railways in due course.

4. Regarding ceiling costs, type designs etc. for multi-storeyed quarters, the existing instructions will continue to hold good.

5. The introduction of the two-roomed Type I is not intended to render existing quarters as non-standard. While one-roomed quarters should not be built any more, the Railways will not attempt a second room in the existing single roomed type I quarters. However, in all cases of reconstruction of old quarters on age-cum-condition basis, the new constructions should invariably be of two-roomed type.

6. When the two-roomed Type I quarters become available, it should be ensured that allotment of the same are preferably made to those Class III and to senior Class IV staff who are presently occupying one-roomed quarters.

7. The receipt of this letter may please be acknowledged.

DA: Sketch Plan

- sd -  
(Kalicharan)  
Director, Civil Engineering  
Railway Board

Copy forwarded for information to :

- 1) The ADAI (Railways) (140 copies)

**Board's letter No.71/W2/21/39/JCM dated 2.5.1973 contd...**

- 2) The Department of Personnel, Cabinet Sectt. (150 copies).  
This is in continuation of this Ministry's OM of even No. dated 3.6.72.  
Their OM No.3/53/71-JCM dated 18/19.5.72 may please be connected.
- 3) The Secretary, JCM National Council (Staff Side), 9, Ashok Road, New Delhi-110 001.

Contd...

- 4) The Secretary, AIRF, 125/F, Babar Road, New Delhi-110 001.
- 5) The Secretary, NFIR, 166/1, Punchkuin Road, New Delhi-110 001.

DA/Nil

- sd -  
(Kalicharan)  
Director Civil Engineering  
Railway Board

Copy with 5 spares to F(X)I, F(X)II, F(G), Budget and E(LR) Branches of Board' Office.

Copy to W-1, W-3, W-4, W-5, W-6, Electrical Dte. etc.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.74/Elec.I/115/1

New Delhi, dt. 21.11.1974

The General Managers,  
All Indian Railways.

The General Managers, C.L.W., D.L.W. and I.C.F.  
The General Managers, M.T.P., Calcutta.  
The CAOs, M.T.P., Bombay, Madras, and New Delhi.  
The Chairmen, Railway Service Commissions,  
Allahabad, Bombay, Calcutta, Madras & Patna.

The D.G., R.D.S.O., Lucknow.

**Sub: Air-conditioning of Railway buildings.**

**Ref: Board's letter No.61/Elec.I/115/4, dated 12.7.67.**

Board have considered the question of provision of air-conditioners in the office rooms of Junior Administrative grade officers posted at Divisional Headquarters to posts upgraded after the implementation of the recent 'upgrading scheme', and have decided to impose, as an economy measure, temporary restrictions on provision of air-conditioners to such officers. Action may be taken accordingly.

This disposes of Northern Railways' letter No.2-Elec/WK/O-II, dated 27.7.74.

Receipt of this letter may be acknowledged.

DA: Nil

- sd -  
(K.R. Ramachandran)  
Joint Director Elec. Engg  
Railway Board

Copy to : The Chief Electrical Engineers, All Indian Railways.

GOVERNMENT OF INDIA  
MINISTRY OF Railways  
(Railway Board)

No.75/Elec.I/118/1

New Delhi, dt. 7.8.1975

The General Managers,  
Northern and  
Western Railways.

**Sub: Specification for water coolers for installation at large Railway stations.**

Board have had under consideration a suitable design for water coolers to cater to the demands of passengers for cool drinking water at large stations. The problem at such large stations is essentially that of demand far exceeding supply even when several water coolers are provided on platforms.

RDSO have studied this problem and have recommended an alternative system developed by M/s Shriram Refrigeration Industries Ltd. vide their letter No.EL/10.1.2/A1 dated 24.12.74.

Board desire that this arrangement may be tried at two major stations viz. Bombay Central and Delhi Main. A technical specification of the requirements along with details of the scheme be drawn up by the Railways in consultation with RDSO. The equipments after design and manufacture should be tested in the works itself, simulating the site conditions to ensure that the uniformly cool drinking water is available at the desired rate. An early action may please be taken to provide these water coolers. A report on the performance and efficacy of these machines may also be sent to the Board in due course.

- sd -

(K.R. Ramachandran)  
Jt. Director Elect. Engg.II  
Railway Board

Copy to :-

Director General (Elec)/RDSO, Lucknow for information and necessary action.

The General Managers, All Indian Railways and ICF, CLW & DLW (except Western and Northern).

Copy of Railway Board's letter No.73/Elec.I/164/3 dated 5.4.73 to GM's all Indian Railways etc.

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

No.74//Elec.I/115/1

New Delhi, dt. 2.11.1977

The General Managers,  
All Indian Railways.

**Sub: Air-conditioning of buildings.**

It has come to the notice of the Board that air-conditioning of the buildings is being carried out without proper system planning, resulting in inefficient and uneconomical working of the air-conditioning plant. Because of lack of planning, heavy patch work on the building also becomes inevitable damaging the same and giving it an untidy look and is simultaneously conducive to making the air-conditioning plant maintenance inefficient.

2. Not only the air-conditioning plant itself is quite expensive to install and operate, it also is provided to protect costly sophisticated equipment like computer centres, route relay power cabins, remote control equipment, operation theatres etc., which are vital for human safety and efficient running of trains. Board, therefore, desire that installation of air-conditioning plant should be custom engineered to enable it to serve with the maximum reliability and economy. This can only be achieved if the work is proceeded in co-ordinated manner right from initial stages of planning amongst various concerned departments. This will also help in avoiding unnecessary additions and alterations to the buildings.
3. To keep the initial cost of the air-conditioning plant to the minimum, heat load should be kept to the bare requirement and air-conditioning strictly limited to the space required for efficient working of the equipments. The Electrical Engineer concerned should assess and advise the requirements of space and location of the ducts etc. at the pre-planning stage to the Engineering Department so that these are provided in the building plans and included in the building design.

The receipt of this letter may be acknowledged.

- sd -  
(G.V.Mehta)  
Jt. Director Elec. Engg.,(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.76/Elec./136/10

New Delhi, dt. 13.7.1978

The General Managers,  
All Indian Railways including  
ICF, CLW & DLW.

The General Managers/MTP,  
Calcutta, Bombay & Madras.

Director General  
RDSO, Lucknow

**Sub: Provision of fans in type I and type II quarters.**

The question of providing a) two ceiling fans in the two-roomed type I quarters; and b) provision of some type of bracket fan in the old type I quarters where ceiling fans were not fixed because the ceiling was low, was raised at the JCM National Councils' meeting held on 26/27.8.77 and has been accepted in principle by the Ministry of Railways.

2. However, on account of availability of limited funds, the provision of fans will have to be phased out as under :-

a) In the first phase one fan may be provided in those type I and II quarters which do not have any fan at present. In the case of type I quarters, where a ceiling fan cannot be provided because of low ceiling, smaller fan with guard for protection or a bracket fan may be provided as is found suitable.

b) In the second phase i.e. when all type I and type II quarters have been provided with at least one fan, one more fan in two-roomed type I and type II quarters should be provided, according to availability of funds. This would be in partial modification of order contained in Board's letter No.65/Elec./164/2 dated 17.12.68 laying down the scale of fittings for staff quarters.

3. This issued with the concurrence of finance Directorate of Ministry of Railways.

4. The receipt of the letter may please be acknowledged.

- sd -  
(P.R. Gupta)  
Jt. Director Elec.Engg. (D&W)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.76/Elec.I/116/1

New Delhi, dt. 18.4.1979

The General Managers,  
All Indian Railways.

**Subject: Electrification of Railway Stations.**

In his Budget Speech, while presenting the Railway Budget for 1979-80, the Hon'ble Minister for Railways told the Parliament that :

“I am also glad to inform the House that I have decided to electrify, in the coming year, all railway stations not so far electrified and located within a kilometre of an existing power supply line.”

The Railways have, therefore, to make sure that all Railway Stations where electricity is available within one kilometre, are electrified in the year 1979-80.

The Railways may, therefore, kindly make quick assessment of the Railway Stations which could be electrified under this revised policy and also assess the requirement of funds with a view to see whether these funds can be made available by the Railways by suitable re-adjustments within the existing allotment. In case of difficulty, the Railways should immediately approach the Railway Board with adequate details of the Railway Stations to be electrified and the additional funds required therefor.

This policy may also kindly be kept in view while replying to the references received from M.Ps and other members of public as well as the Parliamentary questions.

The receipt of this letter may kindly be acknowledged.

- sd -  
(C.P. Gupta)  
Additional Director Elec.Engg.,  
Railway Board

GOVERNMENT OF INDIA(Bharat Sarkar)  
MINISTRY OF RAILWAYS(Rail Mantralaya)  
(RAILWAY BOARD)

No.79/Elec.I/150/2

New Delhi, dt. 15/18.12.1982

The General Managers,  
All Indian Railways,  
ICF, CLW & DLW,  
W&AP, CAO/DLW  
DG, RDSO.

Chief Project Manager, Railway Electrification  
Nagpur, Vadodara, Mathura, Vijayawada,  
Kota and Ranchi.  
Metropolitan Transport Project,  
Calcutta, Bombay Madras & New Delhi.

**Sub: Rate of supply of electricity to Railway employees.**

A uniform pooled flat rate is at present applicable on each Zonal Railway for both electric energy consumption for lights/fans as well as that consumed for domestic appliances by Railway employees in Railway quarters, and is governed by the instructions issued in the Railway Board's letter No.54/W/40/15 dated 5.10.1955 and No.54/Elec/40/15 dated 27.8.1960.

2. As the procedure adopted by the individual Railways etc. in the computation of this pooled flat rate have been different on different Railways, the question whether a simplified uniform procedure could be brought into effect has been engaging the attention of the Railway Board for some time.

3. Taking all factors as well as the views of the Railways into consideration, the Board have decided as follows:

- (i) The pooled flat rate applicable for both electric energy consumption for lights/fans as well as that consumed for domestic appliances by staff residing in Railway quarters should be fixed for each Division separately based on average of the purchase rates of electricity purchased from the State Electricity Board/Boards and other supply agency/agencies covered by the Railway Division concerned.
- (ii) Each Division should compute the details of such purchase rates referred to in item (i) above, including such taxes and duties including electricity duty as may be levied by the Electricity Boards, work out the average of these rates and add 10% over such average rate so as to arrive at the pooled flat rate applicable for the Division concerned. The maximum demand charges levied by the Electricity Board/Agencies and cost of generation by stand-by D.G. sets not feeding the staff colonies need not, however, be taken into consideration for the purpose of calculation of the average purchase rate.
- (iii) The tariff as applicable on 1st January of every year may be taken as the basis for such computation of the average purchase rate for the pooled flat rate to be made applicable with effect from 1st April of that year.
- (iv) The pooled flat rate so calculated should be applicable for a period of one year from 1st April. This exercise should be undertaken every year so that the pooled flat rates are revised once a year.

4. The system as decided in Para 3 of this letter should be brought into force by each Division with effect from 1st April, 1983. The system has been simplified and is to be adopted Division-wise in the interest of expeditious fixation/revision of the pooled flat rate for supply of electricity. Nevertheless, the Headquarters of the Zonal Railways should have a strict check and ensure that the Divisions fix and revise the pooled flat rates in time.

5. Necessary action may please be taken accordingly, issuing suitable instructions to the Divisions. Meanwhile, the receipt of this letter may please be acknowledged early.

(Hindi version will follow).

- sd -  
(R.K. Sareen)  
Jt. Director Electrical Engineering(G)  
Railway Board

Copy to CEEs, All Indian Railways, ICF, CLW & DLW for information and necessary action.

Copy to Dy.CEEs, W&AP, Bangalore and DCW, Patiala for information and necessary action.

Copy to FA&CAOs, All Indian Railways, ICF, CLW & DLW, W&AP, DCW for information and guidance.

\*Copy to CEE, Rly Electrification, S.Railway, Madras.

\* Copy to CEE,(Constn)/S.E. Rly., Calcutta.

\*Copy to CEE, Rly. Electrification, Nagpur.

\* for information and necessary action.

- sd -  
(R.K. Sareen)  
Jt. Director Electrical Engineering(G)  
Railway Board

No.79/Elec.I/150/2

New Delhi, dt. 15/18.12.1982

Copy together (with 46 spares) forwarded to ADAI (Railways).

DA : As stated

- sd -  
For Financial Commissioner  
(Railways)

Copy to FX(I)/B(C)/E(LR) branches, Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 79/Elec. I/150/2

New Delhi, dated 10.2.83

The General Managers,  
All Indian Railways &  
CLW, DLW, ICF and W& AP.

Chief Project Manager,  
Railway Electrification,  
Nagpur, Vadodara, Mathura, Vijayawada, Kota and Ranchi.

Metropolitan Transport Project,  
Calcutta, Madras & New Delhi.

The Director General (Elec.),  
RDSO, Lucknow.

**Sub: Rate of supply of electricity to Railway employees.**

In continuation of Board's letter of even number dated 15/18.12.82 on the above subject the Board desire that the following guidelines should be borne in mind in fixing the rates for recovery.

'All taxes and duties etc, and increase in charges, if any, which do not get reflected in the previous years' rate, even though these were paid by the Railways during that year, should be taken into account in calculating the pooled flat rate for the subsequent year, as per example enclosed.'

Please acknowledge receipt of this letter.

(Hindi version will follow)

-sd-  
(R.K. Sareen)  
Joint Director Electrical Engineering(G)  
Railway Board

Copy forwarded for information and similar action in continuation of the Railway Board's letter of even number dated 15/18.12.82 to:-  
Chief Electrical Engineers, All Indian Railways, ICF, CLW & DLW  
Dy. CEEs: W&AP, Bangalore and DCW, Patiala.  
FA&CAOs, All Indian Railways, ICF, CLW, DLW, W&AP, DCW

Chief Electrical Engineer, Southern Railway Electrification, Madras.

Chief Electrical Engineer, (Construction), South Eastern Railway, Calcutta.

Chief Electrical Engineer, Railway Electrification, Nagpur.

The receipt of this letter may please be acknowledged.

**-sd-**  
(R.K. Sareen)  
Joint Director Electrical Engineering(G)  
Railway Board

No. 79/Elec. I/150/2.

New Delhi, dated. 10.2.83

Copy together with 46 spares, forwarded to ADAI(Railways) in continuation of the Railway Board's letter of even number dated 15/18.12.82.

-sd-

DA: As above.  
for financial Commissioner Railways.

Copy to F(X)/B(C)/E(LR) Branches, Railway Board.  
No. 79/Elec. I/150/2 New Delhi, dated 10.2.83  
Copy, alongwith a copy of Ministry of Railway letter number 79/  
Elect.I/150/2 dated 15/18.12.82 forwarded to:

1. The General Secretary, All Indian Railway men's Federation, 4, State Entry Road New Delhi with spares.
2. The General Secretary, National Federation of Indian Railwaymen, 3 Chemsford Road, New Delhi, with 25 spares.
3. All the members of the National Council, Departmental Council and Secretary, Staff Side, National Council, 13-C, Ferozeshah Road, New Delhi.

-sd-

DA: As stated. for Secretary, Railway Board.

**Annexure to Board's letter No. 79/Elec. I/150/2 dated 10.2.83**

Illustrative case to show how short recoveries of previous year to be reflected in subsequent year.

1.	Pooled rate on 1.4.83 (in terms of Para 3(III) of Board's circular letter no. 79/Elec 1/150/2 dated 15/18.12.83).	30 paise
2.	Increase in unit rate due to increase in charges/taxes/ duties etc. as on 1.3.83	2 paise
3.	Increase in unit rate due to increase in charges/taxes/ duties etc. as on 1.6.83	3 paise
4.	Increase in unit rate due to increase in charges/taxes/ duties etc. as on 1.9.83	1 paise

On 1.1.84 the pooled rate would include 6 paise i.e. the increase cited at 2, 3 & 4 above. However, there would be short recoveries during 1983-84 as below:

10 months at 2 paise	-20 paise
7 months at 3 paise	-21 paise
4 months at 1 paise	-4 paise
Total	45 paise.

While fixing rate on 1.4.84, 45/12 i.e. 3.75 paise or 4 paise should be added.

Note (i) Units consumed every month have been assumed as constant.

(ii) Rounding off may be done as per standard practice/ extant instructions.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.82/W2/7/13

New Delhi,dt.16/21.6.1983

The General Managers,  
All Indian Railways,  
(including CLW, DLW & ICF)  
The Director General,  
RDSO,  
Lucknow.

**Sub: Occupation of Railway Rest Houses/Rest Rooms  
by retired Railway Officers.**

Ref: (i) Board's letter No.70/W2/7/8/0 dt.17.11.1976.  
(ii) Board's letter No.82/W2/7/13 dt.31.12.82/5.1.83.

In accordance with the provisions of the letter at (i) above, retired Railway Officer may be permitted to occupy Railway Rest Houses/Rest Rooms for a maximum period of 7 days at a time, and not more than one suite/room in a particular rest house, when these are not required by serving Railway Officers, with the condition that such allotments were liable to be cancelled if accommodation allotted to them was required during the period by a serving Railway Officer. The total amount recoverable in a month ( a month being taken to be 30 days) being taken as 15% of the last pay drawn by the retired Railway Officer; daily charges are to be worked out as 15% of the last pay drawn divided by 30. Charges for electricity, air-conditioning and heating arrangements provided, if any, have to be recovered in addition. In terms of Board's subsequent letter quoted at (ii) above it was decided that in case a retired Railway Officer is allotted a bed in a dormitory rest house, the charges recoverable may be 50% of the charges worked out on the basis of the above mentioned formula. The charges for electricity, air-conditioning and heating arrangements provided, if any, were to be recovered proportionately.

2. In partial modification of the above instructions, Board have now decided that the scale of charges to be recovered for occupation of suites in Rest Houses would be as under:-

	Category of Officers	Daily charges for occupation of Rest Room by Retd. Officers.
(i)	Asstt. Officers.	Rs.5.00
(ii)	Sr. Scale & J.A. Grade Officers.	Rs.7.50
(iii)	DRM/Level - II SA Gr. Level-I including AGMs	Rs.10.00
(iv)	GMs, Addl. Members, Advisers, Members/CRB	Rs.15.00

As indicated in the earlier letters, charges for electricity, air conditioning and heating arrangements provided, if any, shall be recovered in addition and in case where a retired Railway officer is provided a single in a dormitory rest house, the charges recoverable may be 50% of the charges for rest houses suites as indicated above.

This issues with the concurrence of the Finance Directorate of this Ministry.

Receipt of this letter may please be acknowledge.

DA: Nil

- sd -  
(S.D. Jain)  
Addl. Director, Civil Engg.(G),  
Railway Board.

Copy to : F(X)I, F(X)II & E(W) Branches.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.80/Elec.(G)/150/25.

New Delhi,dt.31.10.83

The General managers,  
All Indian Railways.

**Sub: Diesel Generating Sets at stations - connection to  
Water Coolers.**

The Railways are aware that standby power generating sets are installed at important stations to take care of essential loads like water supply, yard lighting etc. to meet exigencies arising out of electric power supply failure.

A suggestion has been made to the Parliamentary Consultative Committee that such power generating sets may be utilized for giving standby feed to water coolers also so that passengers will have the facility of cold water continuously.

The Railways may, please take necessary action to provide connection from the standby source of Power Generating sets whenever such power generating sets are operated to water coolers also at stations, whenever this has not been done already.

DA: Nil

- sd -  
(A.K. Mandal)  
Jt. Director Elec. Engg.(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.I/170/1 Genl

New Delhi, dt. 24.7.1984

The General Managers (Electrical),  
All Indian Railways and  
Production Units.

**Sub: Rewiring of residential and service buildings.**

Kindly refer to Railway Board's letter No.F(X)II-69-AIC dated 29.11.69 as per which cost of rewiring of the buildings upto Rs 5,000 is required to be charged to ordinary revenue. The revision of these limits to Rs 7,500 is under consideration in Board's office. It was observed during 1984-85 Works Programme meeting that many of the Railways proposed some of the rewiring work under DRF which should be done under revenue. This needs to be rectified henceforth.

2. To appreciate additional, requirement of funds under revenue and to provide for the same or otherwise it is necessary that the deferred expenditure is spread over next 5 years ensuring that the rewiring of various residential and service buildings get completed within 12 to 17 years on age-cum-condition basis. The details of such expenditure with respect to building/type of quarter, year of construction, programmed year of rewiring, estimated cost of rewiring need to be worked out.
3. The likely expenditure during next 5 years under various plan heads on account of requiring of residential and service buildings which do not get covered under ordinary revenue based on both the limits i.e. Rs 5000 and Rs 7,500 should also be worked out.
4. The details of expenditure as per para 2,3 above need to be submitted by 10.8.84 so that suitable instructions are issued in consultation with Finance for proposing rewiring works during 1985-86.

- Sd -  
(S.C. GOEL)  
Joint Director Electrical Engg. (D&W)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.I/136/4

New Delhi, dt. 7.1.1985

The General Managers,  
All Indian Railways including  
Production Units and  
Metro Railway, Calcutta.

**Sub: Scale of electrical fittings in Railway Quarters.**

The scale of electrical fittings to be provided in different types of Railway Quarters have been detailed in Board's letter No.65/Elec./164/2 dated 17.12.65 and further modified as detailed under Board's letter No.76/Elec.I/136/10 dated 13.7.78. A number of references were received from the Railways subsequently to consider a revision of the standards taking into account the additional facilities decided by the Board in some of the quarters and the need for updating the standards.

As detailed in Board's letter No.83/Elec.I/138/8 dated 22.10.84 Board have considered the matter and the recommendations of the Electrical Standards Committee and ordered that the scale of electrical fittings as communicated earlier should be taken as broad guidelines and the Railways are authorised to make such changes as they may consider necessary so as to suit individual variations in lay-outs, local conditions and other relevant factors, the approving authority for any deviation being the General Manager.

- sd -  
(A.K.Mandal)  
Jt. Director Electrical Engineering(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(Railway BOARD)

No.84/Elec.I/137/93

New Delhi, dt.3.7.1985

The General Managers,  
All Indian Railways  
including Production Units.

**Sub: Electric supply to private parties in Railway Colonies and in adjacent public areas.**

Due to the poor development of the distribution systems of Electricity Undertakings, power supply from Railways' own distribution system was being made available to private parties for establishment of shops/bazaar with land also leased where such establishments are located in the Railway land and on the basis of no objection from the local Licensee where the establishments are outside the Railway land.

Even after the strengthening of the distribution network of the State Electricity Authorities, requests for connection from Railway system are being received and in some cases the requests were even for connection to set up small scale industries.

On the existing arrangements, it is observed from the data collected from the Railways and enclosed as Annexure that arrears of rental and electricity charges are being allowed to accumulate with apparently no action against the defaulters.

Reviewing the various aspects involved, Board have decided that:-

1) No more new electric supply connections will given from Railway's distribution system to private parties for establishment of shops, business or industry whether within or outside the Railway land.

2) Efforts will be made to segregate the distribution lines to such private establishments as now receiving supply from the Railways and the agreements terminated after liasing with the State Electricity Authorities and arranging their supply being made available. In the agreements with the State Electricity Authorities, while according permission for supply within the Railway land, suitable provision of payment of way leave charges for use of Railway land and compensation for transfer of the Railways distribution network will have to be ensured.

3) For the distribution system taken over from the Railway in pursuance of the objective indicated in item 2 above, and for new connections given by the SEBs within the Railway land, the Chief Electrical Engineer & Electrical inspector of the Zonal Railway will continue to exercise his powers as regards compliance of safety rules and maintenance of the system to requisite standards etc. as stipulated in the Electricity Rules and Supply Acts.

**Board's letter no.84/Elec.I/137/93 dated 3.7.1985 contd.....**

Board would also like immediate action by the Railways as regards realisation of outstanding dues and where no satisfactory outcome is further coming, the service connections should be disconnected in addition to taking other legal measures in accordance with the agreements entered into for lease/electric connections to the parties.

This issues with the concurrence of the Finance Directorate.

- sd -  
(V.C.V. Chenulu)  
Director Electrical Engineering  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF TRANSPORT/DEPARTMENT OF RAILWAYS  
(RAILWAY BOARD)

No.85/Elec.I/115/2

New Delhi, dt. 24.12.1985

The General Managers,  
All Indian Railways/Production Units.

**Sub: Provision of air-conditioning in the Office  
portion of General Managers' residence.**

The question of treating a portion of General Managers' residence as Office room with provision of air-conditioning, was engaging the attention of the Railway Board. The Board have now decided that General Managers' are entitled to air-conditioned office rooms in their bungalows in the administrative interest. The General Managers' would be exempted from payment of rental for the portion of the residence used as Office room, and the electricity consumed for the same.

Other Field Officers on the Zonal Railways/Production Units would however, not be entitled to the above benefit.

This issues in consultation with the Finance Directorate of the Railway Board.

Receipt of this letter may please be acknowledged.

DA: NIL

- sd -  
(A.K. Mandal)  
Jt. Director Electrical Engg. (G),  
Railway Board.

Copy to: F(X)II, E(O)I, E(O)III & W-II Branches of Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF TRANSPORT/DEPARTMENT OF RAILWAYS  
(RAILWAY BOARD)

No.85/Elec.I/115/2

New Delhi, dated 4.4.1986

The Director General(Elec),  
R.D.S.O.,  
Lucknow

**Sub: Provision of air-conditioning in the Office portion of D.G.'s residence.**

Ref: DSE/RDSO's D.O. letter no.EL/9/15(Pt.) dated. 31.3.86.

The question of treating a portion of Director General/RDSO's residence as office room with provision of air-conditioning has been examined by Railway Board. The Board have now decided that Director General, RDSO is entitled to one air-conditioned office room in his residential bungalow in the administrative interest. The Director General would be exempted from payment of rental for the portion of the residence used as office room and the electricity consumed for the same.

This issues in consultation with the Finance Directorate of the Railway Board.

Receipt of this letter may please be acknowledged.

sd –  
(A.K. Mandal)  
Jt. Director Electrical Engg. (G),  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 84/Elec. I/150/2

New Delhi, dated 8.4.86

The General Managers,  
All Indian Railways & Production Units.

**Sub: Domestic Tariff for railway staff occupying railway quarters.**

The matter regarding the domestic tariff for railway staff occupying railway quarters was considered by the Board who have decided as under:

- a) "The feeder lines for railway residential colonies should be separated from the Railways residential colonies should be separated from the Railway' own distribution net work which include workshops, yards and other Railway Operational installations as has already been done in Bombay area etc.
- b) Electric power supplied by these feeder lines should be at domestic tariff rates of the State Electricity Boards.

It is requested that you may kindly work out the approximate amount involved in segregating the domestic loads and intimate the same to the Board for further consideration.

An urgent action is requested.

- sd -  
(B.C. Agarwal)  
JDEE(PH)  
Railway Board

Copy to:

1. General Manager, Metropolitan Transportation Project, Calcutta.
2. The Principal, Indian Railway Institute of Mechanical and Electrical Engineering., Jamalpur.
3. Director General/RDSO, Lucknow.
4. The Principal, Railway Staff College, Vadodara.
5. The Principal, Indian Railway Institute of Advanced Track Technology., Pune.
6. The Principal, Indian Railway Institute of Signal Engineering.& Telecommunication, Secunderabad.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.I/136/4

New Delhi, dated 21.5.1986

The General Managers,  
All Indian Railways, including MTP,  
Production Units, RDSO.

Additional General Manager,  
Central Organisation for Railway  
Electrification, Allahabad.

Chief Administrative Officer,  
Central Organisation for Modernisation of  
Workshops, Tilak Bridge,  
New Delhi.

**Sub: Scale of electrical fittings in Railway quarters.**

Board considered the representation of Railways regarding revision in the scale of electrical fittings in railway quarters and delegated the power to the respective General Managers who may consider such changes as may be necessary to suit individual variations in layouts, local conditions and other relevant factors. Railways however, should keep in view revision in rent of the quarters, if any, due to the incremental effect of additional electrical points.

A copy of the letter of even number dated 7.1.1985 is also enclosed herewith for reference.

Receipt of this letter may please be acknowledged.

DA : As above

- sd -  
(A.K. Mandal)  
Jt. Director Electrical Engg. (G),  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF TRANSPORT/DEPARTMENT OF RAILWAYS  
(RAILWAY BOARD)

No.86/W2I/7/4

New Delhi, dt.26.8.86

The General Manager,  
All Indian Railways including CLW, DLW & ICF.

The General Manager,  
W&AP, Bangalore.

The Director General,  
RDSO, Lucknow.

The General Manager,  
MTP, Calcutta.

**Sub: Provision of electric hot plates and fridges in the kitchen of  
Railway Officers Rest Houses.**

It has been decided by the Railway Board that officers Rest Houses of Railway situated in Railway Headquarters should be provided with electric hot plates and refrigerators.

2. This issues with the concurrence of the Finance Dte. of the Ministry of Transport (Department of Railways).
3. Necessary action may be taken under advice to the Railway Board.

sd -  
(U.R. Chopra)  
Addl. Executive Director (LM),  
Railway Board.

No.86/W2I/7/4

New Delhi, dt.26.8.86

Copy forwarded for information and necessary action to:-

1. The CAO, DCW/Patiala.
2. The Chief Administrative Officer, MTP, Bombay, Madras & Delhi.
3. The OSD, RCF, Tilak Bridge, Railway Officers Complex, New Delhi.
4. The CAO, COFMOW, Tilak Bridge, New Delhi.

sd -  
(U.R. Chopra)  
Addl. Executive Director (LM),  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF TRANSPORT/DEPARTMENT OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.I/137/93

New Delhi, Dated 30.9.1986

The General Managers,  
All Indian Railways, including  
CLW, DLW, ICF.

Director General,  
RDSO, Lucknow.

**Sub: Electric supply to private parties/Govt.Deptt./ Public Sector  
Undertakings on Railways' land.**

Instructions were issued vide Board's circular letter of even number dated 3.7.85, that no more new electric supply connections will be given from the Railway Distribution System to private parties for establishment of shops, Bazaar or Industries, whether within or outside the railway line and that efforts should be made to segregate the distribution lines to such private parties as now receiving supply from the Railways and the agreement terminated after liasing with the State Electricity authorities and arranging their supply being made available.

Some of the Zonal Railways have represented that allowing private parties to obtain electricity directly from the State Electricity Authorities within the railway land is likely to create safety problems and also infringes the statutory provisions stipulated under the Electricity Rules and Supply Act. Keeping the above factors in view, the Deptt. of Railways have reconsidered the matter and desire that the following guidelines may be adopted in the matter of electricity supply to private parties. These orders are in supersession of all previous orders on the subject issued so far.

1. Electric connection may be given to private parties/Public Sector Undertakings/Govt. Deptts., if they are connected with the railway working and are also authorised occupants of railway land.
2. Electric connection to authorised occupants of railway land but not connected with railway working may also be considered in exceptional cases after CEE is personally satisfied that connection from any other source is not possible or very uneconomical.
3. To avoid accumulation of arrears of electric energy charges, Zonal railway should take security deposit from the parties equivalent to anticipated 12 months electric consumption charges before actual connection is given. Security deposit should be in multiples of Rs 100/-. In addition to the security deposit, parties asking for electric connections should be required to pay in advance an amount equivalent to 12 months anticipated electric consumption charges including meter rent. The Bill for consumption charges should be prepared on annual basis in the month of January to be payable by February end every year. While preparing this Bill, adjustments if any, may be carried out and party be asked to deposit one year's advance, after adjustment of advance already paid positively by end of February every year.

**Board's letter no. 84/Elec.I/137/93 Dated 30.9.1986 contd....**

4. To ensure proper accountal, it will be necessary that copy of the bill so prepared is sent to the Divisional Accounts Officer, who in turn will ensure that proper accountal is kept. An intimation of the money so received should be sent to the bill preparing authority which will enable the bill preparing authority to take action in disconnecting the supply if the payment has not been made within stipulated period.
5. The advance rental and the security deposits should be accepted in the forms as stipulated in paras 1025, 1026 & 1027 of the Indian Railways Code for Engineering Department (1982) or any amendments thereof.
6. Before electrical connection is given, a bi-lateral agreement should be executed with the party stipulating the above guidelines.
7. The existing cases should be gradually brought within the purview of the above guidelines within a period of one year from the date of the issue of this letter.
8. Government Departments may be exempted from the purview of the payment of security deposits. Public Sector Undertakings, however, should be treated at par with private parties for the purpose of realisation of the security deposits.

Two illustrations indicating the method of working out the energy charges every year are enclosed for guidance.

This issues with the concurrence of the Finance Directorate.

Encl : As above

- sd -  
(B.C. Agarwal)  
Jt. Director Electrical Engg. (PH),  
Railway Board.

**Annexure to Board's letter no.84/Elec.I/137/93 dated 30.9.86**

**Example 1**

1	Say avr. energy consumption month	50 units
2	Yearly consumption	50X12=600
3	Cost of 600 units	Rs 584
4	Security to be deposited	Rs 600
5	Adv. payment to be deposited by party for elec. Consumption	Rs 600
6	Say, cost of actual consumption of the party from 1 <sup>st</sup> Jan to 31 <sup>st</sup> Dec.	Rs 524
7	Money to be deposited by party as adv. elec. charges for next year.	Rs 600 (600-524) =600-76 =Rs 524 only.

**Example 2**

1	Say avr. energy consumption/ month	50 units
2	Yearly consumption	50X12=600
3	Cost of 600 units	Rs 514
4	Security to be deposited	Rs 500
5	Adv. payment to be deposited by party for elec. Consumption	Rs 500
6	Say, cost of actual consumption of the party from 1 <sup>st</sup> Jan to 31 <sup>st</sup> Dec.	Rs 624
7	Money to be deposited by party as adv. elec. charges for next year.	Rs 500+(624-500) =500+124 =624 only.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.I/150/2

New Delhi, dt 21.1.87

The General Managers,  
All Indian Railways including  
CLW, DLW, ICF, W&AP, DCW/Patiala, RCF/Kapurthala  
D.G. / RDSO /Lucknow.

**Sub: Rate of supply of electricity to Railway employees.**

In supersession of the Instructions issued by the Railway Board through their circular letter No.79/Elect.I/150/2 dated 15/18.2.82 on the above subject, the issue of domestic electricity consumption rate applicable to Railway employees has been reconsidered by the Railway Board and decided that the Railway employees residing in the Railway colonies should be charged at the same rate as they would have paid if they had taken supply directly i.e. they will pay at the same rate as the residents of adjoining colonies are billed for electricity consumption for domestic purposes from the local supply authorities. These orders should be effective from 1.1.87.

2. Railways should also analyse the problem of taking separate connection from colony to colony and wherever they find that taking of direct connection is feasible from practical and economic considerations, such works should be taken in hand on priority. This should enable the employees to pay directly to the local supply authorities.

3. The efforts to bring round the local supply authorities and State Electricity Boards to agree to charge energy consumed in Railway residential premises at their domestic tariffs should also continue.

4. For new quarters wherever possible and practicable direct service connections from local supply authorities/Electricity Board lines should be arranged in a manner that the occupants can be billed individually and they can clear their electricity charges without coming to the Railway channel.

5. This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

DA: Nil

- sd -  
(B.C. Agarwal)  
Director Elect.Engg.(Power House)  
Railway Board

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

No.85/Elec.I/137/6

New Delhi, dt 19.2.87

The General Managers,  
All Indian Railways.

**Sub: Recovery of electricity charges from outsiders/Govt. departments.**

The issue of recovery of electricity charges from outsiders/other Government Departments connected with Railway working and who are given supply as per circular letter no. 84/Elec 1/137/93 dt 30.9.86 has been considered in detail by the Board and in supersession to all the previous instructions on the above issue, it has been decided that recoveries form outsiders/Govt. departments, should be made as per formula given below:

From outsiders: A service charge of 40% over and above the average purchase rate of electricity as on 1<sup>st</sup> January of every year.

From Govt. Deptts: A service charge of 32.5% over and above average purchase rate of electricity as on 1<sup>st</sup> January of every year.

Please note that the service charge as mentioned above has been worked out taking into account the Departmental charges, line losses etc. These rates should be made applicable from 1<sup>st</sup> of April every year.

This issues with the concurrence of the Finance Directorate of Ministry of Railways.

- sd -  
(B.C. Agarwal)  
Jt. Director Elect.Engg.(Power House)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.87/Elec.I/110/2

New Delhi, dt 3.3.87

The General Manager (Electrical),  
All Indian Railways (including Production Units)  
CLW, DLW, ICF, W&AP, DCW Patiala, RCF Kapurthala

I am enclosing a copy of the Indian Electricity Amendment Bill 1986 regarding theft of energy. It will be seen that Section 39 of the Indian Electricity Act has been amended to make theft of electric energy as cognisable offence and whosoever dishonestly abstract, consumes or uses any energy can be punished with imprisonment for a term which may extend to three years or with a fine which shall not be less than Rs 1000/- or with both.

2. I am sure the amendment of the Act will go a long way in taking up action against the defaulters. This may be given wide publicity.

Encl: As above.

sd -  
(B.C. Agarwal)  
Jt. Director Elect.Engg.(Power House)  
Railway Board

'Act No.XXXI' of 1986

THE INDIAN ELECTRICITY (AMENDMENT) ACT, 1986

As passed by the Houses of Parliament –  
Rajya Sabha on 22<sup>nd</sup> July, 1986  
Lok Sabha on 4<sup>th</sup> August, 1986

Assented to by the President on 12<sup>th</sup> August, 1986

Published in the Gazette of India, Extraordinary,  
Part II, Section1, dated 14<sup>th</sup> August, 1986

Bill No. XXI-F of 1986

THE INDIAN ELECTRICITY (AMENDMENT) BILL, 1986

(As passed by the Houses of Parliament)

BILL

*further to amend the Indian Electricity Act, 1910.*

Be it enacted by Parliament in the Thirty-seventh year of the Republic of India as follows :-

- |                |  |   |
|----------------|--|---|
|                | 1. This a Act may be called the Indian Electricity (Amendment) Act, 1986   | Short title   |
| 9 of 1910.     | 2. For section 39 of the Indian Electricity Act, 1910 (hereinafter referred to as the principal Act), the following sections shall be substituted, namely:-  | Substi-<br>tution of<br>new<br>sec-<br>tion<br>for<br>sec-tion<br>39. |
|                | "39. Whoever dishonestly abstracts, consumes or uses any energy shall be punishable  | Theft of<br>energy.   |
| Abet-<br>ment. | "39A. Whoever abets an offence punishable under section 39 or section 44 shall, notwithstanding anything contained in section 116 of the Indian Penal Code, be punished with punishment provided for the offence." | 45 of<br>1860.  |

- Amend- 3. In section 44 of the principal Act, -  
ment of  
section (a) after clause (a), the following clause shall be  
44. inserted namely:-
- “(aa) unauthorisedly re-connects any meter referred to in sub-section 91) of section 26, or any meter indicator or apparatus referred to in sub-section (7) of section 26, with any electricity supply-line or other works, being the property of the licensee, through which energy may be supplied, when the said electric supply line or other works has or have been cut or disconnected under sub-section (1) of section 24; or”;
- (b) for the works “shall be punishable with fine which may extend to five hundred rupees”. the words “shall be punishable with imprisonment for a term which may extend to three years, or with fine which may extend to five thousand rupees, or with both” shall be substituted;
- (c) after the words, brackets and letter “such connection as is referred to in clause (a),” the words brackets and letters “or such re-connection as is referred to in clause (aa),” shall be inserted;
- (d) for the words “that such connection, communication,” the words that such connection, communication” shall be substituted.
- Amend- 4. In sections 47 and 48 of the principal Act, for the  
ment of word and figures “sections 39”, the words, figures and  
sections letter “section 39A or sections 40’ shall be  
47 and substituted.  
48.
- Amend- 5. In section 49 of the principal Act, for the word and  
ment of figures “sections 39, 40”, the word, figures and letter  
section “section 39, 39A, 40” shall; be substituted.  
49.
- Amend- 6. In section 50 of the principal Act, after the words  
ment of “the Government”, the words “or a State Electricity  
section Board” shall be inserted.  
50.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.I/137/93

New Delhi, dt 27.7.87

The General Managers,  
All Indian Railways including  
CLW, DLW, ICF &  
Director General,  
RDSO,  
Lucknow.

**Sub: Electric supply to private parties/Govt. Deptts./Public Sector  
Undertakings on Railways' land.**

Reference Board's letter of even number dated 30.9.86 on the above  
subject.

Board have decided to amend the Clause 3 of the said letter to read as  
under:

“To avoid accumulation of arrears of electric energy charges, the  
Zonal Rly will ensure that they take security deposit from the parties  
equivalent to three months anticipated electric consumption charges  
before actual connection is given. The security deposit should be taken in  
multiples of Rs 100/-“

This is issued with the concurrence of Finance Directorate of the Board.

- sd -  
(B.C. Agarwal)  
Jt. Director Elect. Engg.(PH)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.81/PR/4/1

New Delhi, dt 28.9.87

The General Managers,  
All Indian Railways  
CLW, DLW, ICF.

Director General,  
RDSO,  
Lucknow.

**Sub: Electric supply to private parties/Govt. Deptts./Public Sector  
Undertaking on Railways' land.**

Reference Board's letter No. 84/Elec I/137/93 dt 30.9.86 & 27.7.87 on the subject noted above indicating that "to avoid accumulation of arrears of electric energy charges, the Zonal Railway will ensure that they take security deposit form the parties equivalent to three months anticipated electric consumption charges before actual connection is given. The security deposit should be taken in multiple of Rs 100/-".

2. On representation form firms dealing with Coin Operated Person Weighing Machines installed at railway platforms, the Board have since decided in partial modifications of instructions contained in their letter of even number dt 27.7.87, that in respect of these firms security equivalent to one month's electric charges alone should be collected from them as security deposit. In other works, the firms are not liable to pay any other charges by way of either security deposit or anticipated electric consumption charges as advance deposits. The contract may be suitably amended and the revised instructions indicated above incorporated immediately. The amount earlier collected from the firms as security deposits may please be refunded early.

This issues with the concurrence of the Finance & Electrical Directorates of the Railway Board.

- sd -  
(P.K. Chatterji)  
Director, Information & Publicity,  
Rly Board.

No.81/PR/4/1

New Delhi, dt. 28.9.87

Copy forwarded to Executive Director Electrical Engineering(G).

Attn. JDEE(PH) with a request that suitable instructions may please be issued to Electrical departments of the Railways.

(P.K. Chatterjee)  
Dir. Information & Publicity,  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.87/Elec.I/113/2

New Delhi, dt. 12.5.1988

The General Managers,  
All Indian Railways, (except Eastern Railway),

**Sub: Electrical illumination of busy Railway crossings.**

**Ref: Para 9.3 of the Report by CRS/Eastern circle on collision of  
922 DN, NE Express with a bus on 6<sup>th</sup> Nov., 1986.**

As per recommendations of CRS/Eastern Circle, Calcutta, all busy Railway crossings should be provided with suitable illumination.

It is, therefore, desired that overall position is assessed on your Railway regarding number of busy Railway crossings which are already electrified and others which require electrification.

The work of remaining busy Railway crossings can be taken up in a phased manner through Works Programme depending on the availability of funds.

Please acknowledged receipt.

Sd/-  
(A.K. Mandal)  
Joint Director Elec. Engg. (G)  
Railway Board

Copy to : GM (Electrical), Eastern Railway, Calcutta in reference to his letter no.EL/72/0/AKA dated. 3.11.87. He may please intimate the present status of the proposal to illuminate 20 busy Railway crossings.

- sd -  
(A.K. Mandal)  
Joint Director Elec. Engg. (G)  
Railway Board

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

No.88/Elec.I/115/2

New Delhi, dt. 24.5.1988

The General Managers (Electrical),  
All Indian Railways including  
CLW, DLW, ICF, RCF &  
D.G. / RDSO /Lucknow.

**Sub: Accountal and maintenance of records in respect of Air-Conditioners, Refrigerators, coolers, etc.**

Ref: Board's letter No.V3/78/Gen/4/PC, dt.5.5.79.

Your attention is invited to Board's letter quoted above wherein guidelines for maintenance and history sheets and bio data for important machines like Air-Conditioners, refrigerators and coolers, etc. were sent. A copy of the same is enclosed for ready reference.

The Vigilance Directorate of the Board's office have pointed out that during some of their checks, it has come to light that proper records of the above machines and their bio-data are not maintained by the Subordinate offices.

It is reiterated that the instructions issued vide this office letter quoted above, be strictly followed to avoid misappropriation of railway materials/stores.

- sd -  
(V. Jha)  
Director Elec. Engg. (PH)  
Railway Board

Copy to :

Joint Director Vig(E)I Railway Board for information. This has reference to his note No.87/V3/N/21/PC(B) dt. 18.4.88.

- sd -  
(V. Jha)  
Director Elec. Engg. (PH)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec.I/115/1

New Delhi, dt. 2.6.1988

The General Managers,  
All Indian Railways, except Central,  
North Eastern and South Central Railways,  
Including CLW, DLW, ICF, RCF &  
D.G. /RDSO/Lucknow.

**Sub: Increase in Air-Conditioning charges for Railway Rest House  
occupied by Railway officers.**

On a reference made by a few Railways, the question of increasing the charges for occupation of Air-Conditioned accommodation in Railway Rest House of all the Railways/Production Units has been under the consideration of the Board. It has since been decided that the existing charges Rs 3/- per day will be continued for officers who are on duty and are entitled to first class AC travel.

For other officers the following will apply :-

- i) Officers on duty not entitled to 1<sup>st</sup> Class AC travel will be charged Rs 6/- per day.
- ii) Officers on leave will be charged Rs 6/- per day in addition to prescribed room rent.

2. This letter issues with the concurrence of the associated finance.

- sd -  
(V. Jha)  
Director Elec. Engg. (PH)  
Railway Board

Copy to : South Central and Central Railway.

1. This disposes of GM/SC Railway's letter No.E.4/P/Vol.II dated 18.1.88 and GM/Central Railway's letter No.-100.P.Corresp. dated 1.3.88.
2. North Eastern Railway – This disposes of his letter no.W/310/0/3/W-I dated 11.3.88 on the above issue. Regarding allotment of Officers Rest House to retired Railway Officers, it is clarified that the instructions contained in Board's letter No.82/W2/7/13 of 16/21 June, 1983, do not clash with previous instructions contained in Board's letter No.61/Elec./115/4 dated 19.7.69, since, as per, instructions contained in Board's letter dated 16/21 June, 1983 it is clear that the Rest House can be occupied by retired Railway officers when these are not required by serving Railway officers. No further clarification is therefore, required.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec.I/115/1

New Delhi, dt. .07.1988

The General Managers,  
All Indian Railways, including  
Production Unit.

The Director General,  
R.D.S.O.  
Lucknow.

**Sub: Provision of Window Air-Conditioners in the rooms of JA  
grade officers.**

The issue regarding uniform policy for provision of Window Air-Conditioners in the rooms of JA grade officers has been under Board's consideration since long. The Board have decided that the office rooms of only those officers whose basic pay is Rs 4500 or above and are placed in JA or SG Grade, may be provided with Air-Conditioners both in Headquarter office and Divisions/Workshops.

This issues with the concurrence of the Finance.

(1) sd –

(V. Jha)  
Director Elec. Engg. (PH)  
Railway Board

Copy to : (1) G.M., electrical, Southern Railway, Madras.  
This is the disposal of your letter no.E4/P of  
17.5.88 and 20.6.88 on the above subject.

(2) Chief Elec.Engg. of All Railway & Production Units.

(3) F(X)II for information.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec./113/5

New Delhi, dt. 5.7.1988

General Manager/Electrical  
All Indian Railways (including Production Units)  
CLW/DLW/ICF/RCF/W&AP/RDSO.

**Subject: Prevention of fire in buildings.**

To make buildings sound proof thermally insulating them and also to provide false ceiling, it is observed that walls and ceilings of the buildings are covered by the Engineering Department. Sometimes highly inflammable materials are being used for the covering. It has also been observed that the Electrical Department are mounting switch boards directly on to such false covering on the walls.

A fire is reported to have originated from the switch board of an air-conditioner mounted on the walls having such inflammable covering. The fire originated due to loose electrical contact in the switch board and spread very quickly causing extensive damage to the room and other equipments installed inside the room.

In order to avoid such cases of fire, it is advised that inflammable materials are not used for covering walls and roof. However, if it becomes inescapable to use such material, the switch boards should be mounted on an insulated (thermal) board. It should be provided between the switch board and the false covering of the wall so that the heat originating due to loose contact, if any, in the switch board, is not transmitted to the inflammable covering causing fire.

- sd  
(V. Jha)  
Director Elec. Engg. (PH)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.82/RE/250/1

New Delhi, dt. 10.8.1988

The General Managers(Elec),  
Rail Indian Railways.

The Principal,  
Railway Staff College, Baroda.

The General Managers(S&T),  
All Indian Railways.

The Chief Project Managers,  
Railway Electrification, Kota, Vadodara,  
Nagpur, Ranchi, Bhopal, Bilaspur, Mathura & Vijayawada.

**Sub: Tapping of 25 KV OHE for 230V L.T. supply to Signalling Installations.**

In connection with the provision of 230V L.T. supply to signalling installations by tapping of 25KV OHE, instructions were issued by Railway Board from time to time, vide their letter mentioned below :-

- i. No.82/RE/250/1 dated 23.6.1982
- ii. No.82/RE/250/1 dated 19.10.1983, and
- iii. No.85//W3/SG/CLS/1 dated 26.6.1985.

The present arrangement on the above was reviewed and a joint procedure order on the basis of the practices followed on RE Projects has been prepared by CEE/CORE and CSTE/CORE, Allahabad. The joint arrangement recommended by CORE has been approved by the Board. A copy of the guidelines along with the drawings prepared by CEE and CSTE, CORE is sent herewith for uniform adoption on Railway Electrification Project under construction.

Please acknowledge the receipt.

Encl: AS above

- sd -  
(A.S. Sant)  
Exe. Director Railway Electrification  
Railway Board

Copy to : General Manager, Central Organisation for Railway  
Electrification, Allahabad.  
ED(S&T), JD(S&T)I together with a copy of guidelines along  
with drawings.

DA: as above.

**Annexure to Board's letter no. 82/RE/250/1 dated 10.8.1988**

**POWER SUPPLY ARRANGEMENTS FOR SIGNALLING INSTALLATIONS THROUGH  
AUXILIARY TRANSFORMERS BY TAPPING 25 KV OHE.**

**(A) POWER SUPPLY INSTALLATIONS :**

Following works shall be carried out by Electrical Department :

- (i) At each way side station, 2 nos. Auxiliary Transformers, one each connected to OHE of UP & DN lines shall be provided. A 2x25 sq.mm. aluminium cable shall be laid from each AT to ASMs' room and shall be terminated at the CLS supply panel. Local supply, if available, shall also be terminated at the panel as a third source. A manual three-position changeover switch shall be provided on the CLS supply panel. The CLS panel shall be provided with MCBs and neon indication lamps for the incoming and outgoing supplies. Change-over shall be affected by ASM on duty. From the CLS supply panel, power supply will be extended to either cabin by S&T department, through 2x25 sq.m. aluminium cables.
- (ii) At big yards, where a number of cabins are located, 2 to 3 cabins shall be grouped together and a set of two ATs one each connected to OHE of UP & DN lines shall be provided at a convenient location to feed each such group. CLS supply panel having a three-position manual change-over switch shall be provided at one of the cabins, by the Electrical Department from where the supply shall be extended by S&T department to other cabins.
- (iii) Provision of 2 nos. Auxiliary Transformers one each connected to OHE of UP & DN lines shall be arranged at each level crossing located more than 2 km. away from the Railway station. If any other level crossings are located within 2 Km of the level crossing where a set of ATs have been provided then supply from the same ATs shall be extended to these level crossings through 2x25 sq.mm. Aluminium cable to be laid by S&T Deptt. The CLS supply panel alongwith manual change-over switch shall be provided at the gate lodge. Change-over shall be affected by the Gateman on duty.
- (iv) In case of IBH, separate set of ATs shall be provided. As IBH are unmanned, a two-position automatic change-over switch shall be provided.
- (v) In single line sections, one AT connected to the OHE will be provided for supply to CLS. The LT supply will be extended from the AT to ASM's room by means of a 2x25 sq.m. Aluminium cable terminated at the CLS supply panel. Local power supply, if available, will also be connected to this panel, which will be provided with a change-over switch. This arrangement will be adopted for the way side stations, level crossings beyond 2 km from the nearest Railway station and at the IBHs.

**Annexure to Board's letter no. 82/RE/250/1 dated 10.8.1988 contd.....**

- (vi) At way-side electrified stations, where local supply is prone to prolonged interruptions an emergency light point shall be provided in ASM's room and in each cabin from the AT supply, through a separate circuit protected by a fuse of proper rating. At non-electrified stations, a separate lighting circuit shall be provided in ASM's room and in each cabin from AT supply, from the lighting circuit in the ASM's room, one light point each in ASM's room on the platform outside the station building at the ticket window/waiting hall and in the cable hut shall be provided. On the lighting circuit at the cabins, one light point each in the cabin, relay room, battery room and cabin basement shall be provided.
- (vii) All the power supply installations provided by the Electrical department as detailed in paras (i) to (iv) above, will be maintained by the Electrical Department.

**(B) S&T INSTALLATIONS :**

The following works shall be carried out by the S&T department :

- (i) A 2x25 sq.mm. aluminium cable will be laid from the ASM's room to each cabin alongwith the signal control cables in the same trench. An integrated power cubicles including a voltage stabiliser, inverter and battery chargers will be provided in the relay room for signal and relay supplies. A 230 V AC outlet from this power pack will be made available to Electrical Department for provision of light points. Similar arrangements will be made at each level crossing and IBH.
- (ii) An 80 AH battery capacity, sufficient to cater for 2 hours failure of supply, will be provided at each cabin, level crossing and IBH. One extra 80 AH battery set shall be provided temporarily at these points until AT supply becomes available.
- (iii) At large yards, standby diesel generating sets of 10 KVA rating each will be provided for standby power supply to the signalling installations. The supply from these generators will be brought to the CLS supply panel in the ASM's room or in the cabin, where a change-over switch will be provided by the S&T Deptt. to enable the ASM/Cabinman to affect the change-over supply from the normal mode to the generator mode. A push-button control will also be provided in the ASM's room/cabin to enable the ASM to start/stop standby diesel generator whenever required.
- (iv) On sections where automatic block is planned, S&T will lay a power cable all along the section with suitable feeding arrangements to suit local conditions.
- (v) At stations where telecom repeater stations are located, a 2x25 sq.mm. aluminium cable will be laid from the CLS supply panel in the ASM's room to the repeater station to avail AT supply to work battery changers and repeater equipments in the event of failure of local supply. Electrical Department will provide a change-over switch at the repeater station between AT supply and local supply. An emergency light point shall also be provided at Repeater stations by Electrical Department from the AT supply.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.I/137/93

New Delhi, dt. 27.10.1988

General Managers,  
All Indian Railways including  
CLW, ICF, W&AP, RCF/Kapurthala, DCW/Patiala,  
DG/RDSO/Lucknow &  
RE/CORE/Allahabad.

**Sub: Recovery of electricity charges from outsiders/Government Departments.**

Ref: Railway Board's letter of even nos. dated 30.9.86, 9.9.88 and 85/Elec.1/137/6 dated 9.2.87.

The procedure to be adopted for recovery of electricity charges from outsiders/other Government Departments connected with Railway working who are given supply from Railway feeders has been outlined in Railway Board's letters under reference. Doubts have arisen regarding levy of meter rent, security deposit and advance of energy charges to be recovered from the party.

To remove the doubts, the following clarifications are issued:

To avoid accumulation of arrears of electric energy charges, the Zonal Railways will ensure that security deposit from the parties equivalent to three months anticipated electric consumption charges are recovered before actual connection is given. The security deposit should be taken in multiples of Rs 100/-. The anticipated electric consumption charges should also include meter rent.

No advance of anticipated electric consumption should be taken.

The security deposit is in addition to the service connection charges which are taken by the Railways for providing connection to the parties.

- sd -  
(V. Jha)  
Director Elec. Engg. (PH)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.86/Elec.I/138/1

New Delhi, dt. 2.12.1988

General Manager/Elec.,  
All Indian Railways  
(except Central Railway).

**Sub: Scale for provision of lights and fans at Railway Stations.**

The scale of provision of lights and fans at Railway Stations has been under the consideration of the Railway Board for quite some time. The issue was also discussed during the XXXVI th Electrical Standards Committee Meeting held at Gorakhpur on 21<sup>st</sup> & 22<sup>nd</sup> May 1987. During the deliberations of the above meeting a sub-committee consisting of CESE/Northern and CECE/Central Railway was constituted to recommend the scale of provision of lights and fans. The sub-committee's recommendations have been received vide CEE/Central Railway's letter No.L.494.E.ESC(GenI) Vol. IV dt. 19.10.88. The following recommendations of the Committee have been approved by the Board and it is advised that illumination and fannage should be planned as per the recommendation. The illumination and fannage should be improved at existing stations depending on the availability of funds.

2. ILLUMINATION

The sub-committee has divided Railway stations in three categories viz., Category A B & C. Under Category A Railway stations at Zonal Rly. Headquarters and State Capitals will come. Under Category B Railway Stations at Divisional Headquarters and State Distt. Headquarters will come and all other stations will fall under Category C. The scale of illumination recommended and approved by Board for covered platforms, circulating areas, covered passage ways/footover bridges are as follows :

<u>Type of Station</u>	<u>Recommended illumination level</u>
Category A Zonal Railway HQ and State capital	<b>50 Lux</b>
Category B Railway Divl. HQ and State Distt. HQ	<b>30 Lux</b>
Category C Other small stations	<b>20 Lux</b>

The sub-committee has also recommended that in order to maintain adequate illumination level by most energy efficient means, covered platforms under Category A & B stations should be provided with 70 Watt, LPSV lamps luminaries of low bay type. In case of category C stations, the recommended light fitting is of 36 W thin F.T.

2.1 The light fittings recommended for open platforms, footover bridges for Category A&B stations are integral street light luminaire with 70 HPSV lamps. For Category C station, fittings recommended is 1x36 W thin F.T.

2.2 For Booking, Reservation, Enquiry, telegraph office and offices of SM, ASM and retiring rooms at Category A&B stations the lighting system should be provided with commercial and decorative fluorescent luminaire with mirror optics reflector of either 2x36 W thin tubes or 1x36 W thin tube. At places where ceiling height is more than 4 mtrs. fluorescent fitting of industrial type with vitreous enamelled reflector of 1x36 W or 2x36 W thin tube should be used at Category A & B stations. For Category C stations, fluorescent luminaire of either 1x36 or 2x36 W thin tubes should be provided.

2.3 Lighting system in station approaches, car parks, circulating areas, through passage/sectional carriage sidings at Category A and B stations should be provided with integral street light luminaire with 70W or 150 W HPSV lamps. For category C stations these areas should be provided with fluorescent outdoor street light type luminaire with 1x36 W or 2x36 W thin tubes.

### 3. FANNAGE

One fan should be provided in the centre of the two supporting columns. For platforms having width 6-9 mtrs., one row of fans should be provided. For platforms with more than 9 mtrs. width, fans should be provided in two rows. Fans should be provided away from the drain pipes to avoid rain water dripping on them. The installation of lights and fans should be so decided that stroboscopic effect is avoided. For platforms, fans with 1800 mm sweep is preferable. For other locations like offices, waiting halls etc. one fan of 1500 mm sweep for every 10 sq.mtrs. area should be provided. In retiring rooms, one fan of 1200 mm sweep should be provided above each bed.

- sd -

(V. Jha)

Director Elec. Engg. (PH)

Railway Board

Copy to : DG/RDSO/Lucknow. He is requested to refer to Board's letter no.87/Elec.I/118/1 dated 21.11.88 wherein it was requested that the scale of water coolers and type of water coolers to be provided at various stations should be recommended by RDSO. In this connection, he may connect sub-committee's above report and submit RDSO's recommendations early.

(ii) CEE/Central Railway. This has reference to his letter no.L.494.E.ESC(Genl) Vol.IV dt. 19.10.88.

- sd -

(V. Jha)

Director Elec. Engg. (PH)

Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec.I/115/1

New Delhi, dt. 1.5.1989

The General Manager (Elec),  
Western Railway,  
Bombay.

**Sub: Provision of Air-conditioning units in officers' Rest House.**

Kindly refer to your letter No.EL/4/0 dated 3.2.89 on the subject cited above. In view of the emphasis on energy conservation, the present policy of Board circulated vide Board's letter No.61/Elec/115/4 dated 12.5.70 regarding air-conditioning of rest houses should continue. However, if air-conditioning of more rest houses are required, a proposal to this effect should be sent to Board for their consideration.

- sd -  
(V. Jha)  
Director Electrical Engineering(PS)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.84/Elec.(G)/150/2

New Delhi, dt. 4.10.1989

The General Managers,  
All Indian Railways and  
Productions Units.

**Sub: Recovery of electricity charges from GRP personnel**

Ref: Railway Board's letter No.85/Elec.I/137/6 dated 17.2.87.

The issue of recovery of electricity charges from GRP personnel has been under consideration of the Railway Board for some time. In supersession of all the previous instructions on the above issue, it has, now been decided that the recoveries for electricity consumed by GRP personnel occupying Railway Quarters should be made at the same rate as applicable to Railway employees, with the stipulation that if the rates on any Railway is revised upwards retrospectively, the same will be payable by the GRP personnel also.

Acceptance to this effect may be obtained from all the State Governments, only after which the revised rates may be made applicable.

This issues with the concurrence of the Finance.

- sd -  
(V. Jha)  
Director Elec. Engg. (PH)  
Railway Board

Copy to Sec(Spl)/ Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.79/Elec.I/136/1

New Delhi, dt. 26.3.1990

The General Managers (Elec.),  
All Indian Railways and  
Productions Units.

**Sub: Norms for provision of Fluorescent tubelight fittings in  
Railway staff Quarters.**

The Board have had under consideration the question of providing Fluorescent Tube light fittings in Railway staff quarters keeping in view the effect of conservation of electrical energy to National Economy and provision of satisfactory illumination in quarters. The Board have now decided, as a matter of policy, that fluorescent tube light fittings may be provided in new quarters under construction and in old quarters in a phased manner as per the scale given below :

<u>Type of Qrs.</u>	<u>No. of fittings</u>	<u>Location</u>
<b>I</b>	<b>1</b>	Main room.
<b>II</b>	<b>2</b>	One each in two rooms.
<b>III</b>	<b>2</b>	One each in two rooms.
<b>IV, IV Spl.</b>	<b>4</b>	Two in Dining-cum-drawing hall and one each in the two other rooms.
<b>V</b>	<b>5</b>	Two in Dining-cum-drawing hall, one each in 3 bed rooms.

The distribution between different locations may be varied slightly by the Electrical Engineer in-charge to suit the particular building plan and local requirement.

2. The maintenance of tubelight fittings including replacement of fluorescent lamps and accessories will be the responsibility of the occupant.
3. For existing quarters, the Railways may initiate action for provision of tubelight fittings as per above scale depending upon the availability of funds.

This issues in consultation with Finance Dte. of Board.

Please acknowledge receipt of this letter.

- sd -  
(D.D. Pahuja)  
Jt. Director Elec. Engg. (PH)  
Railway Board

Copy to : Director General (Elec.), RDSO for information please.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec.I/115/1

New Delhi, dt. 31.8.1990

Principal,  
Railway Staff College,  
Vadodara.

**Sub: Recovery of Air-Conditioning charges from Trainee Officers.**

Ref: Your D.O. No.SPEE/Misc. dated 19.3.90.

The points raised in your above referred letter regarding recovery of air conditioning charges from the occupants of air-conditioned rooms in the new hostel of Railway Staff College have been examined and following clarifications are furnished :

- i) Since air-conditioning of the hostel rooms has been done to cater to the needs of Sr. Railway officers who are entitled to avail air-conditioned rest room facility on usual payment basis while on duty, it is logical that same rules as applicable for levying charges for air-conditioned rest houses should apply in this case.
- ii) Air-conditioning charges may not be recovered during winter when the plants should be disconnected on semi-permanent basis. The duration of winter when the air-conditioners are to be disconnected may be decided by the Principal, Railway Staff College taking into account the local weather conditions. During the remaining period the year, AC charges shall be recovered from the occupant of these rooms irrespective of whether the facility was availed of or not.

This issues in consultation with Finance Dte. of Railway Board.

- sd -  
(D.D. Pahuja)  
Jt. Director Elec. Engg. (PH)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.90/Elec.(G)/137/102

New Delhi, dt. 8.11.1990

General Manager (Elec.),  
Western Railway,  
Bombay.

**Sub: Charges of electricity supply to Borivali Railway Station  
licensed Porters' Rest House.**

Ref: Your letter No. EL 86/21 dt. 26.6.90.

The practice of levying of charges for electricity supplied to Porters Rest Centre on various Railways has been checked and it is found that all the Railways except Western Railway are treating these Rest Centres as service buildings and no separate charges are being levied in this regard from the porters. On a representation from Porters' Union of Western Railway, Board have decided that the practice of levying charges for supply of electricity to the Porters' Rest Centre on Western Railway also should be discontinued with immediate effect and these rest enters should be treated as service buildings. However, past cases need not be reviewed and these orders should be made effective w.e.f. 1.11.1990. This issues in consultation with Finance Directorate of Railway Board .

(D. . sd

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(D.D. Pahuja)  
Jt. Director Elec. Engg. (PH)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.90/Elec(G)/150/12

New Delhi, dt 8.5.1991

The General Managers (Elec.),  
All Indian Railways and  
Production Units.

**Sub: Recovery of electricity charges from Railway Bharat Scouts & Guides Association.**

The practice of levying of charges for electricity supplied to the premises occupied by Railway Bharat Scouts & Guides Associations on various Railways has been reviewed and it is found that the procedure adopted by the Railways is not uniform.

The issue of recovery of electricity charges from Railway Bharat Scouts & Guides Association has been considered in detail by the Board and it has been decided that electricity consumption in the premises occupied by Railway Bharat Scouts & Guides Association should be charged at rates as applicable to Railway employees. However, past cases need not be reviewed and these orders should be made effective from 1.6.91.

This issues in consultation with Finance Directorate of Railway Board.

- sd -  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 90/Elec(G)/150/12

New Delhi, dt 16.5.91

The General Managers(Elec.),  
All Indian Railways and  
Production Units.

**Sub: Rate of supply of electricity to Rly employees.**

**Ref: Board's letter no. 84/Elec.I/150/2 dt 21.1.1987.**

In continuation of Board's letter referred above it is clarified that electricity rates applicable to Railway employees and other consumers should be revised as and when the concerned Electricity Boards revise their rates for domestic consumption.

This issues with the concurrence of the Finance Directorate of this Ministry.

- sd -  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 91/Elec(G)/150/9

New Delhi, dt 8.10.1991

General Manager (Elec.),  
All Indian Railways including  
Production Units.

**Sub: Payment of electricity duty/sales tax/energy development  
cess.**

In terms of Electricity Duty Act, electricity sold or supplied to Railway for construction, maintenance or operation of the Railways is exempted from payment of electricity duty. It has been pointed out by C&AG in an Audit Para that one of the Railways have paid duty on electricity used for both construction, maintenance and operation of Railways on which electricity duty is not payable as well as on electricity used for domestic and commercial purposes for general consumption.

During investigation it was observed that nature of electric load being mixed, the segregation of feeders for domestic/commercial loads and electric load for operation/ maintenance/construction purposes was not feasible. The provision of separate feeder for domestic/commercial load involved large investments. The concerned Railways after mutual discussions with the State Electricity Board decided to apportion certain percentage of total electric consumption for purposes of payment of electricity duty which has been objected to by Audit.

Railways are advised to get sample metering done for electricity consumed for domestic/commercial purposes at selected locations and based on the sample study, State Electricity Boards should be persuaded to accept dutiable energy at remaining locations on uniform basis. The installation of measuring instruments for metering domestic consumptions should also be considered wherever additional investments involved are reasonable.

- sd -  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.90/Elec.(G)/150/12

New Delhi, dt. 31.10.1991

General Managers (Elec.),  
All Indian Railways,  
(Including Production Units)

**Sub: Non-Payment of electricity charges by Quasi – Railway Bodies.**

It has been pointed out by C&AG in an Audit draft para that charges for electricity consumed by the Quasi-Railway Bodies such as Railway Institutes, Officers' club, Unions, co-operatives, Mahila Samities etc. on Eastern Railway are not being realised from the consumers. Scrutiny of records of various Divisions/workshops of Eastern Railway revealed that arrears of charges for electricity consumed by these bodies have accumulated to the tune of Rs 12.46 lakh to the end of March 1990. Some of the outstanding charges relate to periods as old as 1974. The failure of the Railway administration to persuade the Quasi-Railway Bodies to make payments or to take any penal measures against them has been viewed seriously.

Since any precipitate action like disconnection of power supply at this stage, for arrears which have accumulated over the years may aggravate the position further, it is advised that the controlling officers like DRMs, CWMs, CPOs, FA&CAO etc. should chalk out a methodology in consultation with all concerned to liquidate the outstanding dues within a reasonable period. The suggestion for paying a part of outstanding bills alongwith the current bills to clear the balance in due course should also be considered. In the event of quasi-Railway bodies not agreeing to pay arrears in instalments, electricity should be disconnected after giving proper notices.

However, in order to avoid accumulation of arrears in future, wherever the consumer default to pay their current bills, their electricity supply must be disconnected after serving a notice.

- sd -  
(D.D. Pahuja)  
Jt. Director Elec. Engg. (PH)  
Railway Board

Copy to :  
DG/Elec./RDSO/LKO.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec.I/115/1

New Delhi, dt. 13.3.1992

The General Managers (Elec.),  
All Indian Railways,  
(Including Production Units)

Directors,  
Indian Railway Institute  
Of Civil Engineering, Pune.  
Indian Railway Institute  
of Mechanical & Electrical  
Engineering, Jamalpur.

Indian Railway Institute of Signal &  
Telecommunication Engineering,  
Secunderabad.

Indian Railway Institute of  
Electrical Engineering, Nasik.

**Sub: Levy of charges for air-conditioned rooms in officers rest house.**

On a reference made by Principal, Railway Staff College, Vadodara, the question of waiving of air-conditioned charges for the period when the air-conditioner is disconnected on semi permanent basis during the winter season, was considered by the Board. The Board have decided that air-conditioning charges may not be recovered during winter when the plants should be disconnected on semi permanent basis. During the remaining period of the year, AC charges shall be recovered from the occupants of air conditioned rooms in rest houses irrespective of whether the facility was availed of or not.

A copy of reply issued to Principal, RSC in this respect is enclosed for information and guidance. The duration of winter when the air-conditioners are to be disconnected may be decided by CEE taking into account the local weather conditions.

DA: As above

- sd -  
(D.D. Pahuja)  
Jt. Director Elec. Engg. (PH)  
Railway Board

D.O. No.89/Elec(G)/150/7

New Delhi, dated : 19.6.1992

**Sub: Energy conservation.**

The subject of energy conservation in general services was discussed in detail during the last CEEs' Conference held on 28.5.1992 in Railway Board's office. During the year 1990-91 the energy consumption for other than traction loads has gone up in all the Railways except Central and Eastern Railways. The table given below indicates the energy consumption during the years 1989-90, 1990-91 and the percentage variation. It will be seen that no Railway has fulfilled Board's target of 5 per cent reduction in absolute terms.

Table

Railway	Million kWh		Percentage increase
	1989-90	1990-91	
Central	187.654	182.723	- 2.67
Eastern	224.88	217.6	- 3.34
Northern	214.65	240.13	+ 10.61
North Eastern	70.6	79.49	+ 11.18
Northeast Frontier	78.03	79.907	+ 2.34
Southern	99.76	100.92	+ 1.14
South Central	93.76	95.87	+ 2.20
South Eastern	189.95	189.99	+ 0.02
Western	155.34	162.1	+ 4.17

2. While it is appreciated that there is an increase in connected load, there is considerable scope for reducing overall consumption. Following specific areas may be specially watched to achieve Board's target of at least 5% reduction in 1992-93 over the figures of 1991-92.

2.1 To detect theft and unauthorised connection and launch a drive to disconnect the same effectively. Indian Electricity Act, amended in the year 1986 provides for imprisonment upto 3 years and fine upto Rs 1000/- or both for unauthorised electricity connection. A wide publicity of this amendment should be given amongst Railway staff and assistance of local civil authorities mobilised.

2.2 Railways may take assistance of expert agencies, if necessary, for energy audit of major load centres for fixing norms of energy consumption and making incharges of such establishments responsible for exceeding the limits.

**Member Electrical's D.O. No.89/Elec(G)/150/7 dated 19.6.1992 contd.....**

2.3 Improving the power factor by installing shunt capacitors to reduce maximum demand charges and also line losses.

Economy in energy consumption by proper house keeping and avoiding wastages.

All new power connections should be given only after careful consideration and ensuring that the connection is inescapable. Power connection for decorative purpose should be totally banned.

Review the requirement of yard lighting, station lighting and shed/workshop lighting. There is a tendency for excess illumination at some locations. Besides half light system during idle hours may help to achieve economy.

2..7 Norms should be evolved for consumption of diesel oil for EOG and MOG rakes and stationary generator sets and these should be monitored closely.

May I request you to advise your Chief Electrical Engineer to ensure that effective steps are taken to achieve economy in consumption of electricity?

With best wishes,

Yours sincerely,

- sd -  
(J. Upadhaya)

General Managers,  
All Indian Railways and  
Production Units.

Copy to : EDCC for information.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.92/Elec.(G)/150/12

New Delhi, dt. 26.8.1992

The General Managers,  
All Indian Railways.

**Sub: Upkeep of electrical pumps in the water supply system.**

As per the existing arrangements in most of the Railway administrations, upkeep of electrical pumps in the water supply system is the responsibility of the Electrical Department and the rest is looked after by Civil Engineering Department.

In pursuance of decision taken by the Board in the meeting held on 4.6.92, it has now been decided that for integrated control and economy in expenditure, re-distribution of control on electrical pumps may be done as under :

- (a) At smaller stations, where neither electrical nor engineering supervisors are headquartered under station master.
- (b) At stations, where an engineering supervisors is headquartered but no electrical supervision is headquartered under engineering supervisor.
- (c) At stations having both engineering and electrical supervisors are headquartered – existing arrangements to continue.
- (d) Repairs and maintenance of electrical equipments for categories (a) and (b) above should be arranged locally and Electrical Department's help may be asked only for major task.

Immediate action may please be taken to implement the orders by issuing a joint Engineering Electrical and operating circular indicating among others the major tasks that would be attended to by the Electrical Department.

- sd -  
(D.D. PAHUJA)  
DIRECTOR, ELEC. ENGG.(G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.85/Elec.I/137/6

New Delhi, dt. 26.8.1992

General Managers (Elec.),  
All Indian Railways &  
Production Units.

The Director General,  
RDSO,  
Lucknow.

**Sub: Recovery of electricity charges from outsiders/Govt. Deptts.**

**Ref: Eastern Railway's letter No. W/Elect/Rates/NU(717)dt. 7.8.91.**

Vide above referred letter, Eastern Railway has sought clarifications regarding method of calculating the average purchase rate of electricity as on 1<sup>st</sup> January of every year.

In this connection it is clarified that the procedure for working out the average purchase rate of electricity is well defined in para 3 of Railway Board's letter No. 79/Elec.I/150.2 dated 15/18.12.82. Further clarifications were issued to Railways vide Board's letter No. 90/Elec.(G)/150/12 dated 16.5.91 advising that electricity rates applicable to Railway employees and other consumers should be revised as and when the concerned Electricity Boards revise their rates during the year in addition to fixing up rates on 1<sup>st</sup> January of every year.

Necessary action may please be taken accordingly, issuing suitable instructions to all the concerned and Headquarters of Zonal Railway should have a strict check and ensure that the Divisions fix and revise the electricity rates well in time.

(D. . sd -  
(D.D. PAHUJA)  
DIRECTOR, ELEC. ENGG.(G)  
Railway Board.

Copy to :- Chief Electrical Engineer, All Indian Railways.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.85/Elec.I/137/6

New Delhi, dt. 26.11.92

General Manager(Elect),  
Eastern Railway,  
Calcutta.

**Sub: Recovery of electricity charges from outsiders/Government.  
Depts.**

**Ref: Your letter No EL/86/W/Vol. 6/AG dated 15.10.92.**

The maximum demand charges, taxes and duties which are levied from time to time by State Electricity. Boards and also all taxes and duties etc. and increase in charges, if any, which do not get reflected in the previous years rates, even though these were paid by the Railways should be taken into account while calculating the average purchase rate.

The relief given vide pare 3(ii) of Board's letter no. 79/Elec. 1/150/2 dated 18/12/82 that cost of generation by standby DG sets not feeding the railway colonies should not be taken into account while computing average purchase rate, was for the railway employees residing in railway quarters. This does not apply to outsiders/Govt. Depts. in case they are given supply from the standby DG sets.

-sd-

(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board

Copy to:

General Managers (Elec),  
All Indian Railways (except Eastern Railway.)

General Managers (Elec)  
CLW/Chittaranjan, DLW/Varanasi, ICF/Madras, DCW/Patiala, RCF/Kapurthala.

The Director General,  
RDSO, Lucknow.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.93/Elec.(G)/109/16

New Delhi, dt. 30.10.93

The General Managers,  
All Indian Railways &  
Production Units.

**Sub: Extra payment of electric charges on account of non-repair/replacement of defective meters.**

It has come to the notice of Board that energy meters at some Railway stations, workshops and Railway quarters are lying defective.

In a case involving NE Railway, Audit in their Draft para pointed out some cases wherein energy meters were lying defective for nearly 5 to 7 years. Thus, the inordinate delay in getting the meters repaired/replaced resulted in excess payment of Rs 10.75 lakh for 8.55 lakh units to UPSEB.

Board desire that energy meters at all important points of consumption are checked and in case any meter is found defective, the concerned electricity Board should be contacted immediately for the repair/replacement of the defective meters leaving no space for levy of excess charges by the power supply authorities. The position of defective meters and payments made to State Electricity Board for unmetered power consumption should be reviewed every month at HOD's level and remedial action taken to get the defective meters repaired/replaced.

Sd/-  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.93/Elec.(G)/150/1

New Delhi, dt. 13.12.1993

The General Managers/ Elec.,  
All Indian Railways and  
Production Units.

**Sub: Uniform policy in respect of recovery of electricity charges from Teachers/ staff of Kendriya Vidyalayas/ Government schools/ Deptts./ Undertakings occupying Railway Quarters, Social Welfare Organisations on Railways like Railway institutes, Community Halls, Clubs, Recognised Union offices, Association etc. and Religious Building like Temple, Mosque, Gurudwara and Churches authorisedly set up on Railway land.**

The issue of evolving a uniform policy in respect of recovery of electricity charges from Teachers/ Staff of Kendriya Vidyalayas/ Govt. Schools/ Deptts./ Undertakings occupying Railway Quarters and Social Welfare Organisations of Railways like Railway Institutes, Community Hall, Clubs, Recognised Union offices etc. and authorised religious buildings such as Temples, Mosques, Gurudwaras and Churches on Railway land has been under consideration of the Ministry of Railways for some time.

Information collected on the subject from Zonal Railways and Production Units revealed that the procedure adopted by the railways for levying charges for electricity supplied to the above Institutions differs from Railway to Railway and even division to division within the same Railway. In order to evolve a uniform policy of the subject, it has been decided that in supersession of all the previous instructions on the above issue, the electricity rates will now be charged as under:-

1. The staff/ teachers of Kendriya Vidyalayas, Govt. Schools/ Deptt./ Undertakings occupying Railway quarters authorizedly may be charged at the rates applicable to Railway employees.
2. Social Welfare Organisations on railways such as Railway Institutes, Community Halls, Clubs, etc., recognised Railway Union offices and other associations may also be charged at the rates applicable to Railway employees subject to maximum limit of consumption decided by the Chief Electrical Engineers in consultation with associate finance. Excess consumption over the limit fixed may be charged at outsiders` rates.
3. The Railways may charge from the authorised religious buildings like Temples, Mosques, Gurudwaras and Churches set up on Railway land at the same rate as charged by the respective State Electricity Board for similar premises in the vicinity subject to an upper limit of consumption fixed by CEE in consultation with associate finance. Excess consumption over the limit fixed may be charged at outsiders` rates.

Contd...

**Board's letter no. 93/Elec.(G)/150/1 dated 13.12.1993 contd....**

Above rates should be charged with the stipulation that if the rates on the Railway are revised upwards retrospectively, the same will also be payable by the above staff and institutions. Acceptance to this effect may be obtained from all concerned, before the revised rates are made applicable. The above rates will be applicable with effect from 1.1.1994. Past cases need not be re-opened.

This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

- sd -  
(D.D Pahuja)  
Director, Elec. Engg. (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.93/Elec.(G)/150/1

New Delhi, dated. 11.2.1994

The General Managers/ Elec.,  
All Indian Railways and  
Production Units.

Director General,  
RDSO, Lucknow.

**Sub: Recovery of electricity charges from Kendriya Vidyalayas  
located on Railway land.**

1. R.C.F., Kapurthala vide their letter No.974-E/RCF/KXH/KV dated 21.8.93 on the above subject, had requested that the Kendriya Vidyalaya located at RCF premises should be charged at the same rate as applicable to Railway employees occupying Railway quarters for consumption of electricity as 90 to 95% of the seats of this school have been allotted to the children of the RCF employees and the RCF employees are virtually enjoying the privilege of a project school despite the school being in the civil sector.

2. This matter has been considered in the Ministry of Railways and it has been decided that Kendriya Vidyalaya buildings/premises located at Rail Coach Factory premises, Kapurthala may be charged for the electricity consumption at the same rate as charged by the respective State Electricity Board for similar buildings/premises, in the vicinity subject to an upper limit of consumption fixed by Chief Electrical Engineer in consultation with associate Finance. Excess consumption over the limit may be charged at Govt. Deptt. rates. These rates should be charged with the stipulation that if the rates on the Railway/Production Units are revised upwards retrospectively, the same will also be payable by the Kendriya Vidyalaya, RCF. Acceptance to this effect may be obtained from KVS, before the revised rates are made applicable. The above rates will be applicable w.e.f. 1.1.1994. Past cases need not be re-opened.

3. Instructions at Para 2 above regarding electricity charges for consumption in Kendriya Vidyalayas may also be followed by Zonal Railways and other Production Units after taking personal approval of General Manager provided these schools give priority/preference to the wards of Railway employees in the matter of admission.

This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

- sd -  
D.D Pahuja  
Director/ Elec. Engg. (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.93/Elec.(G)/148/8

New Delhi, dated. 12.4.1994

The General Managers/ Elec.,  
All Indian Railways.

**Sub: Precaution while undertaking trenching work for laying of cables and pipe lines, excavation for foundations etc.**

Instances of failures of LT power cables and signalling/telecommunication cables feeding vital Railway installations on account of damage caused to them during trenching for laying new cables/pipe lines or sewer lines have been brought to the notice of the Board.

1.1 To avoid failure of such nature and improve safety and reliability, following guidelines shall be followed:-

- a) Before undertaking any underground work on Railway premises, such as laying of cables by the Electrical & S&T Departments and laying of water pipe lines/sewer lines by the Engg. Department, the concerned executing Department after proper site survey shall make a route layout plan to scale, indicating the proposed alignment and depth of the cable/pipe line or sewer line. This plan, signed by an officer of the executing Department, shall be sent to the other two Departments for their scrutiny and approval. The other two departments, before approving, shall indicate on this plan the existing underground cables/pipe lines or sewer lines of their departments crossing or in close proximity and likely to be affected by the proposed alignment. The depth of their cable/pipe line or sewer line shall also be indicated thereon. These two departments shall return the plan duly signed by their authorized officers to the department executing the work. If necessary joint route survey should be done by Electrical, Engg & S&T officials before final approval of the proposed plan.
- b) It shall be the responsibility of the department executing the work to advise the other concerned departments in writing at least 48 hours in advance as to when it will undertake excavation/construction work in the area where their underground cable/pipe lines or sewer lines as shown on the plan may need protection during excavation. An acknowledgement of this advice shall be obtained from both the other two departments.
- c) After the cable/pipe line or sewer line is laid, suitable markers (either for cable or for pipe line/sewer line shall be prominently placed to identify its route properly. The plans made earlier shall be modified, if needed to indicate the position of the buried cables pertaining to Electrical or S&T department as well as the pipe line or sewer line of the Engg. Department. Completion plans so prepared must be made available to the maintenance officers of all departments concerned.

2.0 The above guidelines shall be followed for work undertaken either departmentally or through a contractor.

This issues with the approval of the concerned Directorates.

Please acknowledge the receipt of this letter.

- sd -  
(MC Chauhan)  
Jt. Director/ Elec. Engg. (PS)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec.(G)/138/6

New Delhi, dt. 10.8.94

The General Manager(Elec.)  
All Indian Railways.

**Sub: Maintenance Study Group's Meeting for General. Power  
Supply Installations.**

At present Maintenance Study Group (MSG) meetings are being held for different streams for Electrical Department viz. Loco, TRD and TL &AC etc. It has been further decided to hold the meetings of MSG in future for General. Power Installations also. This will cover all the items of General. Power Supply Installations such as pumping installations, DG sets, Electrification of Stations, Provision of Water Coolers, use of non conventional sources of energy and energy conservation in general power supply. It is expected that the meeting of MSG ( General Power Installation) will be held some time in the month of Oct. 1994. The exact date and venue will be intimated at a later date.

In view of the above, it is, therefore, requested that the items/suggestions, which you would like to include in the Agenda for the above meeting, may please be sent to Director.(PS&EC)/RDSO alongwith detailed remarks by the end of this month positively.

-sd-  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board

Copy to:

1. Director General(Elec),RDSO,Lucknow for information and necessary action. JD(PS)/RDSO is nominated as Secretary for the purpose and will co-ordinate in this regard and issue of the minutes of the meeting.
2. GM(Elec), ICF, Madras for information and necessary action.
3. GM(Elec)/RCF, Kapurthala for information and necessary action.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.95/Elec.(G)/109/1.

New Delhi, dt. 1.2.1995

The General Manager (Elec.),  
Central Railway/Bombay  
Eastern Railway /Calcutta  
Northern Railway /New Delhi  
N.E. Railway /Gorakhpur  
N.F. Railway /Guwahati  
Southern Railway /Madras  
S.C. Railway /Secunderabad  
S.E. Railway /Calcutta  
Western Railway /Bombay.

**Sub: Electrification of Railway Stations.**

Provision of basic amenities to the passengers at stations is a thrust area and electrification of stations is one of such basic passenger amenities.

In supersession of all previous instructions on the subject, the Board have decided, as a matter of policy, that

1. All the regular/Flag stations where electricity from State Electricity Board is available within 1 Km. Should be provided with electricity.
2. Halt stations should be provided with electricity only if power supply is available within 1(one) Km and a pair of trains stop at night.
3. The regular/Flat/halt stations where electricity from State Electricity Board is not available within a distance of 1 Km and there is no possibility of power supply being available nearby in foreseeable future but a pair of trains halt during night may be considered for provision of electricity through solar power.

Receipt of this letter may please be acknowledged.

- sd -  
D.D Pahuja  
Director/ Elec. Engg. (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.88/Elec.I/115/1.

New Delhi, dt. 21.3.1995

The General Manager (Elec.),  
Southern Railway,  
Madras.

**Sub: Provision of air-conditioners in officers rooms in violation of  
Railway Board's orders.**

Please refer to your letter No.A.10/FB/Spl/22/88-89 dated 22.6.93 and 8.2.95 regarding retention of window air-conditioners by officers ineligible in terms of Board's letter of even number dated 29.7.88.

In terms of Board's letter of 29.7.88, window air-conditioners should be provided in the office rooms of only those officers whose basic pay is Rs 4500 per month or above and are placed in JA or SG grade. These instructions apply to all cases existing (as on 29.7.88) as well as to new cases.

- sd -  
D.D Pahuja  
Director/ Elec. Engg. (G)  
Railway Board.

Copy to :

- (1) General Managers/Elec., Central, Eastern, Northern, North eastern, Northeast Frontier, South Central, South Eastern and Western Railways along with a copy of FA&CAO MAS's letter for information and guidance.
- (2) General Manager/Elec., CLW, ICF, DLW, W&AP, RCF and DCW along with a copy of FA&CAO/G MAS's letter for information and guidance.
- (3) F(X)I & F(X)II.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.95/Elec.(G)/109/1

New Delhi, dt. 11.8.1995

The General Manager (Elec.),  
All Indian Railways.

**Sub: Electrification of Railway stations.**

Your attention is invited to Board's letter of even number dt. 1.2.1995 forwarding the revised norms for electrification of Railway Stations.

In para 3 of the above letter, it has been indicated that regular/Flag/Halt Railway Stations are to be electrified through Solar panels where electricity from State Electricity Board is not available within a distance of 1 Km and there is no possibility of power supply being made available nearby in the foreseeable future but a pair of trains halt during night.

In this context, it has been pointed out by Southern Railway as under :

“Out of 22 un-electrified Railway stations on Southern Railway, no train stops during night at 15 stations and only one train stops during night at the balance 7 stations. These 7 stations are halt stations which are not manned round the clock and no regular SMs/ASMs and proper buildings are available at these stations. In view of the above, if solar power panels are provided at these stations, the responsibility for the custody of the equipment cannot be entrusted to any Railway staff and as such the equipments are vulnerable to theft. It is, therefore, considered that it would not be worthwhile going in for electrification of these stations with solar power panels.”

The matter has been re-examined in the light of the suggestion made by Southern Railway and it has been decided that regular/flag/halt stations which are not manned round the clock by Railway staff specifically posted at these stations need not be considered for electrification till such time as the status changes.

- sd -  
D.D Pahuja  
Director/ Elec. Engg. (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.94/TC-I/1/P

New Delhi, dt. 15.9.1995

The General Managers,  
All Indian Railways.

**Sub: Drinking water arrangements through private parties at  
Railway Stations.**

Please refer to the then MT's D.O letter of even No. dated 18.6.94 permitting private parties to install electric water coolers at any station of the Railways. It has also been laid down therein that the maintenance of these water coolers should also be got done through the parties who are interested in installing the same.

2. The matter has been reviewed on receipt of representations from the Zonal Railways and also the observations made by the Chairman, Passenger Amenities Committee during the meeting held on 5.7.95 for not insisting upon the private parties to maintain the water coolers themselves. On reconsideration, it has been decided by the Board that the Zonal Railways may accept the water coolers as per Railways specifications, from private parties and maintenance by them need not be insisted upon. It may also be ensured that these water coolers are located at such stations where maintenance facilities are available and no extra staff is required for this job. Energy charges shall also to be paid for by the Railways. Necessary instructions may please be issued to all concerned and publicity may also be given for information of public so that they may share their efforts with the Railways in strengthening the drinking water arrangements at stations.

3. This issues with the concurrence of associate finance.

4. Please acknowledge receipt and ensure compliance.

- sd -  
(P.S Nerwal )  
Director, Traffic Comm. (G),  
Railway Board.

Copy to : 1. Chief Electrical Engg. All Indian Railways, Elec.(G) Branch.  
2. PS/Chairman, PAC/Railway Board.  
3. EDEE(G).

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 95/Elec.(G)/118/1

New Delhi, dt. 27.9.95

Chief Electrical Engineers,  
Central Railway, CSTM, Mumbai;  
Eastern Railway, Fairlie Place, Calcutta;  
Northern Railway, Baroda House, New Delhi;  
North Eastern Railway, Gorakhpur, U.P.;  
Northeast Frontier Railway, Guwahati;  
Southern Railway, Park Town, Chennai;  
S.C. Railway, Secunderabad;  
S.E. Railway, Calcutta, Garden Reach, Calcutta;  
Western Railway, Churchgate, Mumbai.

**Sub: Drinking water arrangements through private parties at  
Railway stations – Maintenance of water coolers donated by  
private parties.**

It has been decided by the Board that Zonal Railways may accept the water coolers as per Railways specifications, from private parties and maintenance by them need not be insisted upon. It may be ensured that these water coolers are located at such stations where maintenance facilities are available and no extra staff is required for job.

A copy of the detailed instructions issued on the subject by Traffic Commercial Directorate of Railway Board vide letter no. 94/TG-I/1/P dated 15.9.95 is enclosed for information and necessary action please.

DA: As above.

-sd-  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.96/Elec.(G)/109/4/pt.

New Delhi, dt. 14.3.96

The General Managers (Elec.),  
All Indian Railways.

**Sub: Illumination of station name Boards displayed at both ends of the platform.**

In Board's letter no. 82/TG/II/1005/1/MR dated 10.3.82 Railways were advised that well-lit station name Boards should be provided at all electrified stations for the convenience of passengers. Light points should be provided near the station name Boards subject to the condition that by doing so, it does not constitute a safety hazard obstructing the proper visibility of the signals for movement of trains.

This point has again been raised in the meeting of Consultative Committee of MP's for the Ministry of Railways, held on 24.2.96 and need for proper illumination of station name Boards displayed at the two ends of platforms, have been emphasised.

Board desire to reiterate that electric poles provided at the platforms of all electrified stations should be adjusted in such a manner that station name boards provided at the two ends of the platforms are properly illuminated so as to be read easily during night. It may also be ensured that lights specifically provided for illumination of the station name boards are kept burning during the night.

The receipt of this letter may please be acknowledged.

- sd -  
(D.D Pahuja)  
Director, Elec. Engg.(G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.95/Elec.(G)/138/5

New Delhi, dt.19.3.1996

General Managers (Elec.),  
All Indian Railways & Production Units.  
ICF, Madras;  
RCF, Kapurthala;  
CLW, Chittaranjan;  
DLW, Varanasi;  
DCW, Patiala  
W&AP, Bangalore.

**Sub: Scale for lights and fans at Railway Stations.**

1.0 Attention is invited to Board's letter no. 86/Elec-I/138/1 dated 2.12.88 in which the norms for provisions of lights and fans at Railway stations were indicated. In para 2 of the letter sodium vapour lamp was recommended for covered/ open platforms, foot over bridges, approach roads, circulating area, through passenger/ sectional carriage sidings etc. at category A and B Railway stations.

1.1 With the developments that have taken place over the years and with the availability of improved types of lamps, the question of using sodium vapour lamp has been examined in consultation with the leading experts in the field and it is found that though the energy efficiency of sodium vapour lamp is better than that of mercury vapour lamp, its colour rendering index is poor i.e. 23 as against 85 to 95 for tubular fluorescent lamp. When the sodium vapour lamp is first switched on, it has the familiar red colour appearance as the lamp slowly warms up its colour appearance gradually changes, until after about 10 minutes it is no longer the red but becomes yellow. All objects appear as yellow or shades of yellow. Any perfect colour other than yellow would appear completely black. The yellow light makes the ambience very gloomy. For this reason, sodium vapour lamps are not recommended for general interior lighting. It is therefore, decided not to use sodium vapour lamps for illumination of interiors of under covered shelters. Railways are advised to issue instructions to field units to stop use of sodium vapour lamp henceforth for interior lighting in public amenity areas at Railway stations as well as for platforms. Sodium vapour lamp may however continue to be used in open area for street lighting, yard lighting etc.

2.0 For interior lighting in a public amenity area or on Railway platforms use of metal halide lamps has been recommended in lieu of sodium vapour lamps to enhance the comfort level of the public by providing a pleasing luminous environment. With a view to judging the efficacy of metal halide lamp, 21 high pressure sodium vapour (HPSV) lamp each of 150W provided in the Concourse Hall at New Delhi Railway station have been replaced with metal halide lamp each of 150 W using the same fitting and control gear as used for the sodium vapour lamps. This has improved not only the illumination level but also and more importantly the colour recognition thus giving a pleasant appearance.

3.0 In the light of the above and in modification of the directions issued earlier, the following guidelines need to be followed for selection of luminaries and lamps for illumination of interior/covered areas and platforms:-

	<u>Area</u>	<u>Recommended Luminaries/lamps</u>
1.	For indoor areas upto 4.0 m Mounting height	Luminaries with a vitreous enamelled reflector having high co-efficient of Utilisation and ideally suited for areas with Low maintenance. Phosphor powder coated fluorescent tube "Trulite" and high frequency electronic ballast.
2.	For indoor area with 4.0 m to 5.0 mounting height.	i) Generally lowbay luminaries. ii) Wherever it is possible to use down rod (1.0 m long) for suspension of luminaries, fluorescent lamps and h.f. electronic ballast at S.No.1.
3.	For indoor areas with 5.0 m to 8.0 m mounting height.	Generally medium bay luminaire with 150W/250W metal halide lamp.
4.	For indoor areas with 8.0 m to 10.0 m mounting height	Use of Highbay luminaire with 250/400W Metal Halide Lamp (250W Metal Halide for lower Lux levels/smaller areas and 400W for higher lux levels/larger areas.
5.	For more than 10.0 m mounting Height.	Use of Highbay luminaries with 400W Metal Halide Lamp.

Please acknowledge receipt of this letter.

- sd -  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board

Copy to: Director General (Elec.), RDSO, Lucknow.  
Director IRIEEN, Nasik.  
Principal, Railway Staff College, Baroda.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.94/Elec.(G)/150/11

New Delhi, dt.27.3.96

The General Managers (Elec.),  
All Indian Railways.

**Sub: Provision of Standby Diesel Generating Sets on the Railways.**

\*\*\*\*\*

1.0 Diesel Generating (DG) sets have been provided on the Railways at a number of locations as a standby source of power supply for essential as well as some non-essential loads in the event of interruptions/cuts of power supply from the State Electricity Boards (SEBs). The maintenance and operation of these DG sets entails substantial expenditure due to consumption of diesel oil and spares. More importantly, operation of DG sets cause pollution which is required to be avoided.

1.1 Due to several changes on the Railways in the recent past such as closure of steam sheds, closure of marshalling yards, as a result of changes in operating patterns, gauge conversion giving alternative routes etc., a review of the requirements of DG sets at each location with a view to keeping their nos. to the barest minimum is called for and wherever DG sets have become redundant or are not required, they should be got removed immediately.

2.0 While the primary responsibility to ensure power supply to Railway installations without any power cuts/power interruptions rests with the SEBs, Railway Administration should continue to pursue with higher authorities of SEBs for effecting improvements in power supply system to Railway installations as sets at certain important stations to feed essential loads during the period of interruption/cuts to power supply from SEBs to ensure continuity of Railway operations. The following factors should be taken into consideration while providing DG sets at Railway Stations:-

2.1 The importance of the station such as Zonal Railway Head Quarters, State Capitals, Divisional Head Quarters, District Head Quarters and any other station which the Chief Electrical Engineer considers as important from operational point of view and where the duration of power supply interruptions/cuts are deemed to affect passenger convenience.

2.2 Normally the loads to be fed essentially from DG sets would be as under:-

- i) Electric pumps for watering carriages where there is no diesel pump;
- ii) Exhausters, vacuum testing plants (till they become redundant), compressors for maintenance/testing of rakes;
- iii) Essential minimum lighting during night hours in control offices, sick lines, yard, telephone exchanges;
- iv) Hospitals where operations are performed;
- v) Water coolers on platforms;

Contd...

- vi) Electric loco/diesel loco sheds;
- vii) EMU/MEMU/DMU car sheds.
- viii) Any other load considered essential for Railways' operations by CEE of the Railways

**NOTE:** Where DG sets are provided on the above considerations, station premises like platforms, Booking offices, etc. can also be provided with emergency supplies.

1. Wherever DG sets have been provided by Electrical department as a standby for power supply specifically and exclusively for signalling installations, the maintenance and operation of such DG sets should be handed over to Signal Department.
2. The results of the review indicating numbers of DG sets closed and those existing may be sent to this office.

Please acknowledge receipt of this letter.

- sd -  
(D.D. Pahuja)  
Director Electrical Engineering(G)  
Railway Board

- Copy to :
- (1) General Managers (S&T)/All Indian Railways
  - (2) Director General, RDSO, Lucknow.
  - (3) Director IRIEEN, Nasik. Post Box No.233, Nasik Road-422101.
  - (4) Principal, Railway Staff College, Vadodara.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.95/Elec.(G)/138/5

New Delhi, dt. 22.10.1996

The General Managers,  
All Indian Railways.

**Sub: Provision of Sodium Vapour Lamps.**

Attention is invited to Railway Board's letter No.86/Elec.I/138/1 dated 2.12.88 in which the norms for provision of lights and fans at Railway Stations were indicated. Subsequently, in this office letter No.95/Elec(G)/138/5 dated 19.3.96 the areas where Sodium Vapour Lamps could be used were also indicated.

2. It is generally seen during foot-plate inspections that the amber aspect of the colour light signals cannot be readily distinguished from that of Sodium Vapour Lamps, particularly in areas close to major towns, approach to city limits and major yards and there is a need to modify and replace the existing Sodium Vapour Lamps.

3. It is therefore advised that the Signal Sighting Committees should identify all such locations on the routes where aspects of colour light signals are getting affected and wherever any colour light signal aspect is considered as getting affected because of the colour of Sodium Vapour Lamps in the vicinity/background. They are required to be replaced with Mercury Vapour lamps or Fluorescent Tube Lamps or any other lamp whose colour rendition enables all the colour light signal aspects to be picked up readily.

- sd -  
(S.K. Agarwal)  
Director Electrical Engineering(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.96/Elec.(G)/137/117/ SER.

New Delhi, dt. 30.12.1996

The General Manager (Elec.)  
All Indian Railways & Production Units.

**Sub: Location of Air- conditioners.**

During inspection of major stations it has been observed at some locations that window type air- conditioners provided for cooling the A.C dormitory, retiring rooms etc. were not put on the out side but in the reservation hall, non- A.C dormitories etc. in use at stations resulting in flow of hot air in the public utility areas, causing inconvenience to the Railway users. This has been viewed seriously, during inspections by MR and MOS(R).

It is advised that location of the such air-conditioners, if any, may please be reviewed and arrangements for their relocation or a suitable ducting and exhaust fan be made at the earliest so as to channelise the hot exhaust air out side the building instead of being allowed to circulate in another public utility area.

- sd -  
( S.K Aggarwal )  
Director/ Electrical Engg. (PS)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. F(X)II/91/ALC/1

New Delhi, dt.6.1.1998

The General Managers (Elec.),  
All Indian Railways including Production Units.

The Officers on Special Duty,  
East Coast Railway, Bhubaneswar;  
East Central Railway, Hajipur;  
North Central Railway, Allahabad;  
North Western Railway, Jaipur;  
South Western Railway, Bangalore;  
West Central Railway, Jabalpur.

The Director General, RDSO, Lucknow.

The General Manager,  
Central Organisation for Rly. Electrification,  
Allahabad.

**Sub: Rewiring of Residential and service buildings.**

In terms of Board's letter no. F(X)II/91/ALC/1, dated 11.7.91, cost of rewiring in buildings is chargeable to ordinary revenue if costing below Rs. 10,000 each. In view of the general increase in prices since then, the question of enhancing this limit has been considered and it has now been decided that rewiring of buildings costing upto Rs. 25,000/- each may be charged to Revenue.

Please acknowledge receipt.

Hindi version will follow.

- sd -  
( Amit Kaushik )  
Jt. Director Finance ( Exp.)  
Railway Board.

No. F(X)II/91/ALC/1

New Delhi, dated. 6.1.98.

Copy to: FA&CAO, All Indian Railways incl. Production Units, RDSO & RE.

Director of Audit, All Indian Railways incl. Production Units, RDSO & RE.

- sd -  
( Amit Kaushik )  
Jt. Director Finance ( Exp.)  
Railway Board.

Copy to F(X)I, Elec. & Budget Branches.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.82/RE/250/1.

New Delhi, dt.24.7.1998

The General Managers (Elec.),  
All Indian Railways.  
C O R E Allahabad.

The Project Managers, Railway Electrification,  
Ambala, Bhubaneswar, Chennai, Danapur, Ranchi, Vishakhapatnam.

**Sub: Tapping of 25 KV OHE supply for lighting in station area.**

Instructions have been issued vide Board's letter of even number dated 10.8.88 to provide a separate lighting circuit at non- electrified stations, and emergency lighting arrangements at way-side electrified stations where local supply is prone to prolonged interruptions, from the AT supply.

2. Instances have come to the notice of the Board where interruptions have been for long durations putting, from the AT supply.

1. Instances have come to the notice of the Board where interruptions have been for long durations putting the travelling public to lot of inconvenience and hardship. In order to mitigate the hardship, the Board have decided to extend the scope of provision of above lighting from the AT supply to include essential requirements of passengers in addition to the areas already covered as detailed below:

(i) At way-side electrified stations where local supply is prone to prolonged interruptions:

(ii) At non-electrified stations:

A separate lighting circuit should be provided, covering one light point in ASM's room, two points on the platform outside the station building, one at the ticket window/waiting hall, and one in each cabin.

Sd/-  
(S.L. Bhargava)  
Executive Director (RE)  
Railway Board

Copy to : EDEE(G)/ Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.98/Elec.(G)/109/15

New Delhi, dt. 13.10.1998

General Manager/Elec.,  
All Indian Railways.

**Sub: Scale for provision of lights at Railway stations.**

Attention is invited to Board's letter No.86/Elec-I/138/..... Dated 2.12.1988 and 95/Elec(G)/138/5 dated 19.3.1996 wherein the norms for provision of lights and the luminaires/lamps to be used at Railway stations were indicated.

Standing Committee on Railways on the subject 'Passenger Amenities' have pointed out that "Lighting system in the stations particularly small one, is very poor. This needs to be improved."

Board desire that the level of illumination at stations particularly small ones, be got inspected to insure that all stations are adequately illuminated and are provided with the light fittings as per the norms prescribed in Board's letters referred to in para 1 above.

Compliance report to this effect may please be sent to this office in due course.

-sd-  
(A.K. Vohra)  
Executive Director Elec. Engg.(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.93/Elec.(G)/148/8

New Delhi, dt. 12.4.1999

The General Managers,  
All Indian Railways.

**Sub: Precautions while undertaking trenching work for laying of cables and pipe lines, excavation for foundations, etc.**

Instances of failures of L.T. power cables and signalling/telecommunication cables feeding vital Railway installations on account of damage caused to them during trenching for laying new cables/pipe lines or sewer lines have been brought to the notice of the Board.

1.1 to avoid failure of such nature and improve safety and reliability, following guidelines shall be followed :-

- a) Before undertaking any underground work on Railway premises, such as laying of cables by the Electrical and S&T Departments and laying of water pipe lines/sewer lines by the Engineering Department, the concerned executing Department after proper site survey shall make a route lay-out plan to scale, indicating the proposed alignment and depth of the cable/pipe line or sewer line. This plan, signed by an officer of the executing Department, shall be sent to the other two Departments for their scrutiny and approval. The other two Departments, before approving, shall indicate on this plan the existing underground cables/pipe lines or sewer lines of their Departments crossing or in close proximity and likely to be affected by the proposed alignment. The depth of their cable/pipe line or sewer line shall also be indicated thereon. These two Departments shall return the plan duly signed by their authorised officers to the Department executing the work. If necessary joint route survey should be done by electrical, Engineering and S&T officials before final approval of the proposed plan.
- b) It shall be the responsibility of the Department executing the work to advise the other concerned Departments in writing, at least 48 hours in advance, as to when it will undertake excavation/construction work in the area where their underground cables/pipe lines or sewer lines as shown on the plan may need protection during excavation. An acknowledgement of this advice shall be obtained from both the other two Departments.
- c) During excavation work adjacent to tracks and cables routes in an electrified area, it shall be responsibility of the executing Department to take all necessary precautions to ensure safety of the staff and to avoid damage to the underground cables/rail bonds/pipe lines or other items, if any. The excavation shall not be undertaken in the vicinity of cable routes until the exact position of the cables has been ascertained. However, the Department which has been notified of the work shall also ensure that a senior supervisor of that Department is present at the site during excavation.

- d) After the cable/pipe line or sewer line is laid, suitable markers (either for cable or for pipe line/sewer line) shall be prominently placed to identify its route properly. The plans made earlier shall be modified, if needed, to indicate the position of the buried cables pertaining to Electrical or S&T Department as well as the pipe line or sewer line of the engineering Department. Completion plans so prepared must be made available to the maintenance officers of all Departments concerned.
- 2.0 The above guidelines shall be followed for work undertaken either departmentally or through a contractor.

This issues with the approval of the concerned Directorates.

Please acknowledge the receipt of this letter.

- sd -  
(M.C. Chauhan)  
Jt. Director Electrical Engineering(PS)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.95/Elec.(G)/109/1

New Delhi, dt. 19.4.1999

The General Managers,  
All Indian Railways.

**Sub: Lighting in station area of non-electrified stations.**

**Ref: Board's letter no. 82/RE/250/1 dt. 24.7.98 (copy enclosed).**

Instructions were issued vide Board's letter no. 82/RE/250/1 dt. 10.8.88 to provide a separate lighting circuit, from the AT supply at non-electrified station and emergency lighting arrangements at way side electrified stations where local supply is prone to prolonged interruptions. The scope of the same was extended vide Board's letter of even number dated 24.7.98.

During Railway Budget 1999-2000, Hon'ble MR for Railways has declared the year 1999-2000 as "Passenger Year" and he wished that better amenities shall be provided to the passengers.

The provision of lighting at platforms, ASM rooms, ticket window/waiting halls, FOBs and concourse etc. are essentially passenger amenity items and need to be provided as per Board's letter mentioned above.

In view of above, Board have decided that instructions as contained in Board's letter no. 82/RE/250/1 dt. 24.7.98 should be implemented by the Railways within 6 months i.e. latest by 31.10.1999.

-sd-  
(A.K. Vohra)  
Executive Director Elec. Engg.(G)  
Railway Board

Copy for information and necessary action to:

CEEs,  
All Indian Railways.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.94/Elec(G)/115/1

New Delhi, dated 29.4.99

The General Managers (Elec.)  
All Indian Railways & Production Units.

Officers on Special Duty/Elec.,  
East Coast Railway, East Central Railway,  
North Central Railway, North Western Railway,  
South Western Railway and West Central Railway.

The Director General (Elec.),  
RDSO, Lucknow.

**Sub: Provision of an extra plug point of 5 Amp. in type I, II & III  
Railway Quarters.**

The demand for provision of one extra plug point of 5 Amp. capacity in type I, II & III Railway Quarters was raised, in addition to earlier provisions issued vide Board's letter no. 65/Elec./164/2 dated 17.12.68, in the PNM/AIRF's meeting held on 15th/16th March, 1995 and has been accepted by the Ministry of Railways.

2. (a) It has been decided to provide an extra plug point of 5 Amp. capacity in all type I, II & III Railway Quarters by carrying out certain modifications in the existing switch boards.

(b) However, in any case, if it is not feasible to provide this extra plug point in the existing switch boards, one extra plug point may be provided in a separate switch board.

3. This work shall be undertaken only after completion of provision of fans in the quarters, which might have been completed by now ( target - March 1998).

4. This issues with the concurrence of Finance Directorate of Ministry of Railways.

The receipt of the letter may please be acknowledged.

- sd -  
( A.S. Janghu )  
Director Electrical Engineering(G)  
Railway Board

Copy to :

1. The Genl. Secretary, AIRF, E-122, Babar Road, New Delhi.
2. The Genl. Secretary, NFIR, 21-A, Chelmsford Road, New Delhi.
3. The Secretary, JCM, National Council, E125, Babar Road, New Delhi.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.99/Elec.(G)/118/1

New Delhi, dt. --.4.1999

The General Managers,  
All Indian Railways.

**Sub: Provision of water coolers at booking/reservation offices.**

Vide Board's letter no.84/Elec.I/137/38 dated 28.6.85 directives were issued for provision of water coolers in second class reservation halls where reservation and booking offices are located and are used by large number of users.

With the setting up of Computerised Passenger Reservation Systems, a number of PRS complexes have come up during last few years at locations away from station buildings. For these PRS complexes the issue of provision of water coolers has been under consideration of the Board for quite some time. Board have decided that water coolers should also be provided at Passenger Reservation System (PRS) complexes having piped water supply and are not covered under Board's earlier Order No. 84/Elec.I/137/38 dated 28.6.85, irrespective of the number of passengers dealt by the PRS.

The capacity and location of the water coolers may be decided by the Chief Electrical Engineer of the Railway based on passenger/location's requirement. The security and upkeep should be ensured against vandalism/thefts of water coolers. Railways may take suitable action for provision of water coolers under passenger amenities works.

This issues with the concurrence of Finance Directorate of Ministry of Railways.

Receipt of the letter may be acknowledged.

- sd -  
(A.K. Vohra)  
Exec. Director Electrical Engineering (G)  
Railway Board

Copy for information and necessary action to ;

1. Chief Electrical Engineers.  
All Indian Railways.
2. Director, IRIEEN, Nasik for information.
3. ED/DS/RDSO, Lucknow for information.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

**No.94/Elec(G)/150/11**

New Delhi, dt. 14.5.1999

**General Managers,  
All Indian Railways.**

**Sub: Scale for provision of Lights at Railways Stations.**

Year 1999-2000 has been declared as 'Passenger Year' and assurance has been given in Parliament that efforts will be made to make at least one station in each division as model station where higher level of passenger facilities will be provided and some selected passenger terminals shall be upgraded. Accordingly, 61 stations have been identified as model stations in line with MR's Budget Speech. A list of these model stations is enclosed.

Railways are advised to ensure that level of illumination at above said 61 stations should be the same as for category 'A' stations i.e. 50 Lux as indicated in Board's letter no.86/Elect(I)/138/1 dated 2.12.88.

Compliance may be ensured.

DA : As above

- sd -  
( A.S. Janghu )  
Director Electrical Engineering(G)  
Railway Board

Copy for information and necessary action to :

1. Chief Electrical Engineers,  
All Indian Railways.
2. Director General(Elect.)/PS, RDSO,  
Manak Nagar, Lucknow.
3. Director, IRIEEN,  
PO No.233, Nasik Road,  
Nasik (Maharashtra).

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.94/Elec(G)/138/5

New Delhi, dt. 28.5.1999

**The General Managers,  
All Indian Railways.**

**Sub: Scale for provision of Lights at Railways Stations.**

Year 1999-2000 has been declared as 'Passenger Year' and assurance has been given in Parliament that efforts will be made to make at least one station in each division as model station where higher level of passenger facilities will be provided and some selected passenger terminals shall be upgraded. Accordingly, 61 stations have been identified as model stations in line with MR's Budget Speech. A list of these model stations is enclosed.

Railways are advised to ensure that level of illumination at above said 61 stations should be the same as for category 'A' stations i.e. 50 Lux as indicated in Board's letter no.86/Elect(I)/138/1 dated 2.12.88.

Compliance may be ensured.

DA : As above

- sd -  
( A.S. Janghu )  
Director Electrical Engineering(G)  
Railway Board

Copy for information and necessary action to :

2. Chief Electrical Engineers,  
All Indian Railways.
3. Director General(Elect.)/PS, RDSO,  
Manak Nagar, Lucknow.
4. Director, IRIEEN,  
PO No.233, Nasik Road,  
Nasik (Maharashtra).

**Annexure to Board's letter No.94/Elec(G)/138/5 dated 28.5.99**

List of stations selected for providing better passenger amenities :

- |                     |                    |                      |
|---------------------|--------------------|----------------------|
| 1. Bhopal           | 2. Mumbai CST      | 3. Agra Cantt.       |
| 4. Bhusawal         | 5. Nagpur          | 6. Pune              |
| 7. Jabalpur         | 8. Howrah          | 9. Sealdah           |
| 10. Patna Jn.       | 11. Asansol        | 12. Dhanbad          |
| 13. Malda Town      | 14. Gaya           | 15. Mohkama          |
| 16. Ambala Cantt.   | 17. Ludhiana       | 18. New Delhi        |
| 19. Kanpur          | 20. Jammu Tawi     | 21. Lucknow          |
| 22. Dehradun        | 23. Jodhpur        | 24. Bikaner          |
| 25. Allahabad Jn.   | 26. Gorakhpur      | 27. Chhapra          |
| 28. Barauni         | 29. Sonapur        | 30. Guwahati         |
| 31. Dibrugarh       | 32. New Jalpaiguri | 33. Alipurduar Jn.   |
| 34. Tiruchirrapally | 35. Chennai        | 36. Bangalore Cantt. |
| 37. Mangalore       | 38. Trivandrum     | 39. Madurai          |
| 40. Mysore          | 41. Secunderabad   | 42. Tirupati         |
| 43. Vijayawada      | 44. Ranchi         | 45. Hyderabad        |
| 46. Hubli           | 47. Vishakhapatnam | 48. Kharagpur        |
| 49. Raipur          | 50. Bhubaneswar    | 51. Nagpur           |
| 52. Puri            | 53. Tatanagar      | 54. Surat            |
| 55. Kota            | 56. Jaipur         | 57. Indore           |
| 58. Vadodara        | 59. Udaipur        | 60. Bhavnagar        |
| 61. Rajkot          |                    |                      |

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GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.94/Elec(G)/150/11

New Delhi, dt. 2.6.1999

**The General Managers,  
All Indian Railways.**

**Sub: Provision of Diesel Generator sets at Railway Stations.**

Year 1999-2000 has been declared as 'Passenger Year' and assurance has been given in Parliament that efforts will be made to make at least one station in each division as model station where higher level of passengers facilities will be provided and some selected passenger terminals shall be upgraded. Accordingly, 61 stations have been identified as model stations in line with MR's Budget Speech. A list of these model stations is enclosed.

Board desire that DG sets should be provided at these model stations to meet 30% of the lighting load of platforms, waiting halls, booking offices, Passenger Information System area and FOBs in addition to any other essential load in case of power supply failure. Wherever adequate provision of DG sets is not available, Railways should augment the capacity of DG sets and wherever no DG set is available necessary provision should be made.

Compliance may be reported to the Board's Office in due course.

DA: As above

- sd -  
( A.S. Janghu )  
Director Electrical Engineering(G)  
Railway Board

Copy for information and necessary action to :

1. Chief Electrical Engineers,  
All Indian Railways.
2. Director General(Elect.)/PS, RDSO,  
Manak Nagar, Lucknow.
3. Director, IRIEEN,  
PO No.233, Nasik Road,  
Nasik (Maharashtra).

**Annexure to Board's letter No.94/Elec(G)/150/11 dated 2.6.99**

List of stations selected for providing better passenger amenities :

- |                     |                    |                      |
|---------------------|--------------------|----------------------|
| 1. Bhopal           | 2. Mumbai CST      | 3. Agra Cantt.       |
| 4. Bhusawal         | 5. Nagpur          | 6. Pune              |
| 7. Jabalpur         | 8. Howrah          | 9. Sealdah           |
| 10. Patna Jn.       | 11. Asansol        | 12. Dhanbad          |
| 13. Malda Town      | 14. Gaya           | 15. Mohkama          |
| 16. Ambala Cantt.   | 17. Ludhiana       | 18. New Delhi        |
| 19. Kanpur          | 20. Jammu Tawi     | 21. Lucknow          |
| 22. Dehradun        | 23. Jodhpur        | 24. Bikaner          |
| 25. Allahabad Jn.   | 26. Gorakhpur      | 27. Chhapra          |
| 28. Barauni         | 29. Sonapur        | 30. Guwahati         |
| 31. Dibrugarh       | 32. New Jalpaiguri | 33. Alipurduar Jn.   |
| 34. Tiruchirrapally | 35. Chennai        | 36. Bangalore Cantt. |
| 37. Mangalore       | 38. Trivandrum     | 39. Madurai          |
| 40. Mysore          | 41. Secunderabad   | 42. Tirupati         |
| 43. Vijayawada      | 44. Ranchi         | 45. Hyderabad        |
| 46. Hubli           | 47. Vishakhapatnam | 48. Kharagpur        |
| 49. Raipur          | 50. Bhubaneshwar   | 51. Nagpur           |
| 52. Puri            | 53. Tatanagar      | 54. Surat            |
| 55. Kota            | 56. Jaipur         | 57. Indore           |
| 58. Vadodara        | 59. Udaipur        | 60. Bhavnagar        |
| 61. Rajkot          |                    |                      |

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GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(Railway Board)

No.85/Elec.I/137/6

New Delhi, dated.04.06.1999

Chief Elec. Engineers,  
All Indian Railways including  
Production Units and

Director General, RDSO,  
Manak Nagar, Lucknow.

Sub: Electric supply to private parties/Govt. Deptts./Public  
Sector Undertakings on Railway Land.

.....

Vide Board's letter No.81/PR/4/1 dated.28.9.1987, Railways were advised that instructions issued vide Board's letter No.84/Elec.I/137/93 dated.27.7.1987 have been partially modified in respect of the firms dealing with Coin operated person weighing machines installed at Railway platforms and security equivalent to one month's electric charges alone should be collected from these firms as security deposit. In other words, the firms are not liable to pay any other charges by way of either security deposit or anticipated electric consumption charges as advance deposits.

From a reference received on the above subject from Northern Railway, it appears that Railways have some doubt about the validity of above said instructions on date. It is, therefore, reiterated that instructions issued vide Board's letter No.81/PR/4/1 dated. 28.9.1987 still hold good and action in regard to supply of electricity to the firms dealing with Coin operated persons weighing machines installed at Railway platforms may please be taken accordingly.

- sd -  
(A.S. Janghu)  
Director Elec. Engg. (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.98/Elec.(G)/150/21

New Delhi, dated: 07.06.1999

General Manager(Elect.),  
All Indian Railways.

Director General (Elec.),  
RDSO, Lucknow.

**Sub: Electric supply to Coin Operated Persons Weighing Machines  
installed at Railway platforms.**

Vide Board's letter No.81/PR/4/1 dated 28.9.1987, Railways were advised that instructions issued vide Board's letter No.84/Elec.I/137/93 dated 27.7.1987 have been partially modified in respect of the firms dealing with Coin Operated Person Weighing Machines installed at Railway platforms and **security equivalent to one month's electric charges alone should be collected from these firms as security deposit.** In other words, the firms are not liable to pay any charges by way of either security deposit or anticipated electric consumption charges & advance deposits.

From a reference received on the above subject from Northern Railway vide letter date 3.6.98, it appears that Railways have some doubt about the validity of above said instructions on date. It is, therefore, reiterated that instructions issued vide Board's letter No.81/PR/4/1 dated 28.9.1987 still hold good and action in regard to supply of electricity to the firms dealing with Coin Operated Person Weighing Machines installed at Railway platforms may please be taken accordingly.

The instructions regarding recovery of security deposits for electric connections given to coin operated weighing machine operators issued vide Board's letter No.81/PR/4/1 dated 28.9.87 are still in operation and there has not been any change in the instructions.

- sd -  
( A.S. Janghu )  
Director, Electrical Engineering(G)  
Railway Board

Copy to :

Director, IRIEEN, PO No.233, Nasik Road, Nasik (Maharashtra) for information.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.99/Elec.(G)/118/1

New Delhi, dt. 17.8.1999

The General Managers,  
All Indian Railways.

(Amendment no.1- to General Power Supply Compendium)

**Sub: Provision of water coolers at booking/reservation offices.**

Vide Board's letter no.84/Elec.I/137/38 dated 28.6.85, directives were issued for provision of water coolers in second class reservation halls where reservation and booking offices are located and are used by large number of users.

With the setting up of Computerized Passenger Reservation Systems, a number of PRS complexes have come up during last few years at locations away from station buildings. For these PRS complexes the issue of provision of water coolers has been under consideration of the Board for quite some time. Board have decided that water coolers should also be provided at Passenger Reservation System (PRS) complexes having piped water supply which were not covered under Board's earlier Order No. 84/Elec.I/137/38 dated 28.6.85, irrespective of the number of passengers dealt by the PRS. The money spent should be charged to 'Passenger Amenity Head'.

At new PRS locations, the provision of this facility should form part of the detailed estimate, and the expenditure charged to the same plan head as that of the complete project.

The capacity and location of the water coolers may be decided by the Chief Electrical Engineer of the Railway based on passenger/location requirement. Suitable measures to protect the equipment from vandalism/theft should also be taken.

This issues in consultation with Finance.  
Receipt of the letter may be acknowledged.

- sd -  
(A.K. Vohra)  
Exec. Director Electrical Engineering (G)  
Railway Board

Copy for information and necessary action to ;

1. Chief Electrical Engineers.  
All Indian Railways.
2. Director, IRIEEN, Nasik for information.
3. ED/PS/RDSO, Lucknow for information.
4. Copy to File No. No.99/Elec(G)/150/4, Compendium of instructions for General Power Supply.
5. EDLM, EDPM & EDF(X) in Board's Office.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

No.88/Elect/115/1

New Delhi, dated : 24.9.1999

**The General Managers,**

All Indian Railways; and ICF; RCF; CLW; DLW; CORE; W&AP;

**Officers on Special Duty,**

NCR, Allahabad; SWR, Bangalore; ECR, Hajipur; ECoR, Bhubaneswar;  
WCR, Jabalpur; NWR, Jaipur & Bilaspur Zone, Bilaspur.

(Amendment no.2- to General Power Supply Compendium)

**Sub: Air conditioning charges for Railway Rest Houses occupied  
by Railway officers.**

**Ref: Board's letter no. 88/Elect/115/1 dt. 1.9.88 (copy enclosed).**

Vide Board's letter mentioned above, instructions were issued for levy of Rs. 6/- per day as AC charges to all officers who are given AC Rest Houses as residential accommodation at the place of their posting. It has been observed that a no. of officers are given AC rooms in the Rest Houses for residential purposes at the place of their posting. Therefore, instructions regarding recovery of AC charges, as mentioned above, should be implemented and corrective action taken wherever required.

- sd -

( A.S. Janghu )

Director, Electrical Engineering(G)  
Railway Board

Copy for information and necessary action to :

1. Chief Electrical Engineer, All Indian Railways.
2. CEEs, All PUs.
3. DG/RDSO, Lucknow, Director/CAMTECH, Gwalior.
4. Director, IRIEEN, Nasik.
- 5.. File No.99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

**No.98Elec(G)/150/15**

**New Delhi, dated : 8.10.1999**

**General Managers,**

All Indian Railways; and ICF; RCF; CLW; DLW; CORE; W&AP;

**Principal, Railway Staff College, Vadodara.**

**Officers on Special Duty,**

NCR, Allahabad; SWR, Bangalore; ECR, Hajipur; ECoR, Bhubaneswar;  
WCR, Jabalpur; NWR, Jaipur & Bilaspur Zone, Bilaspur.

Director, **IRIEEN, Nasik.**

Director General, **RDSO, Lucknow.**

**(Amendment no.3- to General Power Supply Compendium)**

Sub: Recovery of Meter Hire Charges from occupants of Railway Quarters.

Ref: Board' letter no.84/Elec.I/150/2 dt.21.1.87.

**Vide Board's letter referred above, it was decided that Railway employees residing in the Railway colonies should be charged at the same rate as they would have paid if they had taken supply directly i.e. they will pay at the same rate as the residents of adjoining colonies are billed for electricity consumption for domestic purposes from the local supply authorities.**

**Audit on W.Rly. while examining the power supply in Jaipur have contented that since State Electricity Board are charging the meter rent from the domestic consumers, therefore W.Rly. should also recover the same from occupants of Railway Quarters. Accordingly, W.Rly. have raised the issue whether meter rent should be recovered or not from the occupants of Railway Quarters, as contented by Audit, because the same is already included in the assessed rent of the house.**

**The case has been considered in the Board's office and following have been decided :**

- i) As meter rent, for metering electrical energy consumption in Railway quarters, is already included in the assessed rent of the house, the same shall not be charged separately by the Railways.
- ii) In case any Railway has charged the meter rent separately in the past on the lines of Electric supply authorities, the same shall be discontinued w.e.f 04.10.99 but all old cases, of recovery/refund on this account, shall not be opened.

**This issues with the concurrence of the Finance Dte. of the Ministry of Railways.**

- sd -

( A. K. Vohra )

Exec. Director Electrical Engineering(G)  
Railway Board

**Copy to :**

- 1 Chief Electrical Engineer, **Western Railway, Churchgate, Mumbai, in reference to their letter no.EL/87/7/1 Vol.IX dt.19.1.98 and 17.6.99.**
- 2 **Dy. Chief Electrical Engineer, DCW, Patiala.**
3. File No.99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.



GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

No.2000/Elec/150/1

New Delhi, dated : 22.2.2000

**The General Managers,**

All Indian Railways; and ICF; RCF; CLW; DLW; CORE; W&AP;  
Principal, RSC, Vadodara.

**Officers on Special Duty,**

NCR, Allahabad; SWR, Bangalore; ECR, Hajipur; ECoR, Bhubaneswar;  
WCR, Jabalpur; NWR, Jaipur & Bilaspur Zone, Bilaspur.

Director, IRIEEN, Nasik

Director General(Power Supply), RDSO, Lucknow.

(Amendment no.4- to General Power Supply Compendium)

**Sub: Review of Contract Demand for General Power supply.**

Railways are purchasing Power Supply for consumption in Railway stations, workshops, sheds, offices and colonies etc. from Electricity Supply Authorities. The contract demand is fixed by Railways taking into account various loads at that time and also increase of load in near future. It has been observed that Railways are either fixing the contract demand in excess or lower than the required contract demand. In case of variation, the contract demand is not suitably revised and Railways are paying penalty to Electricity Boards due to non revision of contract demand on time.

Recently, 2 cases have come to the notice of Board pertaining to Central Railway and Eastern Railway where contract demand was not revised and Railways had paid penalty. These two cases were taken up by Audit.

In view of the above, Board have decided that:

- i) Railways should monitor the maximum demand at each supply point on regular basis and revise the same to the desired level based upon the agreements and Tariffs of Electric Supply Authorities in force once in two years or earlier, if necessary, to avoid payment of penalty on account of Contract Demand to Electricity Supply Authorities.
- ii) Chief Electrical Engineers should review the existing supply points and identify major supply points and review of contract demand at such identified points should be carried out annually.

The compliance of above directives should be ensured.

- sd -

( A.S. Janghu )

Director, Electrical Engineering(G)  
Railway Board

Copy for information and necessary action to :

1. Dy. CEE, DCW/ Patiala.
2. File No.99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

No.2000/Electl/150/6

New Delhi, dated : 7.4.2000

**The General Managers,**  
All Indian Railways; and ICF & CLW

**Sub: Rate of supply of electricity to Railway employees.**

Railways were directed vide Board's letter no. 84/Electl/150/2 dt. 21.1.87 that:

- i) Railway employees residing in Railway colonies should be charged at the same rate as they would have paid if they had taken supply directly (i.e. they will pay at the same rate as the residents of adjoining colonies are billed for electricity consumption for domestic purposes from the local supply authorities).
- ii) Railways should also analyse the problem of taking separate connection from colony to colony, and wherever they find that taking of direct connection is feasible from practical and economic consideration such works should be taken up in hand of priority. This should enable the employees to pay directly to the local supply authorities.
- iii) The efforts to bring round the local supply authorities and State Electricity Boards to agree to charge energy consumed in Railway residential premises at their domestic tariff should also continue.
- iv) For new quarters, wherever possible and practicable, direct service connections from local supply authorities/Electricity Board lines should be arranged in a manner that the occupants can be billed individually and they can clear their electricity charges without coming to the Railway channel.

Recently, Comptroller & Auditor General of India has taken up the issue of loss of revenue on account of non/partial implementation of these directives on a number of zonal Railways. The scrutiny of replies sent by Railways reveal that there have been difficulties experienced while implementing this policy. In order to streamline the system, it is proposed to review the current policy.

In view of above, Railways are advised to send their comments based on their practical experience and difficulties faced in implementation of the policy and their suggestions in this regard. The reply should be sent by 1.5.2000 to Board's office.

- sd -  
( A. K. Vohra )  
Exec. Director Electrical Engineering(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

No.2000/Elec(G)/150/1

New Delhi, dated : 12.6.2000

**General Managers,**

All Indian Railways; and ICF; RCF; CLW; DLW; CORE; W&AP;

**Principal,** Railway Staff College, Vadodara.

**Officers on Special Duty,**

NCR, Allahabad; SWR, Bangalore; ECR, Hajipur; ECoR, Bhubaneswar;  
WCR, Jabalpur; NWR, Jaipur & Bilaspur Zone, Bilaspur.

Director, **IRIEEN, Nasik.**

Director General, **RDSO, Lucknow.**

(Amendment no.5- to General Power Supply Compendium)

Sub: Penalty paid by Railways on account of low power factor.

It has come to the notice of the Board that Railways have in the past paying penalty on account of low power factor due to non-provisioning of capacitor banks, failure of capacitors already provided leading to lower compensation, inadequate capacity of capacitor banks or delayed provision of capacitor banks at sub-stations. Board have taken a serious view on such avoidable payments. This issue has been considered and following have been decided by the Board :

- ii) Railways to review all sub-stations where penalty is being paid on account of low power factor and provide adequate capacity of capacitor banks to avoid payment of penalty. This review should be done **once a year.**
- ii) While commissioning new sub-stations, simultaneous provision of capacitor banks should be considered after due techno-economic evaluation.

The compliance of above directives should be ensured.

- sd -

( A. K. Vohra )

Exec. Director Electrical Engineering(G)  
Railway Board

Copy to :

1. Dy. Chief Electrical Engineer, Diesel Component Works, Patiala.
2. File No.99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2000/Elec(G)/157/7/Pumps

New Delhi, dated :21.06.2000

The General Managers,  
All Indian Railways &  
Production Units.

(Amendment no.6 to Power Supply Compendium)

**Sub: Automation of Water Supply Pumps.**

A large number of pumping installations are manned by staff for operating the pumps, as and when required. Automation of pumps has long been considered for saving on such manpower and at many locations such automation has already been adopted. However, at many locations, automation has not been successful or was not adopted on account of the need for priming of the pumps, particularly where power supply is irregular. RDSO have now developed a specification for equipment which can take care of such situations. The specification has been issued vide RDSO's letter No. EL/0.9.1/2 dt. 26/29.05.2000.

It is accordingly desired that all pumping installations where staff is deployed for pump operation are reviewed and automation of pumps may be considered to save on the staff deployed on such installations.

Details of the locations selected for automation of water supply pumps and staff saved may be communicated regularly in the CEE's monthly PCDOs.

- sd -

(A.K. Vohra)

Exec. Director Electrical Engineering (G)  
Railway Board.

Copy for information and necessary action to :

1. **Principal**, Railway Staff College, Vadodara.
2. **Director**, IRIEEN, Nasik.
3. **Director General**, RDSO, Lucknow.
4. **Dy. Chief Electrical Engineer**, Diesel Component Works, Patiala.
5. File No. 99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 98/Elec(G)/150/21

New Delhi, dated :5.07.2000

The General Managers,  
All Indian Railways &  
Production Units.

(Amendment no.7 to Power Supply Compendium)

**Sub: Electricity charges recoverable from senior officers  
entitled to maintain office portion at residence – policy  
after retirement.**

The policy regarding recovery of electricity charges in respect of office portion of residence after retirement, from Board Member and other senior officers who are authorized to maintain office at residence was issued vide Board's letter no. 98-G(Acc)/173/2 dt. 6.7.99 (copy enclosed). As office portion is located inside the residential complex and its routine maintenance continues even after retirement, the electricity charges etc. in respect of the office portion are not recoverable from such officers for the period for which he has been authorized to retain the house even after retirement. For this authorized period of retention, the electricity and other charges recoverable from the officer should be at the level recoverable prior to the retirement. Hence, necessary action may be taken accordingly.

- sd -  
( A.S. Janghu )  
Director, Electrical Engineering(G)  
Railway Board

Copy for information and necessary action to :

1. **Principal**, Railway Staff College, Vadodara.
2. **Director**, IRIEEN, Nasik.
3. **Director General**, RDSO, Lucknow.
4. File No. 99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 98-G(Acc)173/2

New Delhi, dated :6.07.2000

The General Managers,  
All Indian Railways  
(As per standard list).

**Sub: Electricity charges recoverable from senior officers entitled to maintain office portion at residence – policy after retirement.**

**Ref: Railway Board's letter no. 85/W2/21/62-WP dt. 27.5.86 and 31.8.90.**

The matter regarding recovery of electricity charges in respect of office portion of residence after retirement, from Board Members and other senior officers who are authorized to maintain office at residence has been examined and Board has decided that since the office portion is located inside the residential complex and its routine maintenance continues even after retirement, the electricity charges etc. in respect of the office portion are not recoverable from such officers for the period for which he has been authorized to retain the house even after retirement. For this authorized period of retention, the electricity and other charges recoverable from the officer should be at the level recovered prior to retirement.

2. This issues with the approval of the Finance Dte. of the Ministry of Railways.

3. Receipt of this letter may kindly be acknowledged.

- sd -  
( M.S. Mehra )  
Deputy Secretary (G)  
Railway Board

The Pay & Accounts Officer,  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2000-BC-AP-4.1.3/98-99

New Delhi, dated :21.11.2000

The General Managers,  
All Indian Railways

**Sub: Construction of sub station in Railway land by  
State Electricity Boards.**

In one of the Audit para figuring in the Annual Audit Report for the year ended March, 1999 audit has brought out a case where one of the State Electricity Boards approached Railway for construction of sub station at their own cost in Railways land, provided the Railway land is made available to them free of cost.

It is reiterated that construction of sub station by any State Electricity Boards in Railway's land is not permissible. However, if land in question can be spared for the purpose, its relinquishment can be considered by the Railway on payment of market value of land in terms of para 1038 of Engineering Code. Railway's position regarding availability or otherwise of Railway land for construction of Electric sub stations by State Electricity Boards should be made clear while having initial dialogues/agreement with them for availing power supply for Railways installations.

This issues in consultation with Land Management Dte. of Railway Board.

Kindly acknowledge receipt.

- sd -  
(A.K. Vohra)  
Exec. Director Electrical Engineering (G)  
Railway Board.

Copy for information and necessary action to :

1. Chief Electrical Engineer, All Indian Railways
2. Chief Engineer, All Indian Railways.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.94/Elec(G)/109/13

New Delhi, dated :5.1.2001

Executive Director (PS&EMU),  
RDSO, Manak Nagar,  
Lucknow.

**Sub: Specification for DG sets & UPS/inverters for  
PRS centers.**

The issue of standardization of DG sets and UPS/inverters currently in use as standby power supply for Computerised Passenger Reservation System has been under consideration for some time.

On the subject, Board (ML) desires the following:

- i) For DG sets, RDSO should prepare the standard specifications and also lay down an approved list of suppliers. It should be possible to limit the procurement to limited sources at the same time ensuring adequate competition, reliability of the DG sets and effecting standardization in respect of maintenance spares.
- ii) UPS/inverters specifications should also be dealt with on the above lines keeping in mind the need for quality, reliability and maintenance.

In view of the above, RDSO is advised to develop specifications for DG sets, UPS/inverter and standardize the capacities for various levels of PRS systems. At present these items are being procured either directly through market or to CEE's specification and approved list. RDSO should also lay down the list of approved suppliers for DG sets & UPS/inverter.

- sd -  
(A.K. Vohra)  
Exec. Director Electrical Engineering (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.94/Elec(G)/109/13

New Delhi, dated :8.2.2001

General Manager,  
Northern Railway,  
Baroda House, New Delhi.

**(Amendment no. 8 to the compendium of instructions on Power Supply)**

**Sub: Provision & Maintenance of DG set & UPS in passenger reservation system.**

**Ref: 1. C&IS Dte. letter no. 98/C&IS/Pass. Resv.Policy/Pt. Dt. 27.8.98 & 98/C&IS/Pass. Resv.Policy/Pt. Dt. 12.7.00.  
2. This office letter of even no. dt. 5.1.01 addressed to RDSO.**

The issue of standardization of DG sets and UPS/inverters currently in use as standby power supply for Computerized Passenger Reservation System has been under consideration of Board for quite sometime.

In order to evolve a uniform policy regarding the procurement and maintenance of DG sets/UPS/Inverters/electrical equipments in PRS centers to be adopted in all Indian Railways, Board (ML&MT) have decided to first implement the following on NR.

- i) All PRS units should be equipped with one UPS unit backed up by and with adequate capacity self start DG set as per existing guidelines.
- ii) Though RDSO has been advised to prepare the standard specification and lay down an approved list of suppliers for DG set & UPS/inverters (copy enclosed), these equipments shall be procured by PRS organization to CEE's approved list as per relevant technical specification of Electrical Deptt. till such time RDSO specification and RDSO approved list is made available.

- iii) Electrical equipment such as DG set, UPS/inverters of all PRS centers shall be covered under Annual Maintenance Contract for a suitable period by the PRS organization in consultation with Electrical Deptt. For new purchases of these equipments, AMC shall form a part of the purchase condition. Proforma for AMC will be evolved by the CEE.

- sd -  
(A.K. Vohra)  
Exec. Director Electrical Engineering (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.99/Elec(G)/150/4

New Delhi, dated 16.04.2002

General Manager  
All Indian Railways  
DLW, CLW, ICF

**Sub: Electrical supply to Private parties/Govt. Depts./Public Sector  
Undertakings on Railway's land.**

**Ref: Board's letter no. no.84/Elec.1/137/93 dated 13.09.86 &  
dt.27.10.88, 85/Elec.1/137/6 dt. 19.2.87 & 26.8.92.**

M/s Rail Tel, a Government of India undertaking under Ministry of Railways, may be granted electric supply connection, wherever available, following the instructions and guidelines contained in Board's letter under reference on the subject. As M/s.RailTel will be authorizing co-location of the equipment to many private companies in the Railway premise, it is advised that the agreement for such electrical connection shall only be entered with M/s.Rail Tel and Railway in no way should have any dealing/agreement with the co-locators of M/s.Rail Tel. The recovery of electricity charges for such electric connection, if granted will also be governed in terms of instructions already issued on the subject from time to time.

Kindly acknowledge the receipt of this letter.

- sd -  
(Lt.Col.V.K.Raheja)  
Exec.Director Elec.Engg.(G)  
Railway Board.

Copy to: 1. Chief Electrical Engineers, All Indian Railway.  
2. . DG, RDSO, Manak Nagar, Lucknow  
3. Managing Director, RailTel, New Delhi.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

No. 98/Elec(G)/150/15

New Delhi, dated 7.6.2002

General Managers,  
All Indian Railways & ICF, RCF, CLW, DLW, CORE & W&AP

Principal  
Railway Staff College, Vadodara

Officers on Special Duty,  
NCR, Allahabad, SWR, Bangalore, ECR, Hajipur, EcoR, Bhubaneswari,  
WCR, Jabalpur, NWR, Jaipur & Bilaspur Zone, Bilaspur.

Director,  
IRIEEN, Nasik

Director General,  
RDSO, Lucknow.

(Amendment no. 8 to General Power Supply Compendium)

**Sub: Recovery of Fixed Service Charges from  
occupants of Railway quarters.**

**Ref: Board's letter No. 84/Elec.I/150/2 dated 21.1.87.**

Vide Board's letter referred above, it was clarified that the fixed service charges being recovered by Ajmer and Jaipur Division. In their reply at S No. 17 Western Railway has clarified that the fixed service charges should not have been levied on the occupants of the Railway quarters of Ajmer and Jaipur Division as these charges are nominal and are already covered in the assessed rent of the quarters as per Engineering code. However, these charges are being recovered from these Divisions due to non-availability of clear guidelines on the subject. Railway employees residing in the Railway colonies should be charged at the same rate as they would have paid if they had taken supply directly i.e. they will pay at the same rate as the residents of adjoining colonies are billed for electricity consumption for domestic purposes from the local supply authorities.

Audit on Western Railway while examining the power supply in Jaipur have contended that since State Electricity Board are charging the meter rent from the domestic consumers, therefore Western railway should also recover the same from occupants of Railway quarters. Accordingly, Western Railway have raised the issue whether meter rent should be recovered or not from the occupants of Railway quarters, as contended by audit, because the same is already included in the assessed rent of the house.

The case has been considered in the Board's office and following have been decided:

- i) As meter rent for metering electrical energy consumption in Railways quarters, is already included in the assessed rent of the house, the same shall not be charged separately by the Railways.
- ii) In case any Railway has charged/ is charging fixed service charges separately in the past of Electric supply authorities, the same shall be discontinued from now onwards but all old cases, of recovery /refund on this account shall not be opened.

This issues with the concurrence of the Finance Dte. of the Ministry of Railways.

- sd -  
**(Lt. Col. V. K. Raheja)**  
**Exec. Director Electrical Engineering (G),**  
**Railway Board.**

Copy to:-

1. Chief Electrical Engineer, Western Railway/ Mumbai, in reference to their letter no.
2. Dy. Chief Electrical Engineer, DCW/ Patiala.
3. File No. 99/Elec.(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD**

No. 2002/Elect(G)/115/1

New Delhi, dt. 23.8.2002.

General Manager,  
All Indian Railways/ Production Units.

**Sub: Provision of air conditioning in the office portion of  
OSDs of new zones.**

**Ref: 1. Board's letter No. 2001/LMB/10/05 dated 18.6.02.  
2. Board's letter No. 85/Elect.I/115/2 dated 24.12.1985.**

In reference above, it is clarified that the policy guidelines regarding the provision of air conditioning in the office portion of General Manager's residence, as issued vide Board's letter under reference will also be applicable for OSDs of new zones who are in the grade of General Manager.

This disposes off Southern Railway's letter No. E4/P dated 8.7.02.

- sd -  
( Lt. Col. V. K. Raheja )  
Exec. Director Electrical Engg. (G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2000/Elec.(G)/113/4/SafetyPt.I

New Delhi, dt. 28.8.2002

Chief Electrical Engineers,  
Central Railway, Mumbai  
Eastern Railway, Kolkata  
Northern Railway, New Delhi  
NE Railway, Gorakhpur  
NF Railway, Guwahati  
Southern Railway, Chennai  
SC Railway, Secunderabad  
SE Railway, Kolkata  
Western Railway, Mumbai.

**Sub: Electrical Illumination of busy level crossings.**

**Ref: 1. Para 9.6 of final report of CRS/Northern Circle on dashing of 3050 Dn. Exp. at gate no. 413 A of Kathghar station in Moradabad div. On 30.8.2000.**

**2. Para 9.7 of CRS/Northern Circle's report on dashing of 2 ETA MEMU passenger train at KM 1223/17-18 between block Hut 'N' and Makhanpur station of ALD division on 30.5.00.**

Based on the recommendations of CRS /Northern circle under reference Board(ML) has approved as under:-

1. All manned level crossings shall be electrified in a phased manner through Works Programme under the plan head "Road Safety Works".
2. The priority for electrification of these manned level crossings shall be decided by the Zonal Railways.
3. Only those level crossing where electricity from State Electricity Board is available within 1 (one) km should be provided with electricity.

This issues with the concurrence of Finance Dte. of Ministry of Railways.

Receipt of this letter may please be acknowledged.

- sd -

**(Lt. Col. V.K.Raheja)**  
**Exec.Director Elec. Engg.(G)**  
**Railway Board**

No.2000/Elec.(G)/113/4/SafetyPt.I

New Delhi, dt. 28.8.2002

Copy to: FA&CAOs, All Indian Railways for information.

**For Financial Commissioner/Railways.**

Copy to: F(X)II, Safety(A&R) & Budget branches.

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD.**

No. 2002/Elect(G)/109/9

New Delhi, dated 30.10.2002

1. **General Managers,**  
All Indian Railways; and ICF, Chennai; RCF, Kapurthala; W&AP, Bangalore.  
CLW, Chittaranjan; DLW, Varanasi; DCW, Patiala.
1. **Principal,** Railway Staff College, Vadodara.
2. **Officer on Special Duty,**  
NCR, Allahabad; SWR, Bangalore; ECoR, Bhubaneswar; WCR, Jabalpur  
and Bilaspur Zone, Bilaspur.
3. **Director,** IRIEEN, Nasik.
4. **Director General (Power Supply),** RDSO, Lucknow.

**Sub: Audit Para No. 4.4.7/99-2000 regarding "Overpayment of  
Electricity charges due to incorrect assessment of electric  
consumption.**

The issue of payment of penalty electricity charges on account of enhanced/reduced Contract Demand has been brought out by Audit time and again. Railways have already been advised to monitor the maximum demand at each supply point on regular basis and revise the same to the desired level to avoid payment of penalty vide Board's letter No. 2000/Elec(G) / 150/ 1 dated 22.2.2000 (copy enclosed).

It is, once again reiterated that practice of review of Contract Demand/Maximum Demand on regular and periodical basis at each supply point should be continued by the Railways so as to avoid levy of penalty on account of variation in the Contract Demand.

Kindly acknowledge the receipt of the same.

- sd -  
( Lt. Col. V. K. Raheja )  
Exec. Director Elect. Engg. (G)  
Railway Board.

Copy to:-

1. Chief Electrical Engineers, All Indian Railways.
2. File No. 99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD.**

No. 2002/Elect(G)/109/8

New Delhi, dt. 31.10.02

General Managers,  
All Indian Railways & ICF, RCF, CLW, DLW, CORE & W&AP

Principal,  
Railway Staff College, Vadodara

Officers on Special Duty  
NCR, Allahabad, SWR, Bangalore, ECR, Hajipur, ECOR, Bhubaneswar, WCR, Jabalpur, NWR,  
Jaipur & Bilaspur Zone, Bilaspur.

Director,  
IRIENN, Nasik

Director General,  
RDSO, Lucknow.

**(Amendment no. 8 to General Power Supply Compendium)**

**Sub: Recovery of Fixed Service Charges for electricity supply  
from occupants of Railways quarters.**

The issue of recovery of fixed service charges from occupants of Railway quarters was under consideration of Railway Board for quite some time past. While examining the position regarding charging of fixed service charges on some of the Divisions of Western railway, Audit have contended that since State Electricity Board are charging the fixed service charges from the public, therefore, Railway administration should also recover the fixed service charges from the occupants of Railway quarters. Accordingly, Western railway have raised the issue whether fixed service charges should be recovered or not from the occupants of Railway quarters, as contended by audit, because the same is already included in the assessed rent of the house.

The case has been considered in the Board's office and following have been decided:

1. As fixed service charges on electrical installations in Railway quarters, is already included in the assessed rent of the house, the same shall not be charged separately by the Railways.

2. In case any Railways has charged/is charging fixed service charges separately, the same shall be discontinued forthwith. However, no request for refund shall be entertained where such recovery has already been effected in the past.

This issues with the concurrence of the Finance Dte. of the Ministry of Railways.

- sd -  
**( Lt. Col. V. K. Raheja )**  
**Exec. Director Elect. Engg. (G)**  
**Railway Board.**

No. 2002/Elect(G)/109/8

New Delhi, dt. 31.10.02

Copy to:-

1. Chief Electrical Engineer, Western Railway/ Mumbai in reference to their letter No.
2. Dy. Chief Electrical Engineer, DCW/ Patiala.
3. File No. 99/Elect(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

- sd -  
**( Lt. Col. V. K. Raheja )**  
**Exec. Director Elect. Engg. (G)**  
**Railway Board.**

No. 2002/Elect(G)/109/8

New Delhi, dt. 31.10.02

Copy forwarded for information to:-

1. FA&CAO, All Indian Railways (including new zones).
2. DAI/ Railways, New Delhi (with 45 spares w.r.t. U.O.I. No. 547-Rly/WR/12-99/99 dated 4.10.02

- sd -  
For Financial Commissioner  
Railways.

Copy to:- F X (I), F X (II).

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD.**

No. 2002/Elect(G)/109/8

New Delhi, dt. 14.11.02

General Managers,  
All Indian Railways & ICF, RCF, CLW, DLW, CORE & W&AP

Principal,  
Railway Staff College, Vadodara

Officers on Special Duty  
NCR, Allahabad, SWR, Bangalore, ECR, Hajipur, ECOR, Bhubaneswar, WCR,  
Jabalpur, NWR, Jaipur & Bilaspur Zone, Bilaspur.

Director,  
IRIENN, Nasik

Director General,  
RDSO, Lucknow.

**(Amendment no. 8 to General Power Supply Compendium)**

**Sub: Recovery of Fixed Service Charges for electricity supply  
from occupants of Railways quarters.**

The issue of recovery of fixed service charges from occupants of Railway quarters was under consideration of Railway Board for quite some time past. While examining the position regarding charging of fixed service charges on some of the Divisions of Western railway, Audit have contended that since State Electricity Board are charging the fixed service charges from the public, therefore, Railway administration should also recover the fixed service charges from the occupants of Railway quarters. Accordingly, Western railway have raised the issue whether fixed service charges should be recovered or not from the occupants of Railway quarters, as contended by audit, because the same is already included in the assessed rent of the house.

The case has been considered in the Board's office and following have been decided:

3. As fixed service charges on electrical installations in Railway quarters, is already included in the assessed rent of the house, the same shall not be charged separately by the Railways.

4. In case any Railways has charged/is charging fixed service charges separately, the same shall be discontinued forthwith. However, no request for refund shall be entertained where such recovery has already been effected in the past.

This issues with the concurrence of the Finance Dte. of the Ministry of Railways.

- sd -  
**( Lt. Col. V. K. Raheja )**  
**Exec. Director Elect. Engg. (G)**  
**Railway Board.**

No. 2002/Elect(G)/109/8

New Delhi, dt. 14.11.02

Copy to:-

4. Chief Electrical Engineer, Western Railway/ Mumbai in reference to their letter No. EL 87/7/1 Vol IX dt. 6.3.02.
5. Dy. Chief Electrical Engineer, DCW/ Patiala.
6. File No. 99/Elect(G)/150/4 on 'Compendium of Instructions on General Power Supply'.
7. CEE/All Indian Railways including PUs.

- sd -  
**( Lt. Col. V. K. Raheja )**  
**Exec. Director Elect. Engg. (G)**  
**Railway Board.**

No. 2002/Elect(G)/109/8

New Delhi, dt. 14.11.02

Copy forwarded for information to:-

3. FA&CAO, All Indian Railways (including new zones).
4. DAI/ Railways, New Delhi (with 45 spares w.r.t. U.O.I. No. 547-Rly/WR/12-99/99 dated 4.10.02)

- sd -  
For Financial Commissioner  
Railways.

Copy to:- F X (I), F X (II), E(G), E(LR).

No. 2002/Elect(G)/109/8

New Delhi, dt. 14.11.02

1. General Secretary, AIRF, 4, State Entry Road, New Delhi-110055.
2. General Secretary, NFIR, 3, Chelmsford Road, New Delhi-110055.
3. Secretary General, IRPOF, Rail Bhawan, New Delhi-110001.
4. Secretary General, FROA, Rail Bhawan, New Delhi-110001.
5. General Secretary, AIRPFA, Rail Bhawan, New Delhi-110001

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD.**

No. 2002/Elect(G)/109/5

New Delhi, dated 6.1.2003

**General Managers,**

All Indian Railways; and ICF, Chennai; RCF, Kapurthala; W&AP, Bangalore.  
CLW, Chittaranjan; DLW, Varanasi; DCW, Patiala.

**Principal,** Railway Staff College, Vadodara.

**Officer on Special Duty,**

NCR, Allahabad; SWR, Bangalore; ECoR, Bhubaneswar; WCR, Jabalpur and  
Bilaspur Zone, Bilaspur.

**Director,** IRIEEN, Nasik. IRIEME, Jabalpur, IRICEN, Pune.

**Director General (Power Supply),** RDSO, Lucknow.

**(Amendment No. 9 of General Power Supply Compendium)  
Sub: Incorrect payment of Electricity duty (ED) and Energy  
Development Cess (EDC) to State Electricity Boards (SEBs) /  
power utilities.**

In one of the Audit Para figuring in the annual Audit Report for the year ended March, 2002, Audit has brought out a case where incorrect payment of Electricity Duty (ED) and Energy Development Cess (EDC) on energy consumption for construction/ maintenance or operation of Indian Railways has been made by one of the Zonal Railways.

In terms of Article 287 of the Constitution of India, Indian Railways are exempted from payment of Electricity Duty (ED)/ Energy Development Cess (EDC) in respect of electrical energy sold or supplied for consumption on construction/ maintenance or operations. Many of the State Electricity Boards (SEBs) already have such provisions incorporated in their Electricity Act. In view of these provisions, ED/EDC if any, are to be levied only for the portion of energy consumed for domestic and commercial purposes & not on the portion of energy consumed for operation, maintenance & construction.

In view of the above, it is advised that Railway should determine the portion of energy consumed for operation, maintenance & construction in consultation with State Electricity Board (SEB) wherever such provisions exist in their Electricity Act. Accordingly, Railways must ensure that no ED and EDC are levied on the portion of energy consumed on account of operation, maintenance and construction.

The compliance of above directives should be ensured.

- sd -

**( Lt. Col. V. K. Raheja )  
Exec. Director Elect. Engg. (G)  
Railway Board.**

Copy to:-

1. Chief Electrical Engineers, All Indian Railways.
2. File No. 99/Elec(G)/150/4 on 'Compendium of Instructions on General Power Supply'.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

**RBEL.1/2003**

Amendment no.5

No.2000/Elec(G)/110/1

New Delhi, dt.8.4.2003

**NOTIFICATION**

(To be published in Gazette of India, Part II, Section 3 (ii) )

In exercise of the powers conferred by sub-section (i) of section 36 of the Indian Electricity Act, 1910 (9 of 1910), Central Government hereby appoints officers specified in the first column of the schedule hereto, to be Electrical Inspectors & directs that each of them shall exercise the powers and perform the functions of an Electrical Inspector under the said act in regard to all electrical works of their respective Zones specified in the corresponding entry in the second column of the said schedule. Accordingly, the following addendum is made in the schedule of Notification of Government of India (Ministry of Railways) No.87/Elec-I/110/3 dt. 24.3.88 & amendment no. 3 issued vide Notification of Government of India (Ministry of Railways) No. 2000/Elect(G)/110/1 dt. 14/22.11.2002:-

**SCHEDULE**

<b><u>S.No.</u></b>	<b><u>Officers</u></b>	<b><u>Extent of Jurisdiction</u></b>
16.	Chief Electrical Engineer, East Coast Rly, Bhubeneswar	East Coast Rly.
17.	Chief Electrical Engineer, North Central Rly.Allahabad	North Central Rly
18.	Chief Electrical Engineer, South East Central Rly, Bilaspur	South East Central Rly
19.	Chief Electrical Engineer, South Western Rly, Hubli	South Western Rly
20.	Chief Electrical Engineer, West Central Rly, Jabalpur	West Central Rly

- sd -  
(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

To  
The Manager  
Govt. of India Press,  
Mayapuri, New Delhi.

No.2000/Elec(G)/110/1

New Delhi, dt.8.4.2003

Copy forwarded for information to:

1. Ministry of Power, Shram Shakti Bhawan, New Delhi (with 5 copies)
2. All State Governments and Union Territories.
3. Central Electricity Authority, Sewa Bhavan, New Delhi (3 copies)

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

No.2000/Elec(G)/110/1  
dt.8.4.2003

New Delhi,

Copy forwarded for information to:

- 1.General Manager, All Indian Railways & Production Units.
- 2.CEE, All Indian Railway & PUs
3. All AMs & EDs in Railway Board.

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

Amendment no.6

No.2000/Elec(G)/110/1

New Delhi, dt.17.07.2003

CORRIGENDUM

(To be published in Gazette of India, Part II, Section 3 (ii) )

In exercise of the powers conferred by sub-section (i) of section 36 of the Indian Electricity Act, 1910 (9 of 1910), Central Government hereby makes the following amendment in the Notification of Government of India (Ministry of Railways) No.87/Elec-I/110/3 dt. 24.3.88.

In item no. 3 of the Schedule of the said notification, the words **Chief Electrical Engineer, Eastern Railway** shall be replaced by **Chief Electrical Distribution Engineer, Eastern Railway**.

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

To

The Manager  
Govt. of India Press,  
Mayapuri, New Delhi.

No.2000/Elec(G)/110/1

New Delhi, dt.17.07.2003

Copy forwarded for information to:

1. Ministry of Power, Shram Shakti Bhawan, New Delhi (with 5 copies)
2. All State Governments and Union Territories.
3. Central Electricity Authority, Sewa Bhavan, New Delhi (3 copies)

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

No.2000/Elec(G)/110/1

New Delhi, dt.17.07.2003

Copy forwarded for information to:

- 1.General Manager, All Indian Railways & Production Units.
- 2.CEE, All Indian Railway & PUs
3. All AMs & EDs in Railway Board.

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2003/Elect(G)/113/4

New Delhi, dt. 08.08.03.

General Managers,  
All Indian Railways.

Sub: Recommendation of high level Committee on Disaster Management  
over Indian Railways.

Ministry of Railways vide Board's Order NO.ERB-I/2002/23/44 dated 16.9.2002 set up a high level Committee to review, strengthen and streamline the Disaster Management System on Indian Railways. The Committee has since submitted its report containing 111 recommendations which have been accepted by the Government (Ministry of Railways). In compliance to the recommendations of the Committee "**All Open Line/Construction Electrical Engineering Agreements or OHE & General Power Supply related works must include a clause that vehicles and equipment of contractors can be drafted by Railway Administration in case of accidents/natural calamities involving human lives**".

In order to implement the above recommendation it has been decided by Board that following action may be taken immediately:-

- (i) The above recommendation of the High Level Committee should be included as a special condition in the contract agreement. For payment purposes, the item may be operated as a **Non-Schedule (NS)** item as per the existing norms and powers delegated to the Railways: and
- (ii) A data base should be kept ready in respect of the equipments available with the working contractors which can be used in train accidents/natural calamities involving human lives in each Division and Construction Office. This data base may also be kept on Railway's secured website which can be accessed by the concerned officials of the Railways. However, only authorised officials should be able to edit the same.

This issues with the concurrence of Finance Dte. of Ministry of Railways.

- sd -  
(Lt. Col.V.K.Raheja)  
Executive Director Elect. Engg(G)  
Railway Board.

Copy to: 1. CEE/All Indian Railway  
2. CEE/C/All Indian Railway  
3. F(S) I in Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2000/Elec(G)/110/1

New Delhi, dt.28.08.2003

NOTIFICATION

(To be published in Gazette of India, Part II, Section 3 (ii) )

In exercise of the powers conferred by section 162 of the Electricity Act, 2003 and in supersession of the previous notification issued vide this office letter no.87/Elec.I/110/3 dt.24.3.88, 2000/Elect(G)/110/1 dt.14/22.11.2002 & 2000/Elect(G)/110/1 dt.8.4.2003 appropriate Government hereby appoints officers specified in the first column of the schedule hereto, to be Electrical Inspectors and directs that each of them shall exercise the powers and perform the function of an Electrical Inspector under the said Act.

SCHEDULE

S/N	Officers	Extent of Jurisdiction.
1	Chief Elect. Engineer, Central Railway, Mumbai.	Central Railway, Electrified area of Bombay Port Trust.
2	Chief Elect. Engineer, Northern Railway, New Delhi.	Northern Railway, Diesel Components Works, Patiala and RDSO/Lucknow.
3	Chief Elect. Engineer, Eastern Railway, Kolkata.	Eastern Railway. Electrified section of Kolkata port commissioner Rly.
4	Chief Elect. Engineer, North Eastern Railway, Gorakhpur.	North Eastern Railway.
5	Chief Elect. Engineer, Northeast Frontier Railway, Guwahati.	North East Frontier Railway.
6	Chief Elect. Engineer, Southern Railway, Chennai.	Southern Railway.
7	Chief Elect. Engineer, South Central Railway, Secunderabad.	South Central Railway.
8	Chief Elect. Engineer, South Eastern Railway, Kolkata.	South Eastern Railway.
9	Chief Elect. Engineer, Western Railway, Kolkata	Western Railway.
10.	Chief Elect. Engineer, East Central Railway, Hajipur.	East Central Railway.
11.	Chief Elect. Engineer, North Western Railway, Jaipur	North Western Railway.
12	Chief Elect. Engineer, East Coast Railway, Bhubaneswar.	East Coast Railway
13	Chief Elect. Engineer, North Central Railway, Allahabad.	North Central Railway.
14	Chief Elect. Engineer, South East Central Railway, Bilaspur.	South East Central Railway.
15	Chief Elect. Engineer, South Western Railway, Hubli.	South Western Railway.
16	Chief Elect. Engineer, West Central Railway, Jabalpur.	West Central Railway.

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

To  
The Manager  
Govt. of India Press,  
Mayapuri, New Delhi.

No.2000/Elec(G)/110/1

New Delhi, dt.28.08.2003

Copy forwarded for information to:

1. Ministry of Power, Shram Shakti Bhawan, New Delhi (with 5 copies)
2. All State Governments and Union Territories.
3. Central Electricity Authority, Sewa Bhavan, New Delhi (3 copies)

- sd -  
(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

No.2000/Elec(G)/110/1

New Delhi, dt.28.08.2003

Copy forwarded for information to:

- 1.General Manager, All Indian Railways & Production Units.
- 2.CEE, All Indian Railway & PUs
3. All AMs & EDs in Railway Board.

- sd -  
(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board



GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2000/Elect(G)/110/1

New Delhi , dt. 06.10.03

**General Manager,**  
All Indian Railways & **Production Units.**

Sub:- Intimation/ reporting of fire and accidents involving electrical installation of Indian Railways.

Instances have come to the notice that the fire and other electrical accidents involving electrical installations in Railways are not being intimated/reported to the prescribed statutory authority i.e. Electrical Inspectors to Government of India (EIG) as required under rule 44A of Indian Electricity (IE) Rules. In terms of section 161(1) of Electricity Act 2003 and para 44A of IE Rules, it is incumbent on all asset owners to intimate any accidents, involving assets concerned with generation, transmission, supply & use of electrical energy, within 24 hours followed by a written report within 48 hrs of knowledge of occurrence.

In view of the recent spate of incidences of fire in trains involving locos, coaches, multiple units and its implications on safety, the preventive measures, achieved through prompt/proper intimation/reporting, is to be ensured.

All Railways including PUs, workshops, are therefore, directed to take necessary action in respect of following:

- a) For clear demarcation of responsibility of intimation/reporting, asset owner may be identified in respect of works/installation in, or in connection with generation, transmission, supply and use of energy or any part of the electric supply lines.
- b) Suitable system of information and reporting in accordance with IE Acts/Rules as indicated above should be set up.

Failure in compliance of statutory safety stipulations of Electricity Act/ Rules may attract penal provisions u/s 142, 145, 148, 149 & 151 of the Electricity Act 2003.

- sd -

(Lt.Col.V.K.Raheja)  
Exec. Director Elect.Engg(G)  
Railway Board

Copy to:

1. All CEEs & Electrical Inspectors to Govt. of India for all Railways & Production Units-  
(i) That instances of non-reporting & violation of Rules 44 A of I.E. Rules have come to notice in face of confirmation given to this effect in their annual report to Central Electricity Authority (CEA) and (ii) To report to Railway Board such of the occurrences which in his considered opinion prima facie reflects violation of any provision of IE Acts/Rules seeking directions of the Government in respect of further inquiry & report u/s 161(2) of the Electricity Act 2003
2. ED/Safety/ Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

Policy circular no. RBEL- 4/2003

No.2003/Elec(G)/110/1

New Delhi, dt.12.12.2003

NOTIFICATION

In exercise of the powers conferred by section 162 of the Electricity Act, 2003 and in supersession of the previous notifications issued vide this office letter nos.87/Elec.I/110/3 dt.24.3.88, 97/Elect(G)/110/2 dated 10.3.98, 2000/Elect(G)/110/1 dt.14/22.11.2002, dt.8.4.2003 & dt. 28.08.2003, appropriate Government hereby appoints officers specified in the second column of the schedule hereto, to be Chief Electrical Inspector (CEI)/Electrical Inspectors (EIG) as specified in third column of the said schedule and directs that each of them shall exercise the powers and perform the function of CEI / EIG under the said Act.

- i) within the areas occupied by the Railways,  
or
- ii) in respect of works on electrical installations,  
or
- iii) within other areas.

Specified in the corresponding entry in the fourth column of the said schedule:

SCHEDULE

S/N	Officer	Appointed as	Extent of Jurisdiction.
1.	Addl. Member/Elec/ Railway Board	CEI	All organizations under Ministry of Railways, Non-Govt. Railways & Kolkata Metro
2.	Chief Electrical Engineer/ Eastern Railway, Kolkata	EIG	Eastern Railway, Kolkata Metro & Chittaranjan Locomotive Works (CLW)
3.	Chief Electrical Distribution Engineer/ South Eastern Railway	EIG	South Eastern Railway & Port Commissioner Railways
4	Chief Electrical Engineer/ Central Railway	EIG	Central Railway, Konkan Railway Corporation, (KRC) Indian Railway Institute of Civil Engg.(IRICEN), Mumbai Port Trust Railways & Indian Railway Institute of Electrical Engg.(IRIEEN)

5.	Chief Engineer/ Railway	Electrical Western	EIG	Western Railway, Railway Staff College (RSC), Mumbai Rail Vikas Corporation (MRVC) & Pipapov Rail Corp. Ltd.(PRCL).
6	Chief Engineer/ Railway	Electrical North Eastern	EIG	North Eastern Railway, Indian Railway Institute of Traffic Management, (IRITM) Research Design & Standard Organisation, (RDSO)
7	Chief Engineer/ Railway	Electrical Southern	EIG	Southern Railway, Integral Coach Factory(ICF).
8	Chief Engineer/ Railway	Electrical North Frontier	EIG	North Frontier Railway
9	Chief Engineer/ Railway	Electrical South Central	EIG	South Central Railway, Indian Railway Institute of Signal Engineering & Telecommunication (IRISET).
10	Chief Engineer/ Railway	Electrical Northern	EIG	Northern Railway, Diesel Component Works (DCW), Rail Coach Factory (RCF), Rail India Technical & Economic Services (RITES), IRCON International Ltd., Railway Board, Rail Raitel Corp India Ltd. (RCIL), Container Corporation of India Ltd. (CONCOR), Indian Railway Catering & Tourism Cor. (IRCTC), Indian Railway Finance Corporation (IRFC), Central Organisation for Modernisation of Workshop (COFMOW), National Rail Museum (NRM) & Rail Vikas Nirman Ltd. (RVNL)
11.	Chief Engineer/ Railway	Electrical North Central	EIG	North Central Railway, CAMTECH, Diesel Locomotive Works (DLW) & Central Organisation for Railway Electrification (CORE*).

12	Chief Electrical Engineer/ East Central Railway	EIG	East Central Railway, Bharatiya Rail Bijlee Corporation Ltd.(BRBCL), Indian Railway Institute of Electrical & Mechanical Engineers (IRIEME) & Howrah workshop
13	Chief Electrical Engineer/ North Western Railway	EIG	North Western Railway
14	Chief Electrical Engineer/ South Western Railway	EIG	South Western Railway & Rail Wheel Factory.
15	Chief Electrical Engineer/ South East Central Railway	EIG	South East Central Railway
16	Chief Electrical Engineer/ East Coast Railway	EIG	East Coast Railway.
17	Chief Electrical Engineer/ West Central Railway	EIG	West Central Railway
18	Dy. Chief Electrical Engineer **/CLW	AEI	Chittaranjan Locomotive Works (CLW)
19	Dy. Chief Electrical Engineer **/DLW	AEI	Diesel Locomotive Works (DLW)
20	Dy. Chief Electrical Engineer **/ICF	AEI	Integral Coach Factory (ICF)
21	Dy. Chief Electrical Engineer **/RCF	AEI	Rail Coach Factory (RCF)
22	Dy. Chief Electrical Engineer **/Rail Wheel Factory	AEI	Rail Wheel Factory (RWF)

\* .Excluding Railway Electrification installation which shall be covered under respective EIGs of the respective zone where these installations are geographically located or to whom these would be handed over.

\*\* Dy.CEE in charge of power supply installation & maintenance would discharge all inspectoral responsibilities except sanctions which would be accorded by the nominated EIGs

- sd -  
(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

To

The Manager  
Govt. of India Press, Mayapuri, New Delhi.

No.2003/Elec(G)/110/1

New Delhi, dt.12.12.2003

Copy forwarded for information to:

- (i) Ministry of Power, Shram Shakti Bhawan, New Delhi (with 5 copies)
- (ii) All Chief Electrical Inspectors (State Governments and Union Territories).
- (iii) Central Electricity Authority, Sewa Bhavan, New Delhi (3 copies)

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

No.2003/Elec(G)/110/1

New Delhi, dt.12.12.2003

Copy forwarded for information to:

1. 1.General Managers, All Indian Railways including Metro Railway/Kolkata & Production Units.CEE, All Indian Railways & PUs.
2. CEE, Metro Railway, Kolkata – He is advised to modify the procedure for obtaining EIG approval for electrical installations under his control.
3. CAO/ DCW/Patiala.
4. Directors, IRIEEN, IRCIEN/ , IRISSET, IRITEM, IRIEME.
5. MD/DMRC/New Delhi.- For information and necessary action.
6. MD/ KRCL/ Mumbai.
7. CAO, COFMOW, New Delhi.
8. MDs, RITES, IRCON, RCIL, CONCOR, IRCTC, IRFC, New Delhi.
9. Director, NRM, New Delhi.
10. Sr. PPSs to CRB, ML, MT, FC, ME, MS & MM for kind information of Board Members.
- 11.All AMs & EDs in Railway Board.

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

(TO BE PUBLISHED IN PART II, SECTION 3 (ii) OF THE GAZETTE OF INDIA,)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

Policy circular no. RBEL- 4/2003

No.2003/Elec(G)/110/1

New Delhi, dt.17.12.2003

NOTIFICATION

In exercise of the powers conferred by section 162 of the Electricity Act, 2003 and in supersession of the previous notifications issued vide this office letter nos.87/Elec.I/110/3 dt.24.3.88, 97/Elect(G)/110/2 dated 10.3.98, 2000/Elect(G)/110/1 dt.14/22.11.2002, dt.8.4.2003 & dt. 28.08.2003, appropriate Government hereby appoints officers specified in the second column of the schedule hereto, to be Chief Electrical Inspector (CEI)/Electrical Inspectors (EIG)/ Assistant Electrical Inspector (AEI) as specified in third column of the said schedule and directs that each of them shall exercise the powers and perform the function of CEI / EIG/AEI under the said Act.

- a. within the areas occupied by the Railways,  
or  
b. in respect of works and all electrical installations belonging to or under the control of Railway,  
or  
c. within other areas.  
specified in the corresponding entry in the fourth column of the said schedule:

SCHEDULE

S/N	Officer	Appointed as	Extent of Jurisdiction.
1.	Addl. Member/Elec/ Railway Board	CEI	All organizations under Ministry of Railways, electrified traction installations of Non-Govt. Railways & Kolkata Metro.
2	Chief Electrical Engineer/ Central Railway	EIG	Central Railway & Konkan Railway Corporation, (KRC), electrified traction installations of Mumbai Port Trust.
3	Chief Electrical Engineer/ Eastern Railway, Kolkata	EIG	Eastern Railway, Kolkata Metro & Chittaranjan Locomotive Works (CLW).
4	Chief Electrical Engineer/ East Central Railway	EIG	East Central Railway,
5.	Chief Electrical Engineer/ East Coast Railway	EIG	East Coast Railway.
6	Chief Electrical Engineer/ Northern Railway	EIG	Northern Railway, Diesel Component Works (DCW), Rail Coach Factory (RCF) & Research Design & Standard Organisation (RDSO).

7	Chief Electrical Engineer/ North Central Railway	EIG	North Central Railway.
8	Chief Electrical Engineer/ North Eastern Railway	EIG	North Eastern Railway, Diesel Locomotive Works (DLW)
9	Chief Electrical Engineer/ North Frontier Railway	EIG	North Frontier Railway.
1	Chief Electrical Engineer/ North Western Railway	EIG	North Western Railway
11	Chief Electrical Engineer/ Southern Railway	EIG	Southern Railway, Integral Coach Factory(ICF).
12	Chief Electrical Engineer/ South Central Railway	EIG	South Central Railway.
13	Chief Electrical Distribution Engineer/ South Eastern Railway	EIG	South Eastern Railway & electrified traction installations of Port Commissioner Railways.
14	Chief Electrical Engineer/ South East Central Railway	EIG	South East Central Railway
15	Chief Electrical Engineer/ South Western Railway	EIG	South Western Railway & Rail Wheel Factory.
16	Chief Electrical Engineer/ Western Railway	EIG	Western Railway.
17	Chief Electrical Engineer/ West Central Railway	EIG	West Central Railway
18	Dy. Chief Electrical Engineer /M/CLW	AEI	Chittaranjan Locomotive Works (CLW)
19	Dy. Chief Electrical Engineer /M/DLW	AEI	Diesel Locomotive Works (DLW)
20	Dy. Chief Electrical Engineer /M/ICF	AEI	Integral Coach Factory (ICF)
21	Dy. Chief Electrical Engineer /PS/RCF	AEI	Rail Coach Factory (RCF)
22	Dy. Chief Electrical Engineer /Rail Wheel Factory	AEI	Rail Wheel Factory (RWF)
23	Dy. Chief Electrical Engineer/Diesel Component works, Patiala.	AEI	Diesel Component works (DCW).
24	Dy. Chief Electrical Engineer/Metro Railway/Kolkata	AEI	Metro Railway, Kolkata.

Note: Any other electrical works and electrical installations belonging to or under the control of Ministry of Railway shall come under the respective geographical jurisdiction of EIG.

- sd -  
(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

To  
The Manager  
Govt. of India Press,  
Mayapuri, New Delhi.

No.2003/Elec(G)/110/1

New Delhi, dt.17.12.2003

Copy forwarded for information to:

1. Secretary, Ministry of Power, Shram Shakti Bhawan, New Delhi. (with 5 copies)
2. Chairman, Central Electricity Authority, Sewa Bhawan, New Delhi ( 3 copies)
3. Chairman, Central Electricity Board, Central Electricity Authority, R.K.Puram, New Delhi.
4. Secretary, Central Electricity Board, Central Electricity Authority, R.K.Puram, New Delhi.
5. Power Secretaries, All State Governments & Union Territories
6. Chief Electrical Inspector, Central Government.
7. Chief Electrical Inspectors of all State Government & Union Territories.

- sd -  
(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

No.2003/Elec(G)/110/1

New Delhi, dt.17.12.2003

Copy forwarded for information to:

1. General Managers, All Indian Railways including Metro Railway/Kolkata & Production Units.
2. CEE, All Indian Railways & PUs.
3. CEE, Metro Railway, Kolkata – He is advised to modify the procedure for obtaining EIG approval for electrical installations under his control.
4. CAO/ DCW/Patiala.
5. MD/DMRC/New Delhi.- For information and necessary action.
6. MD/ KRCL/ Mumbai.
7. Director/NRM/ New Delhi.
8. Sr. PPSs to CRB, ML, MT, FC, ME, MS & MM for kind information of Board Members.
9. All AMs & EDs in Railway Board.

- sd -  
(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.2003/Elec(G)/110/1Pt I

New Delhi, dt. 12.01.2004.

The Chief Electrical Engineers & Electrical Inspector to Govt. of India,  
All Indian Railways.

The Dy. Chief Electrical Engineers & Asstt. Electrical Inspectors,  
All PUs & Metro Railway/Kolkata.

Ref: Extraordinary Gazette Notification No. 1124 dated 17<sup>th</sup> December, 2003.

Over a period of time, the intensity of usage of electricity in rail transportation has increased manifold primarily due to electrification of tracks and also with provision of high voltage, lighting & ventilation systems in the coaching stock. The electricity consumption has also gone up in stationary installations at railway stations, workshops, railway colonies etc.

The quantum of intensity of usage of electricity has a direct bearing on the safety of personnel, both traveling public as well as Railway personnel and property. It, is, therefore, very important that all statutory provisions of electrical safety as stipulated in Electricity Act / Rules are meticulously understood, observed and complied with so as to safeguard against any potential foreseeable hazard arising out of any electricity related function.

This calls for a more proactive role by the statutory safety authorities appointed under the Electricity Act/Rules. The need of the hour is to develop in-depth awareness not only amongst those involved in maintenance and operation but also by the users to ensure that the statutory requirements of electrical safety are not overlooked.

It is in this context that nomination of EIGs on Indian Railways has been recently reviewed and 16 EIGs alongwith associated AEIs have been appointed.

While this would increase the jurisdiction as well as the responsibilities of the EIG, it is expected that necessary action will be taken to ensure that focus on electrical safety is sharpened by suitable action at your end.

You may like to draw the strategies to meet the safety objectives and suggest to the undersigned so that suggestions/views can be consolidated and brought to the notice of all concerned.

- sd -

**(B.M. Lal)**

**Addl. Member (Electrical)  
& Chief Electrical Inspector to Govt. of India**

**Copy forwarded for information to:**

1. GMs, All Indian Railways & PUs.
2. Director General, RDSO, Manak Nagar, Lucknow (UP)
3. Director General, RSC, Vadodara.
4. Chief Electrical Engineers, All PUs
5. CCRS & all CRSs, Indian Railways.

(TO BE PUBLISHED IN PART II, SECTION 3 (ii) OF THE GAZETTE OF INDIA,)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

Policy circular no. RBEL- 2/2004

No.2003/Elec(G)/110/1

New Delhi, dt.01.03.2004.

NOTIFICATION

(**Amendment No.1** to Notification of the Govt. of India (Ministry of Railways) issued vide letter no.2003/Elect(G)/110/1 dt. 17.12.03 & published as Item no.1124 on 17.12.03 in the Extraordinary Gazette of India)

In exercise of the powers conferred by section 162 of the Electricity Act, 2003, the appropriate Government hereby makes the following amendment to the Notification of the Govt. of India (Ministry of Railways) issued vide letter no.2003/Elect(G)/110/1 dt. 17.12.03 & published as Item no.1124 on 17.12.03 in Part-II-Section-3- Sub section –(ii) in the Extraordinary Gazette of India.

a) **Add** the following against jurisdiction of Chief Electrical Engineer/Southern Railway under S.No.11 of the Schedule of the said notification:

*“Electrified traction installations of Chennai Port Trust and Ennore Port Limited, Chennai”.*

b) **Replace** “Deputy Chief Electrical Engineer/Metro Railway/Kolkata” under S.No.24 of the said notification by *“Deputy Chief Electrical Engineer(M)/Metro Railway/Kolkata”.*

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

To

The Manager  
Govt. of India Press,  
Mayapuri, New Delhi.

No.2000/Elec(G)/110/1

New Delhi, dt.01.03.2004

Copy forwarded for information to:

1. Secretary, Ministry of Power, Shram Shakti Bhawan, New Delhi. (with 5 copies)
2. Chairman, Central Electricity Authority, Sewa Bhawan, New Delhi ( 3 copies)
3. Chairman, Central Electricity Board, Central Electricity Authority, R.K.Puram, ND
4. Secretary, Central Electricity Board, Central Electricity Authority, R.K.Puram, ND
5. Power Secretaries, All State Governments & Union Territories
6. Chief Electrical Inspector, Central Government.
7. Chief Electrical Inspectors of all State Government & Union Territories.

- sd -

(Lt.Col.V.K.Raheja)  
Executive Director Electrical Engg.(G)  
Railway Board

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

No.2003/Elect(G)/165/2

New Delhi, dt. 15.3.2004

**General Managers,**  
All Indian Railways  
& Production Units.  
(As per circulation list attached).

*Sub : Applicability of Electricity Act 2003 to electrical installations of  
Railways Rolling Stock.*

*Ref : Secretary/Railway Board's letter no. 95/M(C)/141/1 dated 18.7.03*

*The subject of applicability of the Electricity Act 2003 to electrical installations of Railway's rolling stock has been considered by full Board and it has been decided that in view of the specific proviso under sub-section 54(1), the Electricity Act 2003 does not apply to electrical installations of Railways Rolling stock.*

*In pursuance of Board's decision it is hereby directed that in supersession of all previous instructions on the subject, the Electricity Act 2003 shall not be applicable to electrical installations of Railways rolling stock.*

- sd -  
Secretary  
Railway Board

CC :  
All EIGs as per circulation list enclosed.

EDCE/G, EDME/Chg, EDEE/G.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 2003/Elec.(G)/110/1

New Delhi, dt. 13.04.2004

**Chief Electrical Engineers,  
All Indian Railways.**

**Sub: Safety measures to be observed by On-duty staff.**

Due to inadequate observance of safety rules, a number of cases has been reported in the past in which on duty staff has either suffered electric shock or electrocuted.

As the guidelines for observance of safety measures are already in existence and are being circulated from time to time, it is necessary that the same should be reiterated to the field units for its strict compliance and adherence to avoid recurrence of such cases. It is, therefore, desired that necessary training modules covering the safety aspects to be observed by the electrical staff while working under live condition should be prepared. Accordingly, training to all the electrical staff dealing with live wire condition be imparted in a time bound manner at their work places/training schools.

Compliance to the above instructions be communicated to the Board.

- sd -  
(Lt.Col.V.K.Raheja)  
Exec. Director Elect.Engg(G)  
Railway Board.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 2003/Elec.(G)/110/1

New Delhi, dt. 17.05.04

General Managers,  
All Indian Railways (Open Line & PUs)  
and  
Director General  
RDSO, Lucknow.

**Sub: Applicability of the Electricity Act 2003 to Electrical installations of Railway rolling stock.**

As the subject of applicability of Electricity Act 2003 on the electrical assets on IR are being dealt with by Electrical Dte of Railway Board, Board's letter No.2004/M(C)/165/7 dt.19/22.03.2004 issued by Executive Director/Mech. Engg. /Coaching be treated as null and void.

On the subject, it is advised that the issue of applicability Electricity Act on electrical installations of Railway Rolling stock has been considered and Board has decided that in view of the specific proviso under sub-section 54(1), the Electricity Act 2003 does not apply to electrical installations of Railways rolling stock.

- sd -  
(Lt.Col.V.K.Raheja)  
Exec. Director Elect. Engg(G)  
Railway Board.

Copy to: Chief Electrical Engineers/All Indian Railway.

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 2002/Elec(G)/115/1

New Delhi, Dt. 23.08.04

Chief Electrical Engineers,  
All Indian Railways

**Sub: Provision of WACs in the chambers of JAG Officers (Basic above 14300 pm.**

**Ref: Board's letter of no. 88/Electl/115/1 dated 7.1998.**

A reference has been received from SWR requesting Railway Board to advise the policy regarding provision of air conditioner in the chambers of officers as a result of merger of 50% DA with the basic pay.

In this connection, it is reiterated that only those officers whose basic pay is Rs. 14,300/- or above and are placed in JAG/SG or above grade are entitled for provision of air conditioner in their chambers. While assessing the basic pay, the element of 50% DA need not be considered for the purpose of providing air conditioners.

- sd -  
(Lt.Col.V.K.Raheja)  
Exec.Director Elec.Engg.(G)  
Railway Board.

(TO BE PUBLISHED IN PART II, SECTION 3 (ii) OF THE GAZETTE OF INDIA,)  
GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

Policy circular no. RBEL- 2/2004

No.2003/Elec(G)/110/1

New Delhi, dt. 8.09.2004.

NOTIFICATION

**(Amendment No. 4** to Notification of the Govt. of India (Ministry of Railways) issued vide letter no.2003/Elect(G)/110/1 dt. 17.12.03 & published as Item no.1124 on 17.12.03 in the Extraordinary Gazette of India)

In exercise of the powers conferred by section 162 of the Electricity Act, 2003, the appropriate Government hereby appoints Chief Electrical Engineer, Konkan Railway Corporation Limited (KRCL) as Electrical Inspector to Government (EIG) for functional validation of sky bus scheme of KRCL and for the matters related to this project at development and testing stage only subject to the condition that Chief Electrical Engineer/KRCL should be Sr. Administrative Grade officer of IRSEE cadre having service of more than 20 years. However, at the time of opening of sky bus project for carriage of public, approval of appropriate EIG i.e. Chief Electrical Engineer/Central Railway should be obtained.

- sd -

**(Lt.Col.V.K.Raheja)**

**Executive Director Electrical Engg.(G)  
Railway Board**

To

The Manager  
Govt. of India Press,  
Mayapuri, New Delhi.

No.2000/Elec(G)/110/1

New Delhi, dt.08.09.2004

**Copy forwarded for information to:**

1. Secretary, Ministry of Power, Shram Shakti Bhawan, New Delhi. (with 5 copies)
2. Chairman, Central Electricity Authority, Sewa Bhawan, New Delhi ( 3 copies)
3. Chairman, Central Electricity Board, Central Electricity Authority, R.K.Puram, New Delhi.
4. Secretary, Central Electricity Board, Central Electricity Authority, R.K.Puram, New Delhi.
5. Power Secretaries, All State Governments & Union Territories
6. Chief Electrical Inspector, Central Government.
7. Chief Electrical Inspectors of all State Government & Union Territories.
8. Chief Electrical Engineers/ All Indian Railways
- 9.. Chief Electrical Engineer, KRCL. Belapur Bhawan, Sector 11,CBD Belapur, Navi Mumbai, 4000614.

- sd -

**(Lt.Col.V.K.Raheja)**

**Executive Director Electrical Engg.(G)  
Railway Board**

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 2002/Elec(G)/115/1

New Delhi, Dt. 21.09.04

General Managers,  
All Indian Railways including  
Production Units.

**Sub: Provision of Air conditioners in the chambers of JAG/SG  
Officers (Basic pay above Rs. 14300 pm).**

**Ref: Board's letter no. 88/Electl/115/1 dated 29.7.1988.**

In terms of Board's letter under reference, office rooms of only those officers whose basic pay is Rs.4500/- or above (pre-revised scale) and who are placed in JA & SG Grade may be provided with Air-conditioners. The matter has been reviewed in accordance with the recommendations of Fifth Pay Commission and accordingly it has been decided that office rooms of only those officers whose basic pay is Rs.14,300/- or above and who are placed in JAG/SG or above may be provided with Air conditioners. Further, while assessing the basic pay for this purpose, element of Dearness Pay i.e. 50% of DA, should not be taken into account.

This disposes off South Western Railways' letter no.04/L/SWR/P-343 dt.30.07.04.

This issues with the concurrence of Finance Directorate of Ministry of Railways.

- sd -  
**(S.K.Saxena)**  
**Director Elec.Engg.(G)**  
**Railway Board.**

No. 2002/Elec(G)/115/1

New Delhi, dt. 21.09.04

Copy to: CEEs/ All Indian Railways including PUs.

- sd -  
**(S.K.Saxena)**  
**Director Elec.Engg.(G)**  
**Railway Board.**

Copy to: FA & CAOs, All Indian Railways including PUs.

- sd -  
For Financial Commissioner/Railways

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.99/Elec(G)/136/1

New Delhi, dt..17.3.05

**Chief Electrical Engineers,**  
All Indian Railways & PUs

Sr. Executive Director (PS&EMU),  
RDSO, Manak Nagar, Lucknow

**Sub: Scale of Electrical fittings for staff quarters- standardisation thereof.**

**Ref: Board's letters of even no 65/Elec/164/2 dated 17.12.68, 1.9.71,  
71/W2/21/29/JCM dt. 2.5.73, 84/Electl/136/4 dt. 7.1.85 & 21.5.86,  
99/Electl/ 136/1 dt. 26.7.90, 94/Elect(G)/115/1 dt. 24.4.99,  
99/Elect(G)/136/1 dt. 1.10.99 .**

References have been received from the Railways from time to time for revision in the scale of electrical fittings in Railway residential houses, as there is a general increase in the living standards resulting in usage of many households electrical gadgets like TVs, refrigerators, desert coolers, washing machines, ACs, etc.

2.0 After careful consideration, it has been decided to issue the guidelines for the scale of fittings keeping in view the present day requirements. These guidelines will be applicable for all new quarters as well as for the existing quarters whenever due for re-wiring.

3.0 General Managers may consider such changes as may be necessary to suit individual variations in layouts, local conditions and other relevant factors. Further, Railways should keep in view revision in rent of the quarters, if any, due to incremental effect of additional points.

4.0 While these are general guidelines, Railways are authorized to make such changes as may be considered necessary to suit individual variation in local conditions and relevant factors with the approval of **General Managers**.

Kindly acknowledge the Receipt.

( Lt. Col. V.K.Raheja)  
Exec. Director Electrical Engg.(G)

**Enclosure to Board's letter no. 99/Elec(G)/136/1 dt. 3.03.05**

**Standard list of Electrical fittings in Railways Quarters.**

	Type VI		Type V spl.		Type V		Type IV spl.		Type IV		Type III		Type II		Type I (2 rooms)		Type I	
	Prop	Exis	Prop	Exis	Prop	Exis.	Prop	Exis	Prop	Exis	Prop	Exis	Prop	Exis	Prop.	Exis.	Prop	Exis.
Light point	24	24	18	18	16	16	13	11	11	9	7	6	6	5	6	5	4	3
Tube	7	5	7	5	6	5	5	4	5	4	3	2	2	2	2	1	1	1
Fan	6	6	6	6	5	5	5	5	3	3	3	2	2	2	2	2	1	1
5 Amp 5 Amp (5 pin)	7	6	6	5	6	4	5	4	4	3	3	3	3	3	2	2	2	2
15 Amp (6 pin)	6	4	5	3	5	3	5	3	4	-	3	-	2	-	2	-	1	-
32 Amp MCB.(AC)	3	-	3	-	2	-	1	-	1	-	-	-	-	-	-	-	-	-
Bell	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-
Exhaust fan	1	-	1	-	1	-	1	-	1	-	-	-	-	-	-	-	-	-
Geyser	2	-	2	-	2	-	1	-	1	-	-	-	-	-	-	-	-	-
ELCB																		
Total																		

Note: Maintenance of tube light fittings including replacement fluorescent lamps and accessories will be the responsibility of the occupants.

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

No.2002/Elec (G)/115/1

New Delhi, dated: 19.07.2005

General Managers,  
All Indian Railways including  
Production Units.

**Sub:** Provision of Air-conditioners in the chambers of JAG/ SG officers.

**Ref:** Board's letter of even number dated 21.09.2004.

In partial modification of Board's letter of even number dated 21.09.04 it has been decided that air-conditioners may be provided in the rooms of branch officers (JAG and above) thereby doing away with the need of frequent alterations required in connection with fitment /removal of air-conditioners.

2. This disposes of Northern Railway's reference No.197-Elec/P/0 dated 23.12.2002 on the subject.

3. This issues with the concurrence of Finance Directorate of Ministry of Railways.

- sd -  
**(Sanjay Kubba)**  
**Joint Director Elec. Engg. (G)**  
**Railway Board.**

Copy to: CEEs / All Indian Railways including PUs.

- sd -  
**(Sanjay Kubba)**  
**Joint Director Elec. Engg. (G)**  
**Railway Board.**

Copy to: 1. FA & CAOs / All Indian Railways including PUs.  
2. Dy. Comptroller & Auditor General of India/ Railways, Room No. 224,  
Rail Bhawan, ND (with 45 spares).

- sd -  
For Financial Commissioner/ Railways

Copy to: F(X)II & G(Acc) branches, Railway Board.

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

No.99/Elec.(G)/150/4

New Delhi, dt: 26 .10.05

General Managers (Electrical),  
All Indian Railways.

**Sub: Provision of power supply for equipments provided by RailTel.**

**Ref: Agreement between Ministry of Railways and RailTel dt.  
30.07.2003.**

M/s. RailTel a PSU under Ministry of railways have requested Railway Board for waiver of security deposit to avoid delay in commissioning of STM16 SDH Network in connection with modernisation of communication system on IR. It has also been brought to the notice of the Board that DEEs on some of the Railways are issuing notice for disconnection of Power Supplies at the stations having RailTel installations. Instances have also come to notice wherein power supplies provided to RailTel installations have been disconnected by the Divisional Electrical Engineers on the plea that no instructions are available to them to provide power supply to RailTel installations.

2. The matter has been considered in the Board's office and it has been decided to deal with these issues in accordance with the Agreement signed between Ministry of Railways and RailTel Corporation of India Limited on 30.7.2003. The relevant extracts of the Agreement signed between Ministry of Railways & RailTel Corporation of India Ltd. are reproduced for information of all concerned:-

**“3 GRANT OF RIGHTS AND TRANSFER OF ASSETS**

**3.1 RAILWAYS hereby agree to**

\*\* \*\* \* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\*

**3.1.4**

License the buildings/land required for installing OFC and power supply equipments for Network Operation Centre (NOC), data centers, access nodes, transport nodes, backbone nodes and long haul equipments, to RailTel on payment of license fee charges at the prevalent standard rates. **However, at wayside stations, wherever RailTel will be providing equipments only for Railways' use, building/land required for installing OFC and power supply equipments shall be given to RailTel without any charges.** The requirement of the land is given in Annexure B.

\*\* \*\* \* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\* \*\*

**6 OBLIGATION OF RAILWAYS**

**6.1 Covenants and Agreements**

**RAILWAYS covenants and agrees that it shall:-**

Contd..-/

\*\* \*\* \*\* \*\* \*\*

**6.1.6** Wherever feasible, provide communication facilities from Railways' Telecom network water and **electricity for execution of the works and later for operation and maintenance of the network save that RailTel shall bear the cost of electricity and other utilities in connection with the execution of their works and later for operation and maintenance of the network. However, at wayside stations, wherever RailTel shall be providing equipments for Railways' use only, Railways shall provide electricity to RailTel without any charges."**

\*\* \*\* \*\* \*\*

3. Railways are advised to ensure provision of regular power supply to all RailTel installations as per the extant provisions in the agreement as detailed above.

4 Further, the issue of advance payment of anticipated consumption of electrical charges towards security deposit as required for PSUs vide Board's letter nos. 84/Elec.I/137/93 dtd. 30.09.1986 & 27.10.1988 & Nos. 85/Elec.I/137/6 dated 19.2.87 for RailTel has also been considered and it has been decided to waive off payment of Security Deposit for all installations pertaining to RailTel Corporation Of India Limited.

5. For its STM-4/STM-16 locations, debits for electric consumption charges shall be borne by RailTel as per guidelines contained in Board's letter No. 84/Elec./137/93 dt. 30.09.1986 and 85/Elec.137/6 dt. 19.02.1987. Further, maintenance expenditure for these locations shall also be borne by RailTel. However, for wayside stations which are equipped with STM1 equipments for Railways' use, no electric consumption charges shall be levied on to RailTel in accordance with Para 6.1.6 of the Agreement dated 30.7.2003.

6. This issues with the concurrence of Finance Directorate of Ministry Of Railways.

7. Necessary action may be taken accordingly under advice to this office.

Please acknowledge receipt.

**(J.S.P. Singh)**  
**Exec. Director Elect.Engg.(G)**

**Copy to:-**

1. FA & CAOs/All Indian Railways.
2. Deputy Comptroller & Auditor General of India (Railways), 224, Rail Bhawan, New Delhi ( 40 spares).

**For Financial Commissioner /Railways**

**Copy to:-**

1. Chief Signal & Telecom Engineers, All Indian Railways.
2. Managing Director/RailTel Corporation of India Ltd.- to ensure timely payments on account of electricity charges.

**(Kapil Dev Sharma)**  
**Exec. Director (Tele.Dev.)**  
**Railway Board**

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

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

No.2001/Elec (G)/113/4

New Delhi, Dt. 24.10.05

General Manager,  
ICF,  
Chennai

General Manager,  
RCF,  
Kapurthala.

**Sub: Provision of emergency lights in passenger coaches.**

**Ref: Board's letter of even no. dt. 18.2.03 & 28.8.03.**

In continuation of Board's letters under reference, it has been further decided that all newly built passenger coaches by ICF & RCF to be turned out should be provided with emergency lights as per ICF's specification no. ICF/Elect/917 for LED based emergency lights as standardized by RDSO. The exact cut in date of provision of emergency lights be communicated to Board.

However, it may please be ensured that the existing stock and covered dues of emergency lights ordered vide earlier specifications i.e. No.RDSO/PE/Spec/D/TL/0042-2003 (Revision 0) may be completely utilized before the exact cut in as per ICF specification (mentioned above) is enforced.

This issues with the concurrence of the Finance Directorate and approval of Board (ML).

Sd/  
**(Sanjay Kubba)**  
**Jt. Director Elect. Engg(G)**  
**Railway Board.**

No.2001/Elec(G)/113/4

New Delhi, Dt. 24.10.05

CEE, ICF, Chennai  
CEE, RCF, Kapurthala

They are requested to  
advise accordingly.

Sr. ED/PS&EMU/RDSO, Manak Nagar, Lucknow.  
FA& CAO/ICF/Chennai  
FA& CAO/RCF/Kapurthala

For information please.

Sd/-  
**(Sanjay Kubba)**  
**Joint Director Elec. Engg. (G)**  
**Railway Board.**

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**No.2005/Elec (G)/165/2**

**New Delhi, dated: 06.02.2006**

**Chief Electrical Engineers,**  
All India Railways  
including Production Units

**ED/ PS & EMU,**  
RDSO,  
Lucknow.

**Sub:** General Power Supply Compendium.

A compendium on general power supply covering all guidelines, instructions issued from this office since 1955 to the end of 2005 has been prepared by the Electrical Dte. of the Railway Board. An advance electronic (PDF) copy of this compendium running into 162 pages of letters and an index of 9 pages has been e mailed alongwith this letter to your mail IDs for perusal please. The hard copy is likely to follow shortly.

May kindly acknowledge receipt of this revised compendium.

(Sanjay Kubba)  
Joint Director Elec. Engg. (G)