

भारत सरकार/Government of India

रेल मंत्रालय / Ministry of Railways

(रेलवे बोर्ड/Railway Board)

No.2023/W-I/Genl/Misc(E-3434089)

New Delhi, dated. .11.2023

The General Manager,

All Indian Railways/PUs, NFR(Con), CORE, DG/RDSO & DG/NAIR

Sub: Construction of Escape Tunnel during Tunneling Works over Indian Railways.

Presently, escape tunnels with adits/lateral exits are being provided for tunnels having length more than 3 Km. The size of escape tunnel is being kept smaller than main tunnel which cannot be enlarged in future, if the need arises for doubling of the section. Thus, there is a necessity to keep the size of escape tunnel equal to that of main tunnel for ease of doubling.

2. The above issue of size of escape tunnel required to be provided during tunneling works has been under the active consideration of Board for some time. The matter has been deliberated by full Board and it has now been decided that the escape tunnel will be constructed of same size as that of main tunnel. It has also been decided that if substantial section is in tunnels/bridges & viaducts, doubling is to be done concurrently with bi-directional signaling.

3. The decision of full Board, as brought out in Para 2 above, shall be applicable for all new projects as well as sanctioned projects where contracts for tunneling have not been awarded till now i.e. till the date of issue of this letter.

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

(Abhimanyu Lamba)

Joint Director Civil Engg./B&S-II

Copy to:

1. The Dy. Comptroller & Auditor General of India (Railways), Room No. 224, Rail Bhawan, New Delhi.
2. PFAs, All Indian Railways & Production Units.
3. CAO/C, All Indian Railways.
4. DRM, All Indian Railways

For Member (Finance)/Railway Board