

Correction Slips to

Indian Railways Code for Engineering Department

(Third Reprint) 1999

Engg.Code C/S No.42 dated. 14.11.2007

Replace existing para 1826(iv) by the following:

- (iv) Overhead Electric Traction Equipment
 - a) For all existing Private/Assisted Sidings, if the rate of return(RoR) is at least 14% on traffic offered in the previous 24 months, the entire cost of electrification shall be borne by the Railways. If the RoR is less than 14%, the cost of electrification shall be borne by the siding owner.
In all cases of existing as well as new sidings, the cost of maintenance of OHE(Over Head Equipment) shall be borne by the Railways.
In case of all new sidings, in electrified territory or territory
 - b) approved for electrification, the entire cost of electrification of the siding shall be borne by the siding owner. This will also apply to the military sidings.
 - c)

(Authority: Railway Board's letter No. 2007/CE-I/SP/2 Dated 14-11-2007)

INDIAN RAILWAYS CODE FOR THE ENGINEERING DEPARTMENT

ADVANCE CORRECTION SLIP TO INDIAN RAILWAYS CODE FOR ENGINEERING DEPARTMENT - 1999 (Third - Re-Print)

CORRECTION SLIP NO. 43

(Issued under Railway Board's letter No. 2002/CE-I/BRO/84 (Policy) DATED 19.02.08)

1816(iii) E - The existing Para be replaced as under :

* For two lane bridge on other than National Highways, the bridge width shall provide for 7.5m carriageway plus a minimum of 1.5m footpath on either side wherever required as per provisions of IRC-5, 1998. For two lane bridges on National Highways, the overall width shall be provided equal to the full roadway width of approaches subject to a limit of 10m for hill roads, and 12m for other cases inclusive of crash barrier and/or footpath. The carriageway shall be 9.5m wide, with two raised kerbs of 0.75m or 7.8m with two footpaths of 1.5m each on either side; total width limited to 12m between the outer faces of railing kerbs inclusive of the crash barrier . For four lane bridge on National Highways, the overall width of bridge deck shall be limited to roadway width approaches with distance between the inner kerb lines in the median portion equal to the median width of approaches; total width limited to 24m(9.75+4.5+9.75) between the outer faces of railing kerbs. The provision of cross slopes, median, footpath width, crash barrier shall be as per stipulations & requirements of MOSRTH Circular No. RW/NH/33044/2/88/S&R dt. 09.05.2000 read along with the provision of clause 112 of IRC :5-1998"

(This supersedes Railway Board's letter of even Number dt. 30.9.2002)

**ADVANCE CORRECTION SLIP TO INDIAN RAILWAYS CODE FOR
ENGINEERING DEPARTMENT - 1999 (Third - Re-Print)**

CORRECTION SLIP NO. 44

(Issued under Railway Board's letter No. 2007/CE-I/CT/8 DATED 09.05.08)

Add sub para 1317 - A as under :

Para 1317-A : The Field Books/Level Books used for recording the levels should be machine numbered and these books should be maintained, accounted and kept in safe custody in the same way as Measurement Books are maintained, accounted and kept.

**ADVANCE CORRECTION SLIP TO INDIAN RAILWAYS CODE FOR
ENGINEERING DEPARTMENT - 1999 (Third - Re-Print)**

CORRECTION SLIP NO. 45

(Issued under Railway Board's letter No. 2007/CE-I/CT/18 DATED 16.07.2008)

Para:1264:MOBILISATION ADVANCE:

Para 1264 (e)(i) may be amended as indicated below:

Para 1264(e)(i)

"The advance shall carry an interest of 12% p.a. and be restricted only to tenders of value Rs. 10 crore and above each".



कार्यालय अधिकांक Office Supdt.	
निदेशक Director	
संकाय अधिकांक Dean	कार्यकारी - Government Of India मंत्रालय Ministry Of Railways
रेलवे बोर्ड Railway Board	
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2007/CE-I/CT/18 Pt.2

New Delhi, Dated 04.10.2012

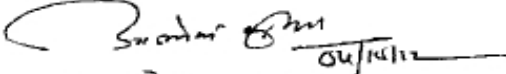
Addressed to :
As per list attached.

Sub : Addendum & Corrigendum Slip (ACS) No. 46 to Para 1264 of Indian Railways Code for Engineering Department (Third Re-print) 1999.

The Ministry of Railways (Railway Board) have decided that Para 1264 of the Indian Railways Code for Engineering Department (Third Re-print) 1999 may be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 46.

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

संलग्नक / उपरोक्तानुसार


(आलोक कुमार)

कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

2007/CE-I/CT/18 Pt.2

New Delhi, Dated 04.10.2012

Copy to :

1. FA&CAOs, All Indian Railways.
2. The Principal Director of Audit, All Indian Railways.
3. The Deputy Comptroller and Auditor General of Indian Railways, Room No. 224, Rail Bhavan, New Delhi.


For Financial Commissioner/Railways

LIST

1. General Managers, All Indian Railways & Production Units.
- 1a. General Manager (Con), N.F. Railway, Guwahati.
2. Principal Chief Engineers, All Indian Railways.
3. Chief Administrative Officers (Con), All Indian Railways. (Except N.F. Railway)
4. Chief Vigilance Officers, All Indian Railways.

Copy to:

(A)

1. CAO/CAO(R), COFMOW, Tilak Bridge, New Delhi-110002.
2. CAO/CAO(R), Diesel Locomotive Works, Patiala (Punjab).
3. CAO, Rail Coach Factory/Rae Bareilly Project, Kishanganj, Delhi- 7

(B)

1. Director General, RDSO, Manak Nagar, Lucknow-226011.
2. Principal, Railway Staff College, Vadodara-390004
3. Chief Commissioner of Railway Safety, Ashoka Road, Lucknow-226001.

(C)

1. Director, IRICEN, Rail Path, Pune. Pin-411001 (Maharashtra).
2. Director, IRIEEN, P.B.No.-233, Nasik Road-422101 (Maharashtra).
3. Director, IRISET, Taa Naka Road, Lalla Guda, Secunderabad-500017
4. Director, IRIMEE, Jamalpur Distt., Jamalpur - 811214. (Bihar)
5. Director, IRITM, Saraswati Residential Estate, IRITM Campus, Manak Nagar Lucknow.

(D)

1. MD, DMRC, Metro Bhawan, 13, Fire Bridge Lane, Barakhamba Road, New Delhi-110 001,
2. MD, CONCOR, Concor Bhawan, C-3, Mathura Road, Opp. Apollo Hospital, New Delhi- 110076.
3. IRCON International Limited, C-4, District Centre, Saket, New Delhi- 110017
4. MD, RITES Ltd., RITES Bhawan, Plot No.1, Sector-29, Gurgaon, Haryana-122001
5. MD, RVNL, August Kranti Bhawan, Plot No.25, 1st Floor, Bhikaji Cama Place, New Delhi-110066
6. MD, MRVC Ltd., Churchgate Station Bldg, Mumbai- 400020
7. MD, KONKAN Railway Corporation Ltd, Rail Bhawan, New Delhi-110001.
8. MD, DFCCIL, 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi-110001
9. MD, RLDA, Near Safdarjung Railway Station, Moti Bagh, Phase-I, New Delhi- 110021
10. RCF, Rae Bareilly, Kishan Ganj, Delhi.
11. CME, IROFAF, 12th Floor, Core-1, Scope Minar, Distt. Centre, Laxmi Nagar, Delhi- 110092
12. CAO, Indian Railways (Workshop Projects), Chamber Bhawan, Judge's Court Road, Anta Ghat, Patna-800001, Bihar.

(E)

1. General Secretary, IRCA, DRM Office, New Delhi.
2. General Secretary, AIRF, Rail Bhawan, New Delhi.
3. General Secretary, NFIR, Rail Bhawan, New Delhi.
4. General Secretary, IRPOF, Rail Bhawan, New Delhi.
5. General Secretary, FROA, Rail Bhawan, New Delhi.
6. General Secretary, AIRPA, Rail Bhawan, New Delhi.
7. General Secretary, AISC&STREA, Room no. 7, Rail Bhawan, New Delhi.
8. The Secretary, RBSS, Group (A) Officers Association, Rail Bhawan.
9. The Secretary, RBSS, Group (B) Officers Association, Rail Bhawan.
10. The Secretary, RBMSA, Rail Bhawan.
11. The Secretary, Railway Board, Group (D) Employees Association, Rail Bhawan.

Copy to:

CRB, FC, ME, ML, MS, MM, MT, Secy., AM(CE), AM(WORKS), AM(PLG.), AM(STAFF), AM(Mech.), AM(Elec.), AM(PU), AM(Tele), AM(Sig.), AM(Traffic), AM(F), AM(B), Adv.(Projects), Adv.(L&A), Adv.(Vig.), Adv.(Rates), AM(Stores), AM(IT), AM(T&C), AM(Comm.) DG(RHS), DG(RPF), EDTK(M), EDTK(MC), EDTK(P), EDW(Plg.), EDME(Track), EDCE(B&S), EDCE(RC&F), EDF(X)-I, EDF(X)II, DF(X)-II, ED(W), EDCE(P), ED(PROJECT), ED(L&A)-I, ED(L&A)-II, EDVE, ED/DM, ED(Safety), ED(Sig.), ED(Tele), EDRS(G), ED(E&R)EDEE(Dev.), EDEE(G), EDEE(RS), EDRE(P), EDRE(S&T), EDE, EDE(N), EDE(Res.), EDFE, EDPC, ED(Accounts), ED(T&MPP), EDE(GC), EDME(CHG), EDME(F), EDME(Dev.), EDME(W), ED(Plg.), ED(CHG), EDRS(P), EDRS(S), EDF(S), ED(FC), EDPM, EDPG, EDTC(R), EDTT(F), EDTT(M), EDTT(S), EDV(S), EDV(T), DCE(B&S), DCE(P), Dir(L&A), JS(Conf.), JS(G), JS(P), L.A. Eco.(Adv.) F(X)I, II, Vig.III, Vig.(Conf.), L&A, Track I & II, Telecom, Signal, RS(G), & Electrical Branches of Rly. Board.

Addendum & Corrigendum Slip (ACS) No. 46 to Para-1264
Of Indian Railways Code For Engineering Department (Third Re-print) 1999

Para 1264, 1264(c), 1264(e)(i), (e)(ii) & 1264(f) are amended as indicated below :

1264. Advances to Contractors -

It shall be duty of the Executives to abstain as far as possible from giving advances and they should endeavour to maintain a system under which no payments are made except for work actually done. General Managers may, however, sanction advances within their delegation of powers, as per limits indicated hereunder for such of the works which are capital intensive and of specialised nature, if the estimated value of the tender exceeds Rs.25 (twenty five) crore. Suitable provisions may be included in the special conditions of the tender for grant of Mobilisation Advance and advance against machinery and equipment, if the work warrants grant of such advances, subject to conditions stated hereunder :

(a) Mobilisation Advance -

This shall be limited to 10% of the contract value and payable in 2 stages, as indicated below :

Stage I - 5% of contract value on signing of the contract agreement.

Stage II - 5% on mobilisation of site-establishment, setting up offices, bringing in equipment and actual commencement of work.

The two stages of advances shall be payable immediately after signing of contract documents and at the time of mobilisation respectively.

(b) Advance Against Machinery and Equipment -

This advance shall be limited to a maximum of 10% of the contract value against new Machinery & Equipment, involving substantial outlay, brought to site and essentially required for the work. This advance shall not exceed 75% of the purchase price of such Equipment and shall be payable when hypothecated to the President Of India by a suitable bond or alternatively covered by an irrevocable Bank Guarantee for full cost of the Plant & Equipment from a Nationalised Bank in India or the State Bank of India in a form acceptable to Railways. The Plant & Equipment shall be insured for the full value and for the entire period, they are required for the work. This Plant & Equipment shall not be removed from the site of work without prior written permission of the Engineer. No advance should be given against old Plant & Machinery.

(c) Advances For Accelerating Progress Of The Work During Course Of Execution Of Contract -

This advance is to be decided on the merits of each case for contracts lying within the powers of General Manager (upto Rs. 100 crore or less or as decided & circulated by Board from time to time) and shall be restricted to a maximum of 5% of contract

value or Rs. 1 crore whichever is less. This is to be granted by the General Manager on the recommendations of the Chief Engineer in-charge, in consultation with the Associate Finance.

(d) Advances in Exceptional Cases -

General Managers are further empowered to grant advances in exceptional cases upto a maximum of Rs. 5 lacs in respect of even contracts of value of less than Rs. 50 lacs, if considered absolutely essential, depending on the merits of each case and circumstances in each situation, to be recommended by the Chief Engineer in-charge and in consultation with the Associate Finance.

(e) The Above Advances Are Subject To The Following Conditions -

- (i) The advance shall carry an interest of 4.5% per annum above the Base Rate of State Bank of India, as effective on the date of approval of payment of the advance by the competent authority and be restricted only for high value tenders of Rs. 25 crore and above;
- (ii) Advances except those against machinery and equipment, shall be payable against irrevocable guarantee (Bank Guarantee, FDRs, KVPs/NSCs) of at least 110% of the value of the sanctioned advance amount (covering principal plus interest). The Bank Guarantee shall be from a Nationalised Bank in India or State Bank of India in a form acceptable to the Railways;
- (iii) The recovery shall commence when the value of contract executed reaches 15% of original contract value and shall be completed when the value of work executed reaches 85% of the original contract value. The instalments on each "on account bill" will be on pro-rata basis;
- (iv) That the grant of advance is primarily in Railway's own interest;
- (v) That a contract does not receive advances for same work from different officers;
- (vi) That arrangements are made with the Accounts Officer for proper accounts being kept with regard to payment and recovery of these advances; and
- (vii) That all necessary precautions are taken to secure Government from the possibility of loss and for preventing the system becoming more general or continuing longer than what may be absolutely necessary for proper progress of the work.

(f) Method of Recovery of Interest -

Interest shall be recovered on the advance outstanding for the period commencing from the date of payment of advance till date of particular on-account bill (through which recovery of principal is effected) and adjusted fully against on-account bill alongwith pro-rata principal recovery. In the event of any short-fall, the same shall be carried forward to the next on-account bill and shall attract interest @ 4.5% per annum above the Base Rate of State Bank of India, as effective on the date of approval of payment of the advance by the competent authority.

The Bank Guarantee for such advances shall clearly cover at least 110% of the value of the sanctioned advance amount (covering principal plus interest).

{Authority : Railway Board's letter no. 2007/ CE-I/CT/18 Pt.3, dated 23.5.2012}