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

No.2013/PL/19/1(Policy)

New Delhi, dated 30.9.2013

The GMs,
Central Railway, Mumbai.
Northern Railway, New Delhi.
North East Frontier Railway, Guwahati.
South Central Railway, Secunderabad.
Western Railway, Mumbai.
East Coast Railway, Bhubneswar.
North Western Railway, Jaipur.
West Central Railway, Jabalpur.

Eastern Railway, Kolkata.
North Eastern Railway, Gorakhpur.
Southern Railway, Chennai.
South Eastern Railway, Kolkata.
East Central Railway, Hazipur.
North Central Railway, Allahabad.
South Western Railway, Hubli.
South East Central Rly. Bilaspur.

Sub: Policy on Planning for 3rd Line/ 4th Line (Policy No. Dir.Plg/1/2013)

Background : The purpose behind this Policy Directive is to augment sectional capacity in the highly saturated corridors that are major operational constraint in the train running. It is also to simultaneously ensure through running, improve speeds, cut infructuous expenditure while implementing projects of 3rd Line/4th Line. reduce NI period and disallow future operational constraints.

1. The integration of 3rd and 4th or 3rd/4th line should be at a distance of 30 kms. or so or after 3-4 stations. 3rd & 4th line will have normal signaling. Switching over facility from 3rd/4th line to Double Line shall be available after 3-4 block stations only.
2. Each and every section where 3rd or 4th line is being proposed or are sanctioned may have peculiarities like sidings taking off from road side stations – for example as in case of Champa-JSG section of SECR. At such locations operational wisdom should be applied by Zonal & Divisional authorities for the integration of 3rd and 4th or 3rd/4th line with the main existing network.
3. This exercise shall ensure that purpose of providing 3rd & 4th or 3rd/4th line is met with which is to enhance the capacity & throughput with good speeds.

Applicability: This will be applicable for all the sanctioned works that are under execution and where integration has not been planned or where only partially planned.
In addition, this will be applicable for all future proposals.

All zonal railways are requested to make or correct existing ESPs & SIPs accordingly.

This issues with the approval of the Board [Member Traffic]

d/c

(Devendra Singh)

Executive Director/Planning

Copy to: All COMs, CTPMs, Dir-Coordination for kind inf. of M)