

दक्षिण मध्य रेलवे 1711  
SOUTH CENTRAL RAILWAY



प्रधान कार्यालय/Headquarters Office,  
कार्य शाखा/Works Branch,  
रेल निलयम/Rail Nilayam,  
सिकंदराबाद/Secunderabad.

No.W.351/Bldgs/FOBs/PFs/Policy(W-II)

Dt. 16.01.2017

DRMs/SC, HYB, BZA, GNT, GTL & NED.  
CAO/C/SC, CPM/RVNL/SC,CEN, RITES/SC

Sub: Subways /FOBs – Provision of Subways and adoption of Standard spans and  
Provision of Ramps - Reg.

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Provision of Subways with ramps instead of FOBs affords cost economic solution for inter-platform transfer with long term benefits and obviates the need for provision of escalators/lifts in future. Considering the present trend of construction with moderate height banks at almost all stations, **at least one subway** in unimportant stations closer to the station building supplemented by additional subways in important stations shall be provided catering to future requirements. Efforts shall also be made to provide the subways in new crossing stations/doublings, wherever feasible, ensuring proper drainage arrangements.

RDSO have circulated the standard drawings for FOBs vide drawing Nos. RDSO/B-10401-404 during 2012, covering different track spacing / spans. GADs for FOBs with non-standard spans are being submitted by the field executive units although in many cases standard spans can be adopted by slightly adjusting the layout suiting to the site requirements and permissibility. Non Standard spans require efforts in making new structural designs & erection methods, their review & approval, extra efforts in case of upgradations later etc. Adoption of FOBs with spans other than the above **standard drawings** should be restricted to rare and exceptional cases. An exception report shall also be submitted, if non-standard spans are to be adopted along with GAD.

GADs for new FOBs, modifications to existing FOBs are being submitted with stair-ways containing steps. Instructions exist to provide generally, the ramps (being Divyang people friendly) to the FOBs to make inter-platform transfer easier. It needs to be appreciated that provision of Ramps eliminates the need for provision of escalators /lifts in future. A sample drawing given by the RDSO for the ramps with slope of **1 in 12** is enclosed herewith as an input for consideration. It is reiterated that there should be **atleast one ramp** on each platform for all the works contemplating new FOBs / alterations to the existing FOBs.

Encl: As above.

( G.V. RAMANA REDDY )  
Chief Engineer/P&D/SC.

Copy to Secy. to GM for kind information of GM.

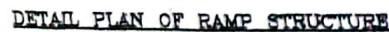
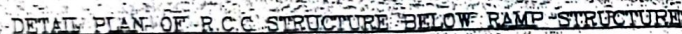
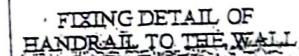
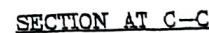
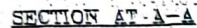
Secy to PCE for kind information of PCE.

CCM/SC, CBE/SC for information please. ✓

Sr.DENs/Co.ord/SC, HYB, BZA, GNT, GTL & NED for information and necessary action.

Sr.DCMs/SC, HYB, GNT, GTL, BZA & NED for information and necessary action.





- Note: 1- All dimension are in millimeter.
- 2- This is a sketch diagram only. The design of columns, beams, thickness of wall for handrail & ramp is to be done separately.
  - 3- The height of FOB 6750 mm taken from platform level however the same may be changed depending upon local requirement.
  - 4- The provisions laid down in RDSO's report of Nov 1998 issued by Railway Board vide letter no. 96/LM(B)/2/404 dt. 30.12.98 are as under:
    - \* The ramp slope max. 1:12 and length shall not be more than 9000 between two landings.
    - \* 900 High railing both side with 300 extension.
    - \* Gap between wall and hand rail min. 50.
    - \* For landing min. 2000 x 1800 finished with non slip material.
  - 5- The structure of ramp may be of RCC or Steel.

ED (WORKS)	
DIRECTOR WORKS	
ASST. DESIGN ENGINEER	
<p align="center"><b>FOB RAMP FOR PHYSICALLY DISABLED PERSONS</b></p>	
SCALE:-NTS	DATE:- 11.11.2013
DRAWING NO:- RDSO/WKS/2013/002	
FILE NO:- WKS/WS/35/Phy. Disa.	
WORKS DIRECTORATE	
R. D. S. O. LUCKNOW	