


Commercial Department Correction Slip No. 03/2019 dt. 29.10.2019

For inclusion in Railway Boards Model SOP dt. 24.07.2018, as Item No. 65 in Amendment on Part- E: Commercial Matters

SN	Nature of Power	PHOD/CHOD/ HOD	DRM/ADRM	Divisional Officers & Officers in Headquarters	Remarks
65.	Opening of Halt / Flag station which are financially justified or where per annum loss to the Railways is up to Rs. 10,000/- per annum (with finance concurrence)	PHOD/CHOD Full power for opening of Halts & Flag station which are financially justified.	DRM Full power For appointment of halt contractors.	-	Authority;- GM/N.R. letter No.51-RD/608-R Pt.III dated 3/1970. ii. R.B.L. No.99 TG-IV/Halt/Policy dated 17.05.99 & 08.6.99 iii. No. 99 TG-IV/Halts/Policy dated 24.6.2005.
	(a) Execution/ Extension of agreement with halt contract (with finance concurrence)	PHOD/CHOD /HOD Full power	DRM/ADRM Full power	-	
	(b) Termination of agreement with halt contractors.	PHOD/CHOD /HOD Full power	DRM/ADRM Full power	-	
<p>Extract of RB's letter no. 99TG-IV/Halt/Policy dated: 17-5-99 and 24.06.2005(Circular No. 12/1999 and 26/2005) as referred below for guidance.</p> <p>Note : A Halt station can be opened under General Manager's power not delegated without referring such cases to ministry of Railways for approval when :-</p> <p>i) There is a financial justification for opening of halt station;</p> <p>ii) In the non-suburban areas, the site of the proposal halt is 5 Kms from the stations/Halts on either side.</p> <p>iii) When the proposal is feasible both from Operating & Engineering points of view,</p> <p>iv) The opening of a new halt station is otherwise remunerative but infringes the minimum distance limitation of 3 miles/5 kms,</p> <p>v) Railways should take a written commitment from local Panchayat/people for shramdan for earth work before considering the proposal for opening of a halt station to reduce the initial cost of construction. The financial viability and capital cost will be worked out by taking shramdan into account. Even after this if a passenger halt still remains financially unremunerative the General Managers, in consultation with their FA&CAOs may sanction opening of such a halt on passenger amenity grounds, provided the estimated loss is not more than Rs. 10,000/- per annum (Railway Board's L.No.99-TGIV/Halt policy dt.24.06.2005)</p> <p>vi) In all cases of opening of new halt /flag stations under General manager's powers, irrespective of the fact whether the proposal is financially remunerative or unremunerative, the financial implications must be vetted by FA&CAO.</p> <p>2. All cases where estimated loss is more than Rs.10,000/- per annum shall be referred to R.B. with the approval of G.M. for sanction.</p> <p>3. Details procedure for appointment of Halt Contractors as given in Rly.Bd's L.N. 99/TGIV/Halts/Policy dated: 17.05.1999 and 24.06.2005 should also be referred.</p>					


DY. GM/G


Dy.CCM/G


Sr.AFA/FX
30/10/19