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Government of India
Ministry of Railways
Railway Board

No.99/Track-III/MCI/B-Imple.
Principal Chief Engineers,
Chief Administrative Officers (Construction),
All Indian Railways.

New Delhi, dated 12.05.09

Sub: Identification and provision of track machine siding facilities.

- 1.0 IRTMM Para 8.4.4 stipulates that railways shall provide siding for repair and stabling facilities for track machines. Accordingly, Railway Board has issued instructions for identification of stations and providing sidings aforesaid purpose. A good track machine siding should have following facilities:
- (i) The CSR of track machine siding may be upto 300m, preferably, with yard connectivity from both ends for smooth reception & dispatch of track machines.
 - (ii) It should be provided @30 to 50km along the route.
 - (iii) A small platform and sheds by the side of siding for on-site maintenance
 - (iv) Arrangement of drinking water supply.
 - (v) Provision of electric supply. DG set should be also available in Camp coach.
 - (vi) Good approach road to the siding so as to ensure supply of water, HSD oil tanker, spares / consumables close to track machines' stabling points.
 - (vii) A ramp near the siding to feed HSD oil into the machine from tankers under gravity. In addition of a portable pump should be available in the camp coach, for filling HSD, Lub-oil and water.
 - (viii) Resting facilities near track machine siding or at-least toilet and bathroom block on station dedicated for the use of track machine staff.

2.0 As a first step, railways should identify and provide track machine siding by new construction or earmarking surplus one. However, for the sake of providing all facilities mentioned above in one go, whole work should not be stopped / stalled.

3.0 TMC siding can be provided in following ways:

- (i) In new line construction, yard remodelling, gauge conversion, etc, provisions should be made in plan and estimate. It should be clearly marked and mentioned in yard plans.
- (ii) In existing yard, surplus / redundant lines should be earmarked and developed as track machines siding. Where redundant lines are not available, one of the existing non-interlocked lines shall be extended. With sharp reduction in hot-axes cases, the hot axle sidings may have become redundant. This can also be extended for aforesaid purpose. Additional lines should be laid only after exhausting these options.
- (iii) To the extent possible, second hand released track material should be used for providing track machine siding.

4.0 Progress made in this regard should be sent to Board through monthly PCDO of CE/TMC as per proforma appended below.

(Arun Kumar Shrivastava)
ED/Track (Machines)

Identification and provision of siding facilities for Track Machines

R	Section	Station	KM	Length of siding (m)	Yard connectivity (Y/N)	Water (Y/N)	Electricity Supply (Y/N)	Resting facilities (Y/N) WC/BR block	Approach Road upto siding (Y/N)	Small Low height shed (Y/N)	Ramp
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Pl. issue for
25/5/09
26/5/09
Leave with Enclosure