



सत्यमेव जयते

A.P. Mishra

सदस्य इंजीनियरिंग, रेलवे बोर्ड  
और पदेन सचिव,  
भारत सरकार  
रेल मंत्रालय

नई दिल्ली-११० ००१

MEMBER ENGINEERING, RAILWAY BOARD

&  
EX-OFFICIO SECRETARY,  
GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
NEW DELHI-110001

D.O.No.91/TrackIII/TK/6Vol.V

New Delhi, dated 23-02-2011.

(My dear \_\_\_\_\_ PCEs, All Indian Railways)

**Sub: Mechanization of Track Renewals.**

A review of mechanization of track renewals for the period April-Dec.2010 shows that 55% of TSR(P) and increase in sleeper density works have been carried out by machines. Statement enclosed shows that progress on several railways is below the proportionate target for mechanized renewal and better utilization of the machines can increase the coverage of mechanization. Mechanization on some of the Railways is either nil or very low, which is not acceptable.

The past pattern of long stretches of track renewal has changed after the SRSF. However, we have to continue to strive for complete mechanization of handling & laying of concrete sleepers. I would expect you to show ingenuity and devise ways and means for increasing mechanization of handling and laying of concrete sleepers. In this regard the following instructions may please be taken note of:

- x(i) It is reiterated that no track works should be undertaken manually on A, B & D spl. routes without the prior approval of AM/CE. Exemption should be asked only in exceptional cases, after thorough review at PCE's level.
- x(ii) If the Railway has more machine capacity, coverage of mechanization should be extended to other routes. To ensure this, permission for manual track relaying on other routes should also not be granted without the personal approval of PCE.
- x(iii) If any Railway needs additional PQRS and TRT to maximize mechanization, the requirement should be submitted to Board's office.
- x(iv) Constraints of logistics such as non-availability of blocks, wagons, depot etc. must be resolved to strive for complete mechanization.

Plans and targets for track renewal for 2011-12 are due to be finalized during March, 2011. I would expect you to maximize the mechanization of track renewal works on your Railway.

*with best wishes*

Yours sincerely,

*A.P. Mishra*  
23/01/11

(A.P. Mishra)

DA: As above.

Copy to: Director, IRICEN, Pune, for information.

रेलवे बोर्ड  
Ministry of Railways  
Railway Board  
संलग्नक संकेत जारी  
Issue with Enclosure  
हस्ताक्षर 2  
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Mechanisation of TSR(P)												
Rly	Total Target			Total Progress upto Dec'10			No. of M/c		Target for mechanised Renewal	Prop. Target upto Dec'10	Progress	% mechanisation
	TSR(P)	ISD	TSR(P)+ISD	TSR(P)	ISD	TSR(P)+ISD	PQRS	TRT				
1	2	3	4	5	6	7	8	9	10	11=(10)*9/(12)	12	13=(12)*100/(7)
CR	135		135	79.99		79.99	3	1	132	99	44.30	55
ER	40		40	50.34		50.34	2		30	22.5	10.10	20
ECR	118		118	74.92		74.92	3		90	67.5	41.60	56
ECOR	14.27		14.27	7.42		7.42	0		0	0	0	0
NR	450		450	308.24		308.24	4	3	336	252	223.59	73
NCR	130		130	63.47		63.47	3	1#	114	85.5	48.08	76
NER	124		124	63.38		63.38	0		30	22.5	0	0
NFR*	60	30	90	44.18	36.9	102.48	3		90	67.5	83.58	82
NWVR	42.9	35.58	78.48	32.81	17.6	50.41	1		30	22.5	0.32	1
SR	40	100	140	22.48	57	79.47	1	1	102	76.5	58.92	74
SCR	260		260	209.03		209.03	7	1	252	189	147.26	70
SER	60		60	102.54		102.54	2		60	45	52.22	51
SECR	53.23		53.23	15.34		15.34	2		24.6	18.45	13.25	86
SWR	149	60	209	44.28	15.9	60.22	2		90	67.5	6.60	11
WR	102		102	115.05		115.05	2		60	45	34.35	30
WCR	166		166	112.94		112.94	2	1	132	99	39.05	35
Total	1944.4	225.6	2169.98	1346.41	127	1473.79	37	7	1572.6	1179.45	803.22	55

\* Note: On NFR Total of 21.45 km of gauge conversion has been done by PQRS upto Dec'10 by M/c which has been included in the progress shown above.  
# = Russian TRT