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MEMBER ENGINEERING, RAILWAY BOARD
&
EX-OFFICIO SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
NEW DELHI-110001

D.O.No.2011/Track III/TK/4

Dated 21.02.2012

Shri (By name),

Sub: Mechanization in track renewals and laying of turnouts.

Ref: My D.O.s of even number dated 23.02.2011 and 10.03.2011.

Vide my letters under reference, instructions were issued for maximizing mechanization in track renewals and laying of turnouts. A review of mechanization for the period April-December, 2011 shows that 56% of TSR(P) and Increase in Sleeper Density (ISD) works have been carried out by machines. Mechanized laying of turnouts over the same period has been 42% of total progress of turnout renewals. Statement at Annexure-I & II show that progress on several Railways is below the proportionate target for mechanized renewal and mechanized laying of turnouts. Better utilization of existing machines can increase the coverage of mechanization. This would call for better planning, particularly at Zonal HQ's level, strict enforcement of discipline in reducing manual execution of track works and ingenuity in striving mechanization at inconvenient/difficult sites.

2. In continuation to instructions already issued vide letters under reference, the following instructions may also be followed to bring about further improvement in mechanization:

- (i) All works of CTR/TSR (P), ISD and laying/renewal of turnouts should be done by machines only as long as machine capacity is available. Zonal Headquarters should carry out detailed advance planning to ensure maximum coverage of mechanization with available machines. If Railways need additional TRT, PQRS and T-28 machines to maximize mechanization, they should submit the requirement to Railway Board.
- (ii) Track works should not be undertaken manually on **A, B, C and D-Spl.** routes without the prior approval of AM/CE.
- (iii) On other routes, track works should be undertaken manually with the personal approval of PCE.

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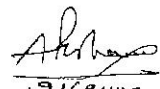
- (iv) In order to improve quality of CTR/TSR(P) works wherever sufficient length (say more than 20 Km) are to be executed in a traffic section, efforts should be made to execute such works preferably by TRT. In order to maximize execution with available TRTs, dedicated team of competent officers and staff should be posted. PCEs should closely monitor the productivity of TRTs and ensure adequacy of site preparations.
- (v) Works for laying/renewal of turnouts should be planned in a manner that Divisions keep assemblies of turnouts ready in advance and the machines may move section by section for laying these turnouts, thus maximizing the mechanized laying. The sections to be covered by the machines should be nominated well in advance of the financial year by the Zonal HQ and the Divisions should be advised not to lay concrete sleeper turnouts manually on such sections.
- (vi) Constraints of logistics such as non-availability of blocks, wagons, depot, finalization of contract, etc. should be resolved by Railways well in time.
- (vii) Instructions have been issued to CAO/Cs to plan mechanization in laying of track at construction sites by utilizing PQRS, Russian TRT and T-28 machines. PCEs should coordinate with CAO/Cs to inculcate mechanization at construction sites also. The T-28 machine should be effectively used for reducing duration of yard remodeling works besides obtaining a better quality of laying the turnouts.

3. I would expect you to review the planning of track works with your officers with the objective of maximisation of mechanization. A suitable review mechanism should also be set up to ensure compliance of instructions.

DA: As above

Shri (By name),
Principal Chief Engineers,
All Zonal Railways

Yours sincerely,


(A.P. Mishra)

Copy to: Director/IRICEN, Pune for information.