

36

Pradeep Kumar
Addl. Member (CE)

D.O.No. 2012/Track-III/Tk/6 Vol.II

Dated 08.04.2013.

My dear (by name)

Sub: Monitoring and improving Track Machines effectively worked

A report generated through Track Management System regarding summary of track machines worked on 07.04.2013 on your Railway is enclosed. It is seen that Railway owns _____ no. of machines, of which _____ no. worked whereas other machines did not work for various reasons as per the break up given in the report. Thus, _____ % of machines effectively worked on your Railway on 07.04.2013.

While a truer overall position would emerge by weekly or monthly average, any improvement can only be brought about by monitoring the position on daily basis. Currently, there is a shortage of track machines and all out efforts need to be made for improving the usage of machines out of the available holding. The following measures need to be taken for improving the usage of machines :

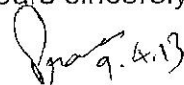
- (i) Reducing the time loss in shifting of machines by timely availability of path and power (where required). The operating officers need to be sensitized for giving priority in movement of machines.
- (ii) Reducing time loss for want of planning, site preparation or readiness of P.Way staff by ensuring advanced planning and site preparation by the concerned P.Way officers.
- (iii) Reducing down time in repairs and maintenance of machines by ensuring prescribed scheduled maintenance with high quality; carrying out maintenance and repairs in minimum time by maintaining adequate stocks of spares; AMC with OEMs for specialized repairs and availability of quality spares without any loss of time in procedures; and provision of adequate funds for repair and maintenance of track machines.
- (iv) Timely creation of posts and recruitment of staff for operation and maintenance of track machines.
- (v) Day-to-day monitoring and coordination for timely availability of fuel, signaling staff and OHE staff (where required).

In order to ensure an effective implementation of the above measures, the %age of machines effectively worked should be monitored and analysed on daily basis by Chief Engineer (Track Machines) and the officers of concerned branches should be questioned for any slackness/lapses. The %age of machines effectively worked should also be reviewed on weekly basis at your level to strengthen the system to mitigate factors leading to ineffective machines.

With best wishes,

DA : As above

Yours sincerely,



8C (Pradeep Kumar)

Shri (by name),
Principal Chief Engineer,
All Indian Railways.

Copy to :

1. Director, IRICEN, Pune and Principal, IRTMTC, Allahabad for information.
2. ED/TM/RDSO, Lucknow for information.

INDIAN RAILWAYS
TRACK MACHINE PROGRESS SUMMARY AS ON 07/04/2013

RAILWAY	MACHINE TYPE	MACHINE HOLDING	MACHINE WORKED	MACHINE PROGRESS		MACHINE NOT WORKED REASON															UNDER ICH/PROH	STABLED ON ACCOUNT OF STAFF	HEAVY BREAKDOWN	STABLED FOR CONDEMNATION	ENTRY NOT DONE OR NOT CONFIRMED
				Kms	T/O	Block Not Given	Not Planned	Depot Work	Under Repair/Breakdown	Under Shifting	Staff (Machine) Res/Shift Change	Site Not Ready	Bad Weather	Signal Staff Not Available	No Fuel	National/Statutory Holiday	No Staff (Machine)	No Power	Scheduled Maintenance	Tx Examination	Route Learning	Ohe Staff Not Available			
CR	3x	1	1	2.5																					
CR	BCM	8	4	0.3	0.88		1			2															
CR	BRM	3	1	1.5																					
CR	CSM	4	4	3.4			1																	1	
CR	DTS	9	8	2.4																					
CR	FRM	3	0							1	3														
CR	PQRS	3	0					1																	
CR	T-28	1	0				2			1															
CR	TRT	1	0								1														
CR	UNIMAT	5	4	0.4						1														1	
CR	UNIMAT4S	1	1	0.6																					
CR	UTV	6	4																						
CR	WST	6	4							1															
CR	TOTAL	53	27	11.3						1															
ECOR	BCM	4	4	1			6			6	6														
ECOR	BRM	3	3	4																					
ECOR	CSM	1	1	1																					
ECOR	DTS	5	5	6.6																					
ECOR	FRM	2	2	1.1																					
ECOR	MPT	1	0																						
ECOR	PQRS	1	0																						
ECOR	T-28	1	0																						
ECOR	UNIMAT	3	3	0.9	1				1																
ECOR	UTV	3	3																						
ECOR	WST	5	4	6.6																					
ECOR	TOTAL	29	25	21.2	1																				
ECR	3x	1	1	1.4			1																		
ECR	BCM	4	4	1.8																					
ECR	BRM	5	4	14.2					1																
ECR	CSM	3	3	4.2																					
ECR	DTS	7	4	5.4																					
ECR	FRM	2	2	1.1																					
ECR	PQRS	4	0																						
ECR	TRT	1	1				4																		
ECR	T-28	2	0																						
ECR	UNIMAT	3	0				2																		
ECR	UNIMAT4S	1	0	0.2																					
ECR	UTV	6	1	0.3	2																				
ECR	WST	7	5							1															
ECR	TOTAL	46	35	36.8	2		6																		
ER	3x	1	1	0.3			6		1	1															
ER	BCM	5	4	0.5																					
ER	BRM	3	2	3.9																					
ER	CSM	3	3	3.2																					
ER	DTS	6	3	0.5			2																		
ER	FRM	2	0																						
ER	MPT	1	1	0.2						1															
ER	PQRS	2	2	0.5																					
ER	T-28	1	0																						
ER	TRT	1	1	0.4																					
ER	UNIMAT	4	3	0.3																					
ER	UNIMAT4S	1	1	0.2	2																				
ER	UTV	5	4																						
ER	WST	7	6	5.2						1															
ER	TOTAL	42	31	15.1	2		2			2															
NCR	3x	1	1	2			2		1	2															
NCR	BCM	7	3	0.6			2		1	1															
NCR	BRM	5	1	1.6																					
NCR	CSM	3	2	4.5						3															
NCR	DTS	9	7	9.7																					
NCR	FRM	2	2	0.6	1.4																				
NCR	MPT	3	2	0.2																					
NCR	PQRS	3	3	0.5																					
NCR	T-28	1	0																						
NCR	TRT	1	0																						
NCR	UNIMAT	5	5	1.8	8.5																				
NCR	UTV	4	4																						
NCR	WST	10	7	6.7						2															
NCR	TOTAL	54	34	28.1	9.9		3		9	2	5														
NER	BCM	2	2	0.2																					
NER	BRM	1	1	0.4																					
NER	CSM	1	1	0.6																					
NER	DTS	4	3	1.9																					
NER	FRM	1	1																						
NER	PQRS	1	0																						
NER	T-28	1	0																						
NER	UNIMAT	1	1	0.1						1															
NER	UNIMAT4S	1	1	1.3																					
NER	UTV	3	3																						
NER	WST	5	3	1.9																					
NER	TOTAL	21	14	5.1	1.3					1															

[illegible]

RAILWAY	MACHINE TYPE	MACHINE HOLDING	MACHINE WORKED	MACHINE PROGRESS		MACHINE NOT WORKED REASON																			STABLED ON ACCOUNT OF STAFF	HEAVY BREAK DOWN	STABLED FOR CONDEMNATION	ENTRY NOT DONE OR NOT CONFIRMED
				Kms	T/O	Block Not Given	Not Planned	Depot Work	Under Repair/Breakdown	Under Shifting	Staff (Machine) Res/ Shift Change	Site Not Ready	Bad Weather	Signal Staff Not Available	No Fuel	National/Statutory Holiday	No Staff (Machine)	No Power	Scheduled Maintenance	Tx Examination	Route Loading	One Staff Not Available	UNDER T/O/HOR					
SR	3x	1	1	0.7																								
SR	BCM	6	3	0.5																								
SR	BRM	4	3	1.5																								
SR	CSM	4	3	2.3																								
SR	DTS	7	3	6.2																								
SR	FRM	2	1	0.7																								
SR	MPT	1	0																									
SR	PQRS	1	0																									
SR	T-28	2	1																									
SR	TRT	1	0																									
SR	UNIMAT	3	3	1																								
SR	UNIMAT4S	2	2	0.5																								
SR	UTV	6	4																									
SR	VM	1	0																									
SR	WST	8	7	9																								
SR	TOTAL	48	34	22.3																								
SWR	BCM	3	3	1																								
SWR	BRM	1	1	1.2																								
SWR	CSM	3	3	2.1																								
SWR	DTS	3	3	0.9																								
SWR	FRM	1	0																									
SWR	MPT	1	1	0.2																								
SWR	PQRS	2	0																									
SWR	T-28	2	0																									
SWR	UNIMAT	2	2	0.6																								
SWR	UNIMAT4S	1	1	0.9																								
SWR	UTV	3	3																									
SWR	WST	5	3	4																								
SWR	TOTAL	27	20	10.8																								
WCR	3x	1	1	0.8																								
WCR	BCM	5	3	0.5																								
WCR	BRM	3	2	2.1																								
WCR	CSM	3	2	2.8																								
WCR	DTS	8	4	3.8																								
WCR	FRM	2	0																									
WCR	MPT	1	1	0.5																								
WCR	PQRS	1	0																									
WCR	T-28	2	0																									
WCR	TRT	1	0																									
WCR	UNIMAT	4	4	0.3																								
WCR	UNIMAT4S	1	1	0.6																								
WCR	UTV	3	2																									
WCR	WST	8	6	6.6																								
WCR	TOTAL	43	28	18																								
WR	3x	1	1	2.7																								
WR	BCM	7	4	0.7																								
WR	BRM	4	2	4.8																								
WR	CSM	4	2	3.2																								
WR	DTS	7	5	15																								
WR	FRM	4	1	1																								
WR	PQRS	2	0																									
WR	T-28	2	0																									
WR	UNIMAT	6	5	1.3																								
WR	UNIMAT4S	1	0																									
WR	UTV	7	3																									
WR	WST	8	6	13.1																								
WR	TOTAL	53	30	41.8																								
GRAND TOTAL		695	469	377.1																								