

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD

No. 2000/Track-III/TK/18 Vol. II

New Delhi, 21.02.2014

Addressed to:  
As per list attached.

**Sub: Correction Slip No. 17 to Indian Railways  
Track Machine Manual-2000**

The Ministry of Railways (Railway Board) have decided to make correction/addition as indicated in the enclosed Correction Slip No. 17 to relevant para of Indian Railway Track Machine Manual 2000.

This has the approval of Board (ME).

*221*  
*21.02.14*  
(S.M.Pandey)  
Director Track (MC)  
Railway Board.

Copy to:

1. The Principal Director of Audit, All Indian Railways.
2. The Deputy Comptroller & Auditor General of Indian Railways, Room No. 224, Rail Bhawan, New Delhi.

## List

**The General Managers (Engg.)**- CR, ER, ECR, ECOR, NR, NCR, NER, NFR, NWR, SR, SCR, SECR, SER, SWR, WCR, WR and Metro Railway/Kolkata.

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**Chief Commissioner of Railways Safety, Lucknow.**

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**Managing Director, MRVC, Church Gate, Station Building 2<sup>nd</sup> Floor, Mumbai - 400020**

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**Managing Director, Konkan Railway Corporation Ltd., Belapur Bhawan, Sector-11, CBD belapur, Mumbai, Pin- 400614.**

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**Director General, Railway Staff College, Vadodara.**

**Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, AIRPFA, DAI (Railways) Rail Bhawan, New Delhi.**

**Copy to:**

PPS to CRB, FC, ME, MM, ML, MT, MS and Secretary.

PPS/PS to AM(CE), AM (Works), AM (Vig), AM (PL), AM (F), AM (T), AM(Staff).

Adv(L&A), Adv(Proj), Adv(Br).

EDTK (M), EDTK (P), EDTK (MC), EDCE (G), EDCE (P), EDCE (B&S)-I, EDCE (B&S)-II, ED (W), ED(PM), ED(WP), ED(INF), ED(L&A), ED(L&A)-II, ED(L&A)-III, ED(PSU), ED(MP), EDVE, OSD(ME).

Accounts Code Branch.



## Correction Slip No. 17 to Indian Railways Track Machine Manual-2000

Para 6.2 may be modified and read as under:

### 6.2 Maintenance Schedule for Track Machines:

Maintenance and repairs of machines shall be carried as per different Schedules I to VII. Schedule VI and VII pertains to Intermediate over Hauling (IOH) and Periodic over Hauling (POH) respectively. Normally two POH are required in the life time of machines.

#### 6.2.1 Maintenance Schedule for Machines other than Rail Grinding Machine (RGM):

Machines	Schedule	Periodicity	Duration	Location
<b>Group-I</b> Track Relaying Equipment (TLE), BRM, RBMV & UTV	Schedule – I	Daily	One hour	In the Track Machine Siding.
	Schedule –II	50 Engine hrs.	Two hrs.	-do-
	Schedule –III	100 Engine hrs.	One day	-do-
	Schedule –IV	200 Engine hrs.	Two days	-do-
	Schedule –V	1000 Engine hrs.	7 days	In Satellite Depot/Zonal Workshop
	Schedule –VI (IOH)	2000 Engine hrs.	15 days	In Zonal Workshop
	Schedule-VII (POH)	6000 Engine hrs.	1 <sup>st</sup> POH-45 days, 2 <sup>nd</sup> POH-60 days	In Zonal Workshop/CPOH Workshop
<b>Group-II</b> Points & Crossings Changing Machine & DTS	Schedule – I	Daily	One hour	In the Track Machine Siding.
	Schedule –II	50 Engine hrs.	Two hrs.	-do-
	Schedule –III	100 Engine hrs.	One day	-do-
	Schedule –IV	200 Engine hrs.	Two days	-do-
	Schedule –V	1000 Engine hrs.	7 days	In Satellite Depot/Zonal Workshop
	Schedule –VI (IOH)	2000 Engine hrs.	15 days	In Zonal Workshop
	Schedule-VII (POH)	6000 Engine hrs.	1 <sup>st</sup> POH-45 days, 2 <sup>nd</sup> POH-60 days	In CPOH Workshop
<b>Group-III</b> WST-08-32, UNIMAT-2S, UNIMAT-3S & HOT-CSM	Schedule – I	Daily	One hour	In the Track Machine Siding.
	Schedule –II	50 Engine hrs.	Two hrs.	-do-
	Schedule –III	100 Engine hrs.	One day	-do-
	Schedule –IV	200 Engine hrs.	Two days	-do-
	Schedule –V	1000 Engine hrs.	7 days	In Satellite Depot/Zonal Workshop
	Schedule –VI (IOH)	2000 Engine hrs.	21 days	In Zonal Workshop
	Schedule-VII (POH)	6000 Engine hrs.	1 <sup>st</sup> POH-60 days, 2 <sup>nd</sup> POH-75 days	In CPOH Workshop

<b>Group-IV</b> HOT-3X & UNIMAT-4S	Schedule – I	Daily	One hour	In the Track Machine Siding.
	Schedule –II	50 Engine hrs.	Two hrs.	-do-
	Schedule –III	100 Engine hrs.	One day	-do-
	Schedule –IV	200 Engine hrs.	Two days	-do-
	Schedule –V	1000 Engine hrs.	7 days	In Satellite Depot/Zonal Workshop
	Schedule –VI (IOH)	2000 Engine hrs.	30 days	In Zonal Workshop
	Schedule-VII (POH)	6000 Engine hrs.	1 <sup>st</sup> POH-75 days, 2 <sup>nd</sup> POH-90 days	In CPOH Workshop
<b>Group-V</b> Track Relaying Train (TRT)	Schedule – I	Daily	One hour	In the Track Machine Siding.
	Schedule –II	50 Engine hrs.	Two hrs.	-do-
	Schedule –III	100 Engine hrs.	One day	-do-
	Schedule –IV	200 Engine hrs.	Two days	-do-
	Schedule –V	1000 Engine hrs.	7 days	In Satellite Depot/Zonal Workshop
	Schedule –VI (IOH)	2000 Engine hrs.	45 days	In Zonal Workshop
	Schedule-VII (POH)	6000 Engine hrs.	1 <sup>st</sup> POH-75 days, 2 <sup>nd</sup> POH-90 days	In CPOH Workshop
<b>Group-VI</b> Ballast Cleaning Machines (BCM,SBCM)	Schedule – I	Daily	One hour	In the Track Machine Siding.
	Schedule –II	50 Engine hrs.	Two hours	-do-
	Schedule –III	100 Engine hrs.	One day	-do-
	Schedule –IV	200 Engine hrs.	Two days	-do-
	Schedule –V	1000 Engine hrs.	7 days	In Satellite Depot/Zonal Workshop
	Schedule –VI (IOH)	2000 Engine hrs.	30 days	In Zonal Workshop
	Schedule-VII (POH)	6000 Engine hrs.	1 <sup>st</sup> POH-90 days, 2 <sup>nd</sup> POH-105 days	In CPOH Workshop

Note: (i) Railways should prepare a 2-years plan for their requirement of POH & IOH (firm for one year and tentative for next year), so that spares are arranged in time.  
(ii) Before POH & IOH, major components to be attended in unit exchange & spares required in general should be kept in readiness.

Items to be checked and attended under various schedules shall normally be as per RDSO's instructions. In case of any doubt, it is to be referred to RDSO for clarification & till then the maintenance can be done as per manufacturer's instructions on the subject or as considered suitable with approval of CE/TMC of the Concerned Zonal Railway.



### 6.2.1 Maintenance Schedule for Rail Grinding Machine (RGM):

Maintenance of RGM shall be done by a separate maintenance team attached with each RGM. This team will be in addition to the operating team.

- a) Day to day maintenance (Schedule-I) of RGM should be done by separate maintenance group before and after traffic block, as it involves considerable work load & time. Operating team of the machine shall do daily pre-block check and duration of such check should not be more than one hour.
- b) Schedule II to IV should be carried out by maintenance group along with regular operating team.
- c) During IOH/POH of machines (Schedule VI & VII), the operating group & maintenance group should be actively involved and carry out jobs along with IOH/POH staff.

The maintenance schedule to be followed for RGM shall be as given below:

Machines	Schedule	Periodicity	Duration	Location
Rail Grinding Machine	Schedule – I	Daily	8 hours	In the Track Machine Siding.
	Schedule –II	50 Engine hrs.	10 hours	-do-
	Schedule –III	250 Engine hrs.	12 hours	-do-
	Schedule –IV	1000 Engine hrs.	3 days	-do-
	Schedule –V	2000 Engine hrs.	10 days	In CPOH Workshop
	Schedule –VI (IOH)	6000 Engine hrs.	20 days	In CPOH Workshop
	Schedule-VII (POH)	15000 Engine hrs or 60 months whichever is earlier.	1 <sup>st</sup> POH-45 days, 2 <sup>nd</sup> POH-60 days	In CPOH Workshop

Items to be checked and attended under various schedules shall normally be as per RDSO's instructions. In case of any doubt, it is to be referred to RDSO for clarification & till then the maintenance can be done as per manufacturer's instructions on the subject or as considered suitable with approval of CE/TMC of the Concerned holding Railway.

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