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Government of India
Ministry of Railways
Railway Board

No.99/Track-III/MC/6-Imple.Vol.II **New Delhi Dated : 02.06.2020**

Principal Chief Engineers,
All Indian Railways.

Sub : Nomination of base station, arrangement of amenities/facilities and pre-attention work in relation to Rail Grinding Machines (RGM, SRGM, RIV)

1.0 Background

1.1 Indian Railways is already having 2 RGM-72 and placed orders for 10 RGM-96, SRGMs and RIVs including operation and maintenance and spares, etc. The first 96-Stone RGM machine will be put into operation by Dec., 2021, SRGM by March, 2021. These are costliest machines of IR and considered one of the main pre-requisites for the heavy haul operation of railways. It aims at improved asset reliability and increasing rail life by better rail wheel interaction by customizing the site specific rail wheel profile.

1.2 The first two years of operation and maintenance of RGM, SRGM, RIV will be with OEM, the supplier of the machine, but the provision of stabling siding, resting facility, pre-attention to track, contracts for supply of fuel, lubricants and water, BTPN wagon for oil & water storage and supporting facilities which are not covered in RGM supply contract, have to be done by RGM holding Railways.

2.0 RGM will cover entire Indian Railways network. Zonal Railways should identify base station and RGM stabling sidings @ about 30-50 km for stabling of group of RGM machines. Facilities required on stabling sidings of RGMs such as RLPF with small shed, drinking water taps, lighting and 3-phase connection, good approach road, ramping with elevated PF to fill oil etc, toilet facility for resting etc. for smooth working should be provided latest by Sept, 2021. Instructions about track machine siding and resting facilities for all track machines have already been issued.

2.1 The length of RGM group of machines is about 175m. In addition to RGM train, SRGM, RIV and one rail borne Utility Vehicle (UTV) are required to be stabled in the siding as support system of RGM. The minimum CSR of RGM siding should be 300m.

2.2 Minimum about 150 m of RGM stabling siding should be unwired line for maintenance of RGM or OHE isolation system should be provided. It should be ensured that operation of other lines is not affected due to OHE block of RGM siding.

2.3 Rail grinding work and test site records shall be monitored by CTEs in Zonal Railways. CTEs should have "Rail Grinding Cells" in Zonal HQ with Dy.CE. and in Divisions with one AEN for effective monitoring and implementation of Rail grinding over Railways.

3.0 In addition to provision of infrastructural facilities required track maintenance and renewal works needs to be completed before deployment of RGM/SRGM in the field.

4.0 Zonal Railways shall devise ways and means for supply of water, hydraulic oils and lubricants, for which existing instructions are considered sufficient. Track Machines Organizations of the Zonal Railways will procure these items as per prevailing practices. The zonal railways shall have material transportation contract for transporting lubricants, oil, spares, etc. in the custom built tanker/truck.

5.0 All Railways should process for procuring all measuring instruments like ORPMS, hand held rail profile measurement system as per RDSO specification (preferably laser based) and other minor gadgets in consultation with their OEMs and RDSO and details as mentioned in the Committee's report on working of RGM on IR 2009. This must be done before Oct., 2021.

6.0 A positive compliance system should be developed and status of the works in progress and completed should be submitted to Board for the appraisal of ME (Board) by the 10th of every month.

2.6.2020

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Additional Member (CE)
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Copy to : ED/Track-I, RDSO, ED/RGM Cell, RDSO for monitoring.