

गुप्त कार्रवाई
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Government of India
Ministry of Railways
Railway Board

No.2011/Track-III/TK/4

Dated 05.08.2020

Principal Chief Engineers,
All Indian Railways.

Sub: Implementation of Complete Mechanization by 2024

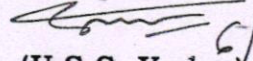
Mechanization of complete track maintenance is a technical necessity in view of heavy track structure, increasing axle loads and speeds. IR has planned complete mechanization of main lines by December, 2022 and all routes by 2024. Machines are being sanctioned and procured accordingly. Operation of machines can also be done on OPEX Model as advised vide this officer letter No. 2017/Track-III/TK/13 dated 21.07.2020 wherever needed. The level of mechanization achieved in different maintenance activities in your Railway may be advised in the enclosed proforma at Annexure-I.

Zonal Railways were advised to plan and provide infrastructure such as stabling sidings, satellite depot, including arrangements of staff for operation of maintenance of these machines to ensure optimum utilization of machines.

Railways are also advised to introduced 3-tier maintenance system as per IRPWM in at least 2 AENs units using UTVs and Road Vehicles till such time regular RBMVs are provided to gain experience on the implementation of system to identify difficulties and solutions thereafter.

It is advised to monitor the subject at your level and send a special report of present status by 31.08.2020 and regular monthly progress in Annexures enclosed.

Encl: As above


(U.S.S. Yadav)
Additional Member/Civil Engg.
Railway Board

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Annexure-I

Level of Mechanization achieved

Month/Year _____

Railway: _____

S.No.	Item	Target	Railway's Performance		Status of A, B, C Routes-Target Dec.2022 (% Mechanization)		Remarks (Overdue maint. as per TMS about %)
			(%) Mechanization	% of Track overdue	(%) Mechanization	% of track overdue	
1	Tamping	2022					15% Plain track 26% turnout
2	D.S. of Plain Track	2024					37%
3	D.S. of T/O	2024					32%
4	Shoulder screening	2024					40%
5	Track renewal	2023					-
6	Rail grinding	2024					-
7	Implementation of MMU (3-Tier Maintenance)	2024					-

Annexure-II

MMU with Road Vehicle & UTV

Month/Year _____

Rly.	No. of Div	No of ADEN	Progress of introduction of MMU (No. of ADENs)	Remarks
CR	5	35		
ECOR	3	26		
ECR	5	34		
ER	4	29		
NCR	3	22		
NER	3	20		
NFR	5	36		
NR	5	57		
NWR	4	26		
SCR	6	44		
SECR	3	18		
SER	4	29		
SR	6	37		
SWR	3	19		
WCR	3	25		
WR	6	36		
IR	68	493		

Annexure-III

Status of stabling siding
(@ 30-50 km interval)

Month/Year _____

Railway _____

Rly.	No. of stabling sidings to be provided	Available as on 01.04.2020	Balance as on 01.04.2020	Target 2020-21	Progress as on 30.07.2020

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2017/Track-III/TK/13

New Delhi Dated : 21.07.2020

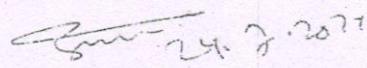
Principal Chief Engineers,
All Indian Railways.

Sub : Outsourcing of Mechanized Deep Screening with Contractor's own Machines and staff.

Ref: Railway Board letter of even number dated 26.12.2017, 11.02.2019 and 22.03.2019

The detailed guidelines on the subject were circulated to all Zonal Railways vide above referred letters for guidance to Zonal Railways. Railways were requested to outsource track maintenance work in open line and work site tamping in construction projects with contractor's own machines. The progress so far on the subject is not as desired. NR, WR, WCR and ECR have taken some initiatives but none of the Railways could finalise the proposal.

It is, once again, advised to look into the matter personally and take necessary suitable action to ensure outsourcing of at least one deep screening site and tamping in construction projects with agencies own machines. The action taken on the subject may please be advised.



(U.S.S. Yadav)

Additional Member/Civil Engineering
Railway Board

20/07/20