पश्चिम मध्य रेल
West Central Railway

महाप्रबंधककार्यालय
अभियांत्रिकी विभाग
जबलपुर- 482001
General Manager's Office
Engineering Department
Jabalpur-482001

No. W-HQ/W-4/Track-II/Policy/Circular/5 **Date:** 11.06.2019

CTE Circular No. 4 (Revised)

Sub: Allotment of Track Machines to Construction / RVNL / IRCON.

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It has been observed that during recent deployments of track machines for construction/IRCON/RVNL projects, the same were **severely underutilized,** primarily because of poor site preparations like:

1. Track parameters out of limits
2. Inadequate ballasting at site
3. Delay in providing HSD for fuelling of machines
4. Ballast flowing over the rail heads
5. Inadequate ballast collection at site
6. Not ensuring removal of infringements as per SOD, etc.

Track machines are costly assets and their idling is not acceptable; particularly when it is at the cost of maintenance tamping of open line sections. Therefore,henceforth, following procedure shall be followed by all Executive agencies and Divisions while demanding and providing track machines.

(i) The Executing Agency (CE/C for Construction and CPM/ED for RVNL & IRCON projects) will formally request for Tamping Machine to Sr.DEN/Co. of the division along with a Certificate (Annexure-A) that the track has been prepared for machine tamping and is fit for a speed of50 kmph. This Certificate must be endorsed by Sectional ADEN certifying that he/she has already inspected the track.

a) Following track tolerances (Peak values) are prescribed for guidance:
   - Unevenness : 15mm on 3.6m chord
   - Twist : 15mm on 3.6m chord
   - Alignment : 15mm on 7.2m chord

   For achieving above geometry, suitable small track machines such **as off track tampers** may be used.

b) Minimum clean ballast **cushion of 250mm on main line** and **150mm on yard lines** with adequate ballast on shoulders and cribs must be ensured.

c) The above track tolerances are not safety/slow down tolerances but are only a prerequisite for deployment of tamping machines to obtain optimum utilisation.

d) Executing agency should ensure that proper recording of track parameters for curved portion of track is done by a trained person and **lift & slew values** are calculated **in advance for design mode tamping**. However, secondary assistance/guidance, if required, can be taken from sectional ADEN setup.

(ii) On receipt of request from executing agencies to Sr.DEN/Co., **sectional Sr.DEN/DEN** will do the inspection of site to cross check the fitness of track for 50kmph and shall ensure that all arrangements for optimum progress of machine are available at site/ in place. Sectional Sr.DEN/DEN can get such inspection (fitness of track for 50 kmph) done

from ADEN of the section also. **Report of the same by sectional Sr. DEN/DEN** shall be submitted to Sr.DEN/Co. by **giving remarks onAnnexure-A** as mentioned in Para (i). This shall be done in 3 days maximum. Based on this report,Sr.DEN/Co. shall obtain **approval of CTE for deploying** the machine to the site for a particular number of days depending upon the length of track prepared by the executing agency.

(iii) Since the track would have already made fit for 50kmph, it is presumed that **at least two rounds of manual packing** must have been done to this new track.

(iv) Machine packing (double insertion) to be done in Normal mode. This will be considered equivalent to two round of machine packing. Expected progress will be 5 km/day.

(v) 3rd and last packing shall be done in Design mode; expected progress will be 5 km/day.

(vi) Executing agency should make arrangements for ballasting, wherever required immediately, in the rear of machine packing. This will eliminate any time gap between machine packings as per Para (iv) and (v) above.

(vii) In case of turnout, full ballasting, levelling and welding shall be completed prior to deployment of machine. UNIMAT, for turn out tamping, will be spared only when adequate numbers of turnouts are ready for tamping.

(viii) It shall be the responsibility of Executing agency to obtain optimal progress from machine. He shall ensure that the work is completed within the allotted days of machine. Stay of machine will not be extended.

(ix) After opening of section for traffic after CRS Inspection, another round of Tamping along with consolidation by DTS may be done on need basis.

(x) The vertical and lateral clearance for OHE, Signal post and any other structure should be checked and adjusted before entry of any track machine.

(xi) Minimum distance between the machines when working in convoy shall be 50m to avoid collision between machines and danger to life of P. Way staff working with machine.

Therefore, Track Machines should be spared to Construction / RVNL / IRCON accordingly, for a fixed Duration only, as decided by CTE in consultation/recommendation of Sr. DEN/Co. of division.

This may be followed with immediate effect.

DA: Annexure-A.

12/6/15

(Rajesh Arora)
Chief Track Engineer

Annexure-A

It is certified that track between Km _____ to Km _____has been laid and linked on Line _____ between _____ section which is fit for a speed of 50 kmph.

Track measurements have been taken and it is further certified that the same are conforming to the parameters as specified in Para (i) of CTE Circular No 4 (Revised).

This track is on Curve between Km _____ to Km _____ and its versine measurements are fit for speed of 50kmph.

Minimum Clean Ballast Cushion in this length is _____ mm.

It is recommended to provide DUOMATIC / UNIMAT for tamping of this track for _____ days from date _____ to _____.

Project Head of Executing Agency
(CE/C for Construction)
(CPM/ED for RVNL/IRCON)

ADEN's Remarks:

Sr. DEN / Co.

Sectional Sr. DEN/DEN

Sr. DEN / Co.