D.O. No 2015/CE-II/TK/KRCL

My dear GMs by name (All Indian Railways)

Sub: Adoption of Konkan Railway System of Track Maintenance on Indian Railway.

1. The manpower required for track maintenance is presently calculated as per 2-tier maintenance structure of On-track Machines and Sectional Gangs as per formula in MCNTM Report.

2. Konkan Railway has adopted a 3-tier track maintenance structure with middle tier of Mobile Maintenance Unit (MMU). Each SSE(P.Way) is provided with a Rail Borne Maintenance Vehicle (RBMV) based MMU headed by JE(P.Way) which replaces the maintenance work carried by Sectional Gangs, except for patrolling, and also additional outsourcing, thus leading to reduction in manpower required. Salient aspects of the track maintenance organization adopted by Konkan Railway are enclosed at Annexure-I and a presentation given by Konkan Railway is enclosed at Annexure-II.

3. It has been decided to implement Konkan Railway system of maintenance in the first phase on the following sections with effect from 01.04.2018:
   i) Sections having light traffic, not more than 10 GMT per annum, at least under two ADENs on each zonal railway,
   ii) All New Lines, and
   iii) Such Gauge Conversion projects where the MG/NG line is not in operation for several years.

   PCEs have already been advised about it during PCEs’ Conference held on 10.11.17. You are requested to take the necessary action to implement the system on identified sections w.e.f. 01.04.2018.

4. Procurement of RBMV is being carried out by Board. Until then, the MMU may be provided with a rail borne Utility Vehicle (out of your existing holding) to transport materials and a suitably modified road vehicle for transport of Track Maintainers and equipment, as an interim measure.

5. The posts released due to implementation of Konkan Railway System of Track Maintenance on existing sections may be redeployed for manning of New Lines, Gauge Conversion and Doubling/Multiple Line projects. The RBMV, vehicles and equipment required for New Lines and Gauge Conversion projects may be procured chargeable to the projects.

   With best wishes,

   Yours sincerely,

   [Signature]

   (M. K. Gupta)

DA: As above

GMs by name (All Indian Railways)

[Signature]

12.01.2018
Salient features of Track Maintenance System on KRCL

1.0 **Organisation:** The track maintenance system on KRCL consists of a three-tier organisation as under:

1.1 **Top tier:** It consists of On-track machines for tamping of track, ballast cleaning, etc. for systematic maintenance.

1.2 **Middle tier:** Under each SSE (with jurisdiction of about 70-80 km), there is a Mobile Maintenance Gang (MMG) based on a Rail Maintenance Vehicle (RMV) for spot attention, repairs to rail/weld fractures, welding, casual renewal, etc. with the help of Small Track Machines. The MMG is headed by JE/MMG and has contingent of skilled men (Multi Skilled Men) and Trackmen and is supplemented with contractor’s labour as per requirement of works planned. It works under earmarked maintenance blocks.

1.3 **Bottom tier:** Under each SSE (with jurisdiction of about 70-80 km), there are 2 Sectional JE/SE having jurisdiction of about 30-40 km. Each JE/P-Way is having a Pick-up Van (road vehicle) and one Sectional Gang for his entire jurisdiction, called Track Maintenance and Monitoring Gang (TMMG) consisting of Trackmen. He is also having 4 to 7 Track Safety Man (Keyman) with 6 - 8 km beat each and one P. Way Supervisor (APWS/PWS) for every 2 Keymen beat. He also has departmental manpower for patrolling of track and manning of Gates with requisite RG and LR.

The JE Gang (TMMG) consisting of Trackmen under the JE/P Way is deployed for various spot attention, casual renewal, assistance to MMU and On-track maintenance machines, and various odd track maintenance works.

2.0 **Outsourcing:** Additional outsourcing is carried out in comparison with conventional track maintenance system of IR. In addition to the departmental gangs and manpower as mentioned in para 1 above, each SSE/P. Way is provided with P-Way Zonal Contract of 2 years contract period and Special works contracts for major works. Outsourcing is extended to additional P. Way maintenance activities beyond those permitted in MCNTM Report. In addition, where the patrolling is done in pair, one staff is outsourced.

3.0 **Mobility:** Each SSE/ P-Way has been provided with road vehicle for transportation of materials. Mobile Maintenance Gang (MMG) is provided with Rail Maintenance Vehicle (RMV). Each JE/P-Way has been provided with road vehicle (Pick-up van) for inspecting sites and carrying men, equipment and materials.