Sub: Track Renewal Proposals (TRP) for Works Programme 2018-19.

1.0 The track renewal proposals for inclusion in the Works Programme 2018-19 are now to be framed by the Railways and sent to the Board for scrutiny.

2.0 An elaborate exercise is done every year to identify the stretches which are due for renewals and proposals are framed for renewal works. The details of track due for renewal as on 01/04/2017 need to be updated. It is important that the annual arising of track due for renewal is to be cleared as it accrues so that accumulation does not take place.

3.0 The track due for renewal will form the basis for formulating track renewal proposals. The criteria for due renewal could be one or more of the parameters specified in IRPWM or issued separately as policy letter. The proposal must be framed after careful scrutiny and collection of field data. The track structure as prescribed in IRPWM and other policy instructions should be adopted while formulating proposals. In case, the track structure proposed is not in accordance with the provisions in IRPWM, reasons should be brought out clearly for adopting such track structure. Care should be taken to attain uniformity of track structure over sufficiently long stretch so as to derive full benefits.

3.1 The rail renewals on condition basis (other than GMT) should be scrutinized properly. It should be ensured that only those proposals which are considered necessary from safety consideration are only proposed in such cases. Complete details in such cases should be brought out in the proposal.

3.2 In case rail renewal is planned on corrosion criteria, it should be indicated whether painting of rails (and other preventive measures) had been done as a prevention of corrosion and, if yes, at what frequencies.

3.3 As indicated in Para 301 of IRPWM, the following types of special works may also be proposed by Railway, only where necessary:

- Through Fitting Renewal (TFR)
- Through Weld Renewal (TWR)
- Through Ballast Recompletion (TBR)
- Through Bridge Timber Renewal (TBTR)
- Through Turnout Renewal (TTR)
- Through Formation Treatment (TFTR)
These proposals should be framed in as much details as any other track renewals proposal with full justification.

4.0 Keeping in view above, the exercise for works programme should be comprehensive and systematic.

4.1 Major Section (between two important/junction stations) shall normally be the base unit for planning of Track Renewal.

4.2 A proposal for CTR work should include the renewal of Turnouts, renewal of Bridge Timbers, strengthening of Loop Lines, Formation Widening/rehabilitation, Level crossing widening, Ballasting and Fitting renewals etc., if needed, in the stretch proposed for CTR. However, details of Loop lines strengthening, Turn-out renewals, Bridge Timber replacement etc should be indicated separately in the same proposal. The other works i.e. Ballasting, TFR, Formation widening/rehabilitation and Level Crossing widening etc should be included in the unit cost of this particular CTR work along with TSR and TRR.

4.3 For stretches where only other miscellaneous works are required, separate proposal shall be made. This will facilitate preparation of Estimate, Tendering and preparation of Completion Report etc.

5.0 The price list circulated vide Board’s letter no. 2006/CE-II/MPW/1 dated 20/12/2016 for Rails, Sleepers (excluding Fittings), thick Web switches and Weldable CMS Crossing should be adopted for preparation of WP 2018-19. More than one unit cost for one work type may be given if required as per site conditions i.e. (i) Some CTR works may require formation treatment/protection works while others may not. (ii) TTR may be complete or only renewal of switches and crossings. Unit cost should take into account all costs including labour charges, D&G charges etc.

6.0 Short description of the work to be entered in IRPSM should be precise and clear i.e. section name – works primary/secondary – quantity in km or nos. like Virar-Surat: CTR (P) – 15 km.

7.0 Rate references for track renewal works should not be attached and it should be entered in IRPSM only.

8.0 The track renewal proposal should be prepared on IRPSM website and forwarded to Board through IRPSM. Please also ensure the following;

8.1 Rate references (Unit costs) for different works should first be entered in IRPSM by CTE’s office so as to help divisions to draft proposals for 2018-19.

8.2 Details of locations including cost, track structures details and details of all other annexure are to be entered. Incomplete proposals will not be considered. All the details given in the formats must be indicated accurately. In addition, any special features which help establish the justification for renewal should be brought out, separately and attached with the proposal.

8.3 The cumulative GMT figures, wherever required, should be as on 31/03/17.

8.4 Documentary evidence like photographs, km wise list of Rail and Weld Fractures for last three years, details of wear, rail profiles and measurement of
corrosion/liner bites as per para 250(2) of IRPWM etc for the proposed locations (as applicable) should be attached along with each proposal for better appreciation.

9.0 One copy of the computerised track diagram taken from TMS (updated up to 31.3.2017 and duly indexed) and latest System Map of Railway in A-4 size (three copies of A-4 size and three copies of detail System Map) should be sent to Board’s office latest by 10/08/2017. Colour codes used to show various parameters such as rails, sleepers, etc. on track diagram shall be in accordance with provisions of IRPWM. The track renewal proposals for Works Programme 2018-19 should be marked on track diagram and flagged. The sanctioned works along with the progress of sanctioned track renewal works, as on 31.3.2017, should also be indicated on the track diagram.

10.0 A sample format of estimates of CTR, TFR and TTR is enclosed for your information and guidance.

11.0 The PWP – 2018-19 **duly approved by GM and vetted by the FA&CAO should be forwarded to Board’s Office before 10/08/2017 through IRPSM** so as to hold discussions with Zonal Railways in time.

12.0 This issues with the concurrence of Finance Directorate of the Ministry of Railways.

(Pankaj Tyagi)
Director Civil Engg.(P)
Railway Board

**Copy to:** (i) EDCE (G) – for kind information please and arranging opening of IRPSM website for PH-31 proposals as per above schedule.

(ii) F(X)-II Branch of Railway Board.