

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड) (RAILWAY BOARD)

No. 2015/CE-II/TK/14

New Delhi, Dated: 06.06.2024

**Principal Chief Engineers,
All Zonal Railways**

Sub: Improvement of yards


For safe and smooth flow of traffic, yard lines are also important besides main lines. As major inputs have been given in main lines of block sections/yards such as track renewal, WCMS, TWS, LWR/CWR etc., safety of track has substantially improved. Now, it is important to focus on yard lines also in tandem with main lines with respect to its upgradation so that maintainability and track parameters should improve with a view to reduce maintenance efforts. In this regard, following points are re-iterated for attention and compliance:

1. **Action plan** should be prepared for **improvement of yards** and eliminating the arrears of maintenance.
2. All vulnerable locations such as **points and crossings**, glued joints, SEJs, turn-in curves etc. should be inspected and maintained as per provisions of IRPWM.
3. Fish plates/Joggled fish plates should be opened as per schedule of inspection, oiling, greasing and rectification etc, as per extant practice.
4. Use of standard track structure and fittings should be ensured throughout the yards. For this, supply of sufficient fittings should be ensured to **avoid use of any non- standard arrangement**.
5. Separate works for **track renewals of yard lines/loop lines** may be proposed and got sanctioned, if required.
6. Fish plated joints on loop lines/yard lines should be eliminated by converting **SR/SWRs to LWRs**, duly increasing the sleeper density, if required on other considerations.
7. Loop line/yard line's track structure should be **planned to be upgraded to 60 kg** through primary/secondary renewals depending upon site conditions and availability of material.
8. Special attention should be given to maintenance of Special layouts like Diamond crossing & Scissor Crossovers in yards. Efforts should be made **to eliminate such special layouts** during planned yard remodelling works for ensuring safe traffic movement.
9. The existing washable aprons are to be maintained for safe running of trains. Broken apron may be replaced and BLT or **pre-fab BLT (to reduce traffic block)** may be provided. If required and conditions permit, apron may be dismantled and ballasted track may be laid.



10. The existing 1 in 8.5 turnouts in passenger running main lines and loop lines may be planned for **replacement with 1 in 12 turnouts if site conditions permit.**
11. **Track machines in idling period** should be utilized effectively for **attention of loop/yard lines.** Requirement of block should be projected in Rolling Block Programme, if required.
12. Unusuals in yards should be analyzed in detail to see **any geometric deficiency in layout** and to take necessary action, if required.
13. **Drainage in yards** should be improved so that water doesn't accumulate at any place in yard.

It is requested to take necessary action as regard to above.



06.6.24

**Director Civil Engg. (Plg.)
Railway Board**