

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)

No. 2019/CE-I/GNS/4

New Delhi, Dated 28.06.2024

As per list attached

**Sub: Modified MCNTM (Manpower and Cost Norms for Track Maintainers)
Formulae'2024 – Norms/Yardsticks for Track Maintainers.**

1. In order to fix the norms for calculation of total requirements of the manpower of Track Maintainers, Board (DG/HR, MI, MF and CRB&CEO) has approved the Modified MCNTM (Manpower and Cost Norms for Track Maintainers) Formulae'2024 with details as under:

(i) Strength of Track Maintainers shall be calculated using the Modified MCNTM Formulae as under:

$$[0.8(T) + [0.4R] + [M1 + M2 + M3 + 0.75M4 + M5 + M6 + 0*M7 + 0.5M8] + [0.8S1 + 0.5S2 + 0.5S3 + S4 + 0.8S5 + S6 + S7 + 0*S8 + S9 + S10]$$

(ii) The factors T, R, M & S has been defined in **Annexure-I**. Details for calculation of manpower requirement are available on Railway Board's website. It may be accessed through the path: www.indianrailways.gov.in/railwayboard >> "About Indian Railways" >> "Railway Board Directorates" >> "Civil Engineering" >> "12. Trackmen Related Matters" >> MCNTM - Reports & Circulars.

2. In addition to the said formulae for calculating man power requirements Board (DG/HR, MI, MF and CRB&CEO) has also approved the following:

(i) Zonal Railways shall work out the requirement of manpower as per above new norms, every year as on 1st April.

(ii) Zonal Railways may outsource the track maintenance activities listed in Table-1 & 2 of **Annexure-II** (in addition to Track maintenance activities allowed vide Board's letter dated 02.04.2007, enclosed) to the extent of percentage of total scope as provided in enclosed **Annexure-II**. Sufficient fund as per estimate to be **demand & kept in newly created PU32A** for outsourcing of manpower. Till the creation of New PU-32A, fund may be **demand & kept in the PU32**.

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- (iii) Funds equivalent to 75% of the salary saved due to shortfall in manpower (i.e. difference in manpower required as per Modified MCNTM norms & On-roll Strength) shall be **demanded & kept in newly created PU32A** for outsourcing of manpower/activities. Till the creation of New PU-32A, fund may be **demanded & kept in the PU32.**
3. **The requirement of funds to be workout out and demanded by Division in consultation with Principal Chief Engineer of Railways.**
 4. The modified MCNTM norms shall be reviewed again once maintenance as per **Mobile Maintenance Units (MMUs)** is fully in place.
 5. **Excel Sheet for the calculation of required manpower as per new norms will be provided on IRICEN portal in due course.**
 6. This issue with the concurrence of Finance Directorate of Ministry of Railways.

Enclosed- As Above

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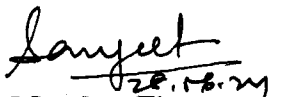
कार्यपालक निदेशक/सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-44803; Rly: 011-23383379:MTNL]
e-mail address : edceg2022@gmail.com

No. 2019/CE-I/GNS/4

New Delhi, Dated 28.06.2024

Copy forwarded for information to:

1. The PFAs, All Indian Railways.
2. Dy. Comptroller and Auditor General of India (Railways), Room No. 224, Rail Bhawan, New Delhi


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For Member Finance

LIST FOR DISTRIBUTION (Letter No. 2019/CE-I/GNS/4 dated 28.06.2024)

1. General Managers, All Indian Railways & Production Units
2. General Manager (Con), N.F. Railway, Guwahati
3. General Manager /CORE, Allahabad.
4. Chief Administrative Officers (Con), All Indian Railways (Except N.F. Railway)
5. Principal Chief Engineers, All Indian Railways

(A)

1. CAO, COFMOW, Tilak Bridge, New Delhi
2. Principal CAO, Diesel Loco Modernization Works, Patiala (Punjab)
3. CAO (Workshop Projects), Chamber Bhawan, Judge's Court Road, Anta Ghat, Patna-800001, Bihar

(B)

1. Director General, RDSO, Manak Nagar, Lucknow
2. Director General, NAIR, Vadodara
3. Director, IRICEN, Pune – 411 001 (Maharashtra)
4. Director, IRIEEN, PB No.-233, Nasik Road-422101 (Maharashtra)
5. Director, IRISSET, Taa Naka Road, Lalla Guda, Secunderabad-500017
6. Director, IRIMEE, Jamalpur Distt-Jamalpur, PIN-811214 (Bihar).
7. Director, IRITM, Sarswati Residential Estate, IRITM Campus, Manak Nagar, Lucknow

Copy to:

(A)

1. General Secretary, IRCA, DRM Office, New Delhi.
2. General Secretary, AIRF, Rail Bhawan, New Delhi
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4. General Secretary, IRPOF, Rail Bhawan, New Delhi
5. General Secretary, FROA, Rail Bhawan, New Delhi
6. General Secretary, AIRPA, Rail Bhawan, New Delhi
7. General Secretary, AISC & STREA, Rail Bhawan, New Delhi
8. The Secretary, RBSS, Group (A) Offices Association, Rail Bhawan
9. The Secretary, RBSS, Group (B) Offices Association, Rail Bhawan
10. General Secretary, RBSSS Association, Rail Bhawan
11. The Secretary, RBMSA, Rail Bhawan
12. The Secretary, Railway, Group (D) Employees Association, Rail Bhawan

(B)

1. Concerned PSO for kind information of Chairman cum CEO, M/Infra, M/T&RS M/O&BD, M/Finance, Railway Board
2. Adv./MR, EDPG/MR, OSD/MR, OSR(Co-ord)/MR
3. Chief Vigilance Officers, All Indian Railways.
4. DG(RHS), DG(RPF), AM(CE), AM(Works), AM(B), AM(Elec.), AM(RS), AM(ME), AM/Tele, AM/C&IS, AM/Sig., AM(Plg.), PED(B&S), PED(Vigilance), PEDCE(P), EDCE(G), EDTK(M&MC), EDCE(B&S), EDF(X)-I, EDF(X)-II, ED(Works), EDW(Plg.), ED/Project(Mon.), ED(L&A), ED(PSU), EDVE, ED(Safety), ED(Sig. Dev.), ED(Tele), EDRS(G), EDRE, EDEE(G), EDFE, EDE(N), ED(Accounts), ED/T&MPP, EDME(Chg.), EDME(Frt.), ED/Plg., JS(conf), JS(P), JS(G), JS(D), Vigilance-III, Vig(Conf) of Railway Board.

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Detail of T, R, M & S

Primary Maintenance Activities	Auxiliary Maintenance Activities
Activities T (Affected by Traffic density)*	Activities M (Miscellaneous)
Activities R (Routine: Unaffected by traffic density)*	Activities S (Site-specific)

Note:

- i) *Combine multiplying factor for all activities under 'T' is 0.8
 i) *Combine multiplying factor for all activities under 'R' is 0.4

'M' Activities & factors

Activities- M	Recommended Factor
M1- Monsoon Patrolling	1
M2- Hot Weather Patrolling of LWR track	1
M3- Cold Weather Patrolling of LWR track	1
M4- Watching Vulnerable locations	0.75
M5- Gate keeping at level crossings	1
M6- Rest giving for keymen	1
M7- Waterman duty	0
M8- Store-watchman duty	0.5

'S' Activities & factors

Activities- S	Recommended Factor
S1- Tunnel maintenance	0.8
S2- Bridge substructure maintenance	0.5
S3- Long girder maintenance	0.5
S4- Extra maintenance due to very sharp curve, deep cutting and steep gradients	1
S5- Maintenance of track on extremely bad formation	0.8
S6- Lookout man duty	1
S7- Fogsignal man duty	1
S8- Filth removal from track	0
S9- Security patrolling	1
S10- Watching of water-level in suburban section	1

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Zonal Railways may outsource the track maintenance activities listed in Table-1 & 2**Table-1****Main Line 'T' & 'R' Activities for outsourcing**

Activity	Description	Recommended Outsourcing (in %)
T-1	Slack attention	33 %
T-2	For tie tamper working	50 %
T-3	Casual Renewal	33 %
T-4	Repair Welding	0 %
R-1	Lubrication of ERCs	100 %
R-2	Shallow screening of track	100 %
R-3	Loading, leading, unloading	0 %
R-4	Overhauling of level crossings	100 %
R-5	Watching caution spot & Misc	0 %
R-6	Tree cutting for visibility	80 %
R-7	Lubrication of rails in curves	0 %
R-8	Accident relief and carcass removal in run-over case	0 %
R-9	Bridge sleeper attention and renewal	0 %
R-10	Pre-monsoon attention, such clearing of drains and waterways, cess repairs, de-weeding of track and attention to cuttings and trolly refuges	50 %
R-11	Creep pooling (approaches of bridge, turnout)	0 %
R-12	Rectifying damage to L/C posts and gates	0 %

Zonal Railways may outsource the track maintenance activities listed in Table-1 & 2**Table-2****Running Yard lines, 'R' activities for outsourcing**

Activity	Description	Recommended Outsourcing (in %)
R-1	Slack attention	33 %
R-2	For tie tamper working	50 %
R-3	Casual Renewal	33 %
R-4	Lubrication of ERCs	100 %
R-5	Lubrication of Rail Joints	50 %
R-6	Shallow screening (1/5 length)	100 %
R-7	Loading, leading, unloading	0 %
R-8	Lubrication of rails in curves	100 %
R-9	Pre-monsoon attention, such as clearing of drains and waterways, cess repairs, de-weeding of track and attention to cuttings and trolly refuges	50 %

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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2006/CE-I/GNS/3

New Delhi, dated 2.4.2007.

The General Managers
All Indian Railways.

Subject:- Execution of track works through contracts.

Reference:- This office letter No. 2004/CE-I/GNS/1 dated 26.5.2005.

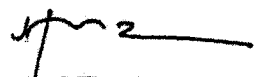
Vide Board's letter cited above, a few of the track maintenance activities were cleared for outsourcing on account of vacancies in P.Way gangs, subject to certain conditions laid down in Board's letter No. 97 E/MPP/1/9 dated 13.10.1997.

2. Further, Board's approval has been communicated for implementing the report of the Committee on Manpower and Cost Norms for Track Maintenance, vide Board's letter No. 95/CE-I/GNS/2 Vol. II -Pt.II dated 3/6.3.2006 & 14/20/3/2006. In this report vide Para 8.10, a list of 20 activities have been given which can be executed through contract system.

3. With the implementation of this Report; the letter No. 2004/CE-I/GNS/1 dated 26.5.2005 is no longer required, and stands superceded.

4. Sanctioned track renewal works such as CTR/TRR/TSR including deep screening manually or by machines would continue to be carried out by contracts as per the existing practice on Zonal Railways.

This issues with the concurrence of Finance Directorate of the Board


(T. GUPTA)
Executive Director Civil Engineering(G)
Railway Board

Copy to :- (i) PCEs/CE(Co-ordination), All Indian Railways
(ii) Director/IRICEN/Pune.

0.12 The Committee recommends that the following track maintenance works can be earmarked for execution through contracts: [Para 8.10]

1. Formation treatment works.
2. Collection of ballast, training out ballast by materials train, leading ballast from stack to track and insertion of ballast in track including profiling.
3. Deep-screening of the ballast in track, carried out manually or by deploying Ballast Cleaning Machine in which case manpower support is provided by the contractor.
4. Introduction of sub ballast and ballast layers.
5. Heavy repairs to track, including lifting.
6. Complete realignment of curved track.
7. Through renewal of rails, sleepers and fasteners.
8. Complete renewals of points and crossings, SEJs, traps, etc.
9. Resurfacing of crossings and switch rails.
10. Loading and unloading of P.Way materials in bulk.
11. Lorrying out of P.Way materials for other than casual renewal.
12. Security of materials in a depot which is closed and locked.
13. Painting of rails and weld collars.
14. Painting of bridge girders.
15. Heavy repairs (measurable) to formation, cutting, side drains and catch-water drains.
16. Heavy repairs (measurable) to bridges, bridge protection works, river training works and tunnels.
17. Providing and repairing road surface at level crossings including speed-breakers.
18. Removal of major sand breaches.
19. Works arising due to restoration, following breach or accident.
20. Clearing of rank vegetation in platforms and in the vicinity of tracks in coaching and goods yards, repairs depots and workshops of Engineering, Mechanical, Electrical and S&T departments.

- Note:
- a) Clearing of vegetation not in the vicinity of tracks will be carried out by the respective departments or by the works supervisor concerned, through contract.
 - b) Clearing of goods sheds and goods platform will be the responsibility of Commercial department, who may resort to contracting