

I/3100708/2024

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

No.2016/Track-III/TK/4

New Delhi, dated 22.07.2024.

Principal Chief Engineer,
All Zonal Railways, **except SCR.**

Sub:- Rehabilitation of BCM and making them fit for working on platform lines.

1. Present BCM machines working on IR are not capable to carry out deep screening of ballast work on platform lines due to trough design & infringements, hence manual deep screening of platform lines is done which is not effective and difficult to carry out. The OEM of these machines (M/s Plasser) has developed a chain trough design which can be fitted in existing BCMs for deep screening of platform lines.
2. Considering the benefit of carrying out technical modification/upgradation, it has been decided by competent authority that this very much required activity may be carried out by each Zonal Railway who shall get their 01 no. old BCM modified from the OEM for deep screening of platform lines. In absence of separate budgetary sanction, the funds required for this work may be arranged as per Railway Board's letter No.2021/Track-III/TK/14 dated 07-09-2022 (**copy enclosed for ready reference**).
3. Necessary action taken in the matter may be apprised to Board's office.

Encl.: As above

Vijay
22-7-2024

(Vijay Singh)
Executive Director Track (M & MC)
Railway Board
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Copy to:-

- (i) CE(TMC), All Zonal Railways, **except SCR.**
- (ii) PED(Infra-I), RDSO.

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

No. 2021/Track-III/TK/14

New Delhi, dated 07.09.2022

The General Manager
All Indian Railways

Sub: Streamlining of Budgeting and Financial Management in Track Machine Organisation (TMO) of Indian Railways.

1. With the increased emphasis on infrastructure augmentation, capacity creation, Gati-Shakti projects and speed raising works along with track renewals etc. in various railways, mechanized track works are extremely important and at present, the Track Machines are the backbone of the Track construction and maintenance activities.
2. Budget for Track Machine Organizations of Zonal Railways is allotted under revenue heads 040-211-01 to 99 (Staff salary and allowances), 070-221-27 (CMST, Cost of Material From Stores), 070-221-28 (Cost of Material Direct Purchase), 070-221-32 (Contractual Payment), 070-221-63 (WPOH), 070-221-64 (MPOH), 070-221-72 (CGST) & 070-221-73 (SGST), 011-120-25 (Children Education Allowance), 12-3199 (Employee's Welfare). At the end of the financial year, Zonal Railways works out the unit cost of machine (cost of machine for per km of working) as per procedure laid down in IR Track Machine Manual. Debits (A-memos) to various user agencies (construction organization, Railway PSUs, Divisions etc) in the current financial year are raised on basis of the unit cost worked out for previous year and quantum of work done. After accepting the debits by user department, the accepted amount is credited in Revenue Head 07-221-33. For Division and Construction organization, the transaction is made through IPAS. For extra Railway units eg. RVNL, DFC, MRVC etc, the cheque/DD is submitted in favour of FA&CAO of the zonal Railway.
3. Maintenance of the Track Machines being a safety-related activity, there is a need to provide sufficient funds as demanded by the Zonal Railways for the purchase of spares, repairs, maintenance including AMCs, IOH/POH and other maintenance-related activities. **In order to address the demand from track machine organizations of various zonal railways, besides**

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revenue grants, funds may be supplemented to track machine organization through the following means:

3.1 Against planning/targets of Railway PSUs and DFC projects utilizing the Railways Track Machines during the financial year, machine organization shall raise the track machine charges either at the beginning of the financial year or at the time of actual deployment and the concerned PSU shall provide funds for the use of Track machines to the Zonal Railways. The funds so received may be credited to the Revenue budget meant for the Track Machines by Zonal Railway Finance in SMH 5-220 under PU 27, 28, 32 and SMH 2-212 under staff PUs based on budget provisions / actual expenditure under respective PUs, for use by track machine organization of the Railway for purchase of spares, repair and maintenance including AMCs, IOH/POH and other maintenance-related activities. Revenue Fund would be provided for this only to the extent of such credits projected and thus the expenditure on track machine maintenance & operation shall be revenue neutral.

3.2 For utilizing the capital funds of construction projects, based upon planning/targets of various construction projects during the year, project wise amount required for track machines may be assessed at the beginning of the year and a list may be prepared to mention the project details, project ID, Estimate no., target/planning of work and fund requirement against these projects. Similar action may also be taken for Track Renewal Estimates. Against these funds, the track machine organization of Zonal Railway shall initiate action for procurement purchases of spares, repair and maintenance, IOH/POH and other maintenance-related activities. The bills may be passed on IPAS against various works/estimates as planned. Since, provision of repairs & maintenance will now be made under respective estimates also, the unit rate debits of machine utilization for Railway Capital works will not be raised against Construction organizations through A-memos. To avoid double accounting, the amount charged to Track Renewal Estimates for maintenance of track machines will also not be again charged through A-memos.

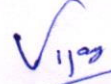
3.3 All repairs to foreign Railway track machines should be debited to concerned Railway with contra credit to SMH 5-220.

3.4 For Infrastructure creation/augmentation of existing facilities such as Maintenance Depots, stabling facilities, and workshops, including T&P, M&P, a provision in estimates of Track Renewal/construction/ RVNL/DFC projects may be kept and utilized by Track Machine Organizations only if the OPEX

model of Track machine working is not being planned.

The above procedure shall be applicable prospectively w.e.f. the date of issue of this letter.

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

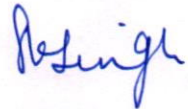

7.09.2022

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No. 2021/Track-III/TK/14

New Delhi, dated 07.09.2022

- 1) The PFA, All Zonal Railways for information and necessary action.
- 2) Dy.Comptroller & Auditor General of India/Railways, Room No. 224, Rail Bhawan, New Delhi.



For Member Finance

Copy to :

- 1) Executive Director Finance(Budget), Executive Director Finance(X), OSD/Accounts, Principal Executive Director /Accounts, Railway Board, New Delhi.