



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

No. 2010/Track-III/TK/15/Vol.II Pt.3 New Delhi, Dtd. 18.03.2024

**General Managers,
All Zonal Railways.**

Sub: Outsourcing of staff required for operation & maintenance of track machines beyond sanctioned posts in Track Machine organization.

Ref.: i) NER's letter no. W/275/34/0/A/TMC/Pt.IX/4A dated 25.10.23.
ii) SWR's letter SWR/W.506/TM/28/CP dated 21.10.23.
iii) Railway Board letter no. 2021/Track-III/TK/14 dated 07.09.2022

For complete mechanization of track maintenance, track machines are required for maintenance & renewal of IR track but due to shortage of track machine staff either due to vacancies or due to non-creation of adequate posts, the O&M of machines gets hampered and it becomes difficult to utilize the machines to the fullest extent.

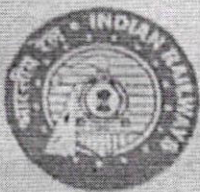
To resolve the above issue and for optimum utilization of track machines, Zonal Railways should explore the possibility of outsourcing the activity of track maintenance by track machines, as is already being done on certain Zonal Railways, in consultation with associate finance.

The expenditure for this outsourcing of O & M of railway owned machines shall be charged as per policy letter in this regard at ref(iii).

This issues with the approval of Board (MI & MF).

Vijay
18/3/2024

**(VIJAY SINGH)
EXECUTIVE DIRECTOR TRACK (M & MC)
RAILWAY BOARD
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Email_ID : vijay.singh.2017@gov.in
Room No. 150, First Floor, Rail Bhawan,
Raisina Road, New Delhi - 110 001.**



रंजन यादव
प्रमुख मुख्य इंजीनियर
Ranjan Yadav
Principal Chief Engineer

पूर्वोत्तर रेलवे
गोरखपुर
North Eastern Railway
Gorakhpur

No. W/275/34/0/A/TMC/Pt-IX/4A

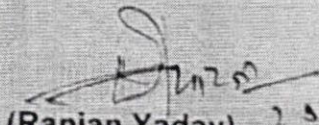
Dated: 25.10.2023

Addl. Member (CE)
Railway Board,
New Delhi

Sub: Outsourcing of track machine staff beyond BOS for operation and maintenance of track machines

Currently, NE Railway has 64 track machines (including upcoming machines in next 1 or 2 months) which are going to increase to 96 as per Railway Board allotment. The sanctioned number of posts and the staffs available in Track Machine Organization for 64 track machines is 480 no's (112 operators, 236 technicians and 132 Machine Assistants/Helper) only against 1092 no's (302 operators, 385 technicians and 405 Machine Assistants/Helper) as per IRTMM-2019 which is grossly inadequate for operation and maintenance of Track machines as compared to staff requirement as per yardstick given in IRTMM-2019.

It is, therefore, requested to issue necessary guidelines for outsourcing of manpower beyond BOS in accordance with stipulations of IRTMM-2019 for effective operation and maintenance of track machines.


(Ranjan Yadav) 25/10/23
Principal Chief Engineer

दक्षिण पश्चिम रेलवे
SOUTH WESTERN RAILWAY

रेलसौधा, प्रधानकार्यालय,
कार्यशाखा, पश्चिमभाग, चौथी मंजिल
गदगरोड, हुब्बल्ली – 580 020.
No.SWR/W.506/TM/28/CP



Rail Soudha, Headquarters Office,
Works Branch, West Wing, 4th Floor,
Gadag Road, Hubballi-580020.

Date: 21.10.2023.

Principal Executive Director/Tk (M & MC),
Railway Board, New Delhi.

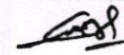
Sub : Outsourcing of manpower for operation and maintenance of new track machines for track maintenance / track renewal and laying of new track assets – Reg.

- Ref :** 1. Director Track (MC), Rly. Bd. Lr.No.2011/Track-III/TK/8 dt.01.03.2017.
2. Director Track (MC), Rly. Bd. Lr.No.2011/Track-III/TK/8 dt.02.11.2017.
3. Director Track (MC), Rly. Bd. Lr.No. 2011/Track-III/TK/8 dt.04.05.2018.
4. CPO/SWR Memorandum No.SWR/P.135/CP/TMO/559 posts/2017
Dated 04.03.2021.
5. Ex.Dir/Track (M&MC), Rly. Bd. Lr.No.2010/Track-III/TK/15/Vol.II/Pt/II
Dated 28.01.2021.

Indian Railway has planned for complete mechanization of Track Maintenance, Track Renewal and various activities related to laying of new tracks (under doubling / new lines, etc.). Accordingly, Railway Board has initiated procurement of track machines required by different Zonal Railways and advised to create infrastructure for operation and maintenance of 90 Nos of track machines in SWR vide letter cited under ref. (1), (2) & (3).

Considering condemnation of one Track machine (BCM – 288), total holding of Track Machines in SWR is 89 Nos as on date. Manpower for these 89 Track Machines have been created during 2020-21 duly transferring the money value against vacant post of track maintainers vide letter cited under ref. (4). The details of posts created is as under:

Category	Nos. of post required for 89 Track Machines	No. of post created	Remarks
SSE/JE	433	433	Complete requirement of manpower could not be created due to limited availability of vacant Track Maintainer's posts
TMM	514	357	
Asst. TM	572	390	
Cook	138	38	
Other Misc. office staff	29	18	
Total	1686	1236	


21/10/23

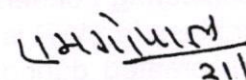
Railway Board, vide letter under reference (5) have further advised allotment of additional track machines as per RSP Master plan to all the Zonal Railways and also advised Railways to ensure creation of posts for operation and maintenance of track machines. As per this, total fleet of track machines over SWR will be 135 Nos. SWR needs to create various posts for these additional machines as detailed below.

Category	Nos. of post required for 135 Track Machines	Existing sanction available for 89 Track Machines	Requirement of additional sanction
SSE/JE	618	433	185
TMM	731	357	374
Asst. TM	844	390	454
Cook	201	38	163
Other Misc. office staff	29	18	11
Total	2423	1236	1187

As per latest status of available manpower of track maintainers in SWR (staff responsible for manual track maintenance activities), there are no vacancies for matching surrender for creation of man power for track machines.

Under these circumstances, it will not be possible to carry out operation & maintenance of additional track machines likely to join SWR fleet of machines. This will result into non utilization of these additional assets and may jeopardise the Mission Plan of Mechanization of Track Maintenance / Renewal Works, unless additional posts are created to operate / maintain the machines or to plan for outsourcing of operations & maintenance activities.

In view of the above, it is proposed that outsourcing of required manpower may be permitted to Track Machine Organization without sanction of additional posts, against vacancies with respect to requirement. The money value required for such outsourcing of manpower for operation and maintenance activities may be charged to capital works of track renewal and new asset (new lines / doubling / multi-tracking).


 21/10/23
 (रामगोपाल)/ (Ramgopal)
 प्रधान मुख्य अभियंता/Principal Chief Engineer
 दक्षिण पश्चिम रेलवे/South Western Railway

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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

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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.

Vijay Singh
7.09.2022

(VIJAY SINGH)
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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.

Vijay Singh

For Member Finance

Copy to :

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

07/09/22

