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

No. 2023/CE-II/Meeting/CTEs Conf. Date: 17.02.2026

Principal Chief Engineer,
All Zonal Railways.

Sub: Manual execution of TSR & Deep screening.

Ref: (i) Board's letter of even no. dated 19.08.2025.
(ii) Board's letter No. 2015/CE-II/TK/14 dated 06.02.2026

Vide letter under ref. (i) above, powers were delegated to PCE of zonal railway for manual execution of TSR and Deep Screening work up to 2.0 km in a stretch. It is to inform that same delegation of power shall be continued.

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Dir., Civil Engg. (Plg.)
Railway Board

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

No. 2015/CE-II//TK/14 New Delhi Dated: 06.02.2026

Principal Chief Engineer,
All Zonal Railways,

Sub: Safety Instructions at Work Sites.

Ref. (i) Board's letter of even No. dated 11.08.2025.
(ii) Board's letter No. 2023/CE-II/Safety/Instructions dated 29.05.2025.
(iii) Board's letter of even No. dated 04.04.2025.
(iv) Board's letter of even No. dated 26.03.2025

Despite repeated instructions issued by the Railway Board, unusual incidents continue to occur at maintenance and construction work sites. Post-incident investigations have revealed that most such occurrences are avoidable through strict adherence to prescribed safety procedures. With a view to preventing recurrence and ensuring safe train operations, Zonal Railways are advised to strictly adhere to the extant safety instructions at worksites which are briefly outlined as under:

1. A competent Railway supervisor and, where work is executed through contracts, the contractor's supervisor, shall be present at site at all times during execution of work.
2. All work sites shall be adequately protected with prescribed caution boards, flagmen, fencing and other protection arrangements as applicable. Supervisors shall personally ensure correct positioning of protection, particularly near running lines.
3. Where visibility is restricted or train movements are frequent, look-out staff shall be deployed exclusively to warn workers of approaching trains.
4. Any maintenance or renewal activity requiring block protection, as per IRPWM provisions, shall be carried out only under proper traffic block.
5. Systematic recording of track parameters including gauge, cross levels, alignment/versine, longitudinal levels and twist shall be done whenever track is disturbed due to maintenance, renewal, correction or emergency works. Measurements shall cover the disturbed length and adequate approaches.
6. At the end of each working shift involving disturbed track, a joint certification of track fitness and permitted speed shall be recorded by the Railway supervisor (and contractor's supervisor, where applicable) in a dedicated site register with pre-numbered pages.
7. After permitting traffic over newly disturbed or packed track, track parameters shall be rechecked after passage of the first and subsequent nominated trains, and any deviations noticed shall be immediately attended and recorded.
8. At locations under Temporary Speed Restriction (TSR) due to track maintenance, daily monitoring and recording of track parameters shall be ensured. TSR shall be relaxed or removed only after confirming stable and repeatable track geometry.
9. Divisional Engineers (ADEN/DEN) shall ensure enforcement of the above practices at all worksites and shall carry out regular super-checks of site records and physical track condition.
10. At deep screening works and all TSR locations, proper packing and consolidation of track shall be ensured before closing each day's work.
11. During summer months, track shall not be disturbed unless unavoidable. Only works permitted under IRPWM and within prescribed temperature limits shall be undertaken.

12. Track renewal works shall normally be executed using track machines. Manual execution shall be permitted only in unavoidable circumstances with prior approval of the Railway Board.
13. Zonal Railways shall endeavour to limit the number of simultaneous worksites and optimally pool manpower, machines and tools to ensure focused execution and enhanced safety.
14. All field staff shall be periodically trained and sensitized on worksite safety through counselling, seminars and workshops. Records of such safety awareness programmes shall be maintained.
15. Sectional Sr. DEN/DEN shall conduct periodic reviews and site inspections to assess preparedness of worksites and compliance with safety instructions.
16. At track renewal sites, packing and consolidation shall be completed before permitting train operations at the prescribed speed restrictions. Gauge face lubrication, wherever required, shall be ensured at site.
17. Proper advance planning for marking of levels and special attention to transition portions shall be ensured during lifting or lowering of track to maintain correct gradients and smooth riding.
18. During night working, a dedicated gang shall be deployed to check track parameters after each train movement once the traffic block is cleared.
19. At bridge approaches, special care shall be exercised during track renewal or maintenance. These locations shall be treated as critical transition zones and track disturbance shall be minimized.
20. Lifting of track shall not exceed 50 mm at a time to allow proper consolidation. If higher lifting is required, it shall be done in stages with adequate intervals, using only non-infringing hydraulic jacks or approved equivalent devices.
21. Lowering of track shall be carried out only when unavoidable and restricted to a maximum of 75 mm at a time, preferably in the direction of the falling gradient. For lowering works, transverse trenches at suitable intervals (about 30 m) shall be provided as visual guides.
22. For both lifting and lowering works, the easement gradient shall not be steeper than 25 mm in one rail length of 13 m (1 in 520).
23. At work sites located on curves, track parameters for inner and outer rails shall be recorded separately with special attention to cant, cant deficiency and twist. Uniform packing and alignment checks shall be ensured before and after permitting traffic.
24. At turnouts, crossovers and special track layouts, disturbance of track shall be undertaken only under proper block protection. After completion of work, gauge, cross levels, check rail clearances, switch functioning and fastening tightness shall be verified before permitting traffic.
25. At bridges and their approaches, track parameters shall be recorded before work, immediately after work and after passage of initial trains. Speed restrictions, if any, shall be reviewed only after confirming stable track behaviour over a reasonable observation period.
26. As per extant provisions of para 424 of IRPWM, track-mounted automatic Gauge Face Lubricators shall be provided on curves of radius 875 m (2°) and sharper and on curves of radius 1400 m (1.25°) and sharper on routes where rail grinding is practiced. Railways shall expedite streamlining these works.

The safety of train operations is non-negotiable. While the above instructions cover key safety aspects, these are not exhaustive and any additional measures required to ensure safety at work site shall also be implemented. These instructions shall be disseminated to all concerned field units and monitored regularly for compliance.

06-02-26

(S.M. Pandey)
Exe. Dir. Civil Engg. (Plg.)
Railway Board

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C.R.No. 2196223/2025/CE-II Bd/date 19.08.2025
2196018/2025/CE-II Bd/ Dtd. 19.08.2025

S.No. 50

Sent

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

No. 2023/CE-II/Meeting/CTEs Conf. Date: 19.08.2025

Principle Chief Engineers,
All Zonal Railways.

Sub: Manual execution of TSR & Deep Screening.

Ref: Board's letter No. 2023/CE-II/Meeting/CTE's Conf. dated 13.03.2023.

In continuation of the instructions issued vide para 2.11 of above referred letter, it was earlier directed that:

"Manual deep screening and TSR works should only be resorted to, in exceptional circumstances, with prior approval of AMCE/ Railway Board, as per extant instructions."

The matter has since been re-examined in the Board. Considering the practical constraints and need for timely execution of track maintenance works, it has been decided that *approval for manual execution of TSR and Deep Screening works up to 2.0 km in a stretch can be given by Principal Chief Engineer (PCE) of the respective Zonal Railway.* Decision to resorting for manual execution of TSR and deep screening is to be taken on case-to-case basis, depending upon site conditions, constraints, and available resources. Information regarding such stretches with reasons should be given in monthly PCDO.

This issues with the approval of AM(CE).

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Dir., Civil Engg. (Plg.)
Railway Board