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the implementation of this Report; the letter No. 2004/CE-I/GNS/1 dated 26.5.2005 is no longer required, and stands superceded.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) *Cleaning of goods sheds and goods platform will be the responsibility of Commercial department, who may resort to contracting.*