

## NORTH WESTERN RAILWAY

Head Quarter Office  
Jaipur  
Date: 03.12.14

W/432/0/CE

**Sr. DEN/Co**  
AIL, BKN, JP & JU

**Sub: CE Circular No. 131**

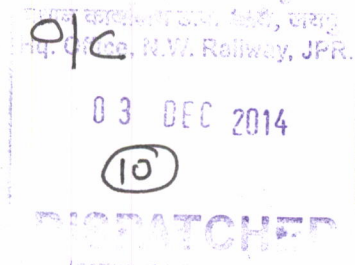
Find copy of the CE Circular no. 131 on the subject of Track Machine Working in NWR. The CE Circular should be circulated to the all concerned officials for information and compliance.

DA: As above



**Dy. CE/Track**

- C/-
1. DRM/AIL, BKN, JP & JU: for information please.
  2. CAO/C/JP: for information please.
  3. Principal/ZTC/UDZ: for information please.



## **North Western Railway**

### **Chief Engineer's Circular No – 131**

#### **Sub.: Track Machine working – Pre Activities & Design Mode Working during tamping.**

- 1.0** It has been observed that activities required to be done during deployment of tamping track machine as prescribed in IRTMM are not being carried out as a result, the desired output and quality is not being achieved. Track levels and alignment parameters are also not being technically designed during tamping. In order to streamline the system, following instructions shall be followed while deploying track machines for tamping.

#### **2.0 Pre Activities**

- 2.1** As soon as sections for tamping machine deployment for the coming year are identified by Headquarter (some time in the month of February), a detailed survey, preferably foot by foot, of the identified sections be carried out to identify the works required to be done pre, post and during tamping machine deployment as prescribed in IRTMM. This will include identifying missing fittings, broken sleepers, gauging & squaring of sleepers, recoument of ballast in advance keeping in mind the removal of sag or lifting needs, inspection of TRC charts to see various defects and identifying the same on ground. This will also include tackling of level crossings, bridges, SEJs etc.
- 2.2** Based on the above survey, scope of the works to be carried out in each section is identified. This exercise should be done by end of March.
- 2.3** Once the works to be done in the year are identified, division should plan and be ready for execution of the works identified as above by April.

#### **3.0 Design Mode Working**

- 3.1** Once machine deployment is decided, track levels and alignment parameters of the existing track be recorded as prescribed in IRTMM. Rail profile survey using dumpy level/theodolite/total station should be done and L-Section plotted. Target track profile should be decided as provided in IRTMM with due cognizance to obligatory and fixed points.  
The final track profile should be approved on the plan by Sr. DEN concerned one month in advance of deployment of the machine and a certificate sent to CTE/TMC in the regard, requesting for deploying the machine. A copy of approved track profile (L-Section) be sent to Dy. CE/ZMC/Aii.
- 3.2** The ALC system provided in tamping machine should be used to improve alignment on long chord. Divisional officials (JE, SSE, ADEN & DEN/Sr. DENs) should acquaint themselves with ALC system provided in track machine. They should ensure its usage by track machine.

- 3.3 Activities to be done in advance of machine deployment should be carried out and pegs provided at interval of 30-40m indicating the existing and final track levels.

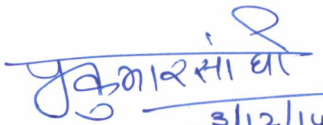
AEN/TMC or his representative (not below SSE) will inspect the section 15 days in advance of deployment of the machine and only after his verification regarding completion of all pre arrangements, the machine should be deployed.

Any deviation from this system of working will have to have prior approval of CTE/TMC.

- 3.4 The machine working should be in design mode and the aim should be to achieve the designed profile. The copy of approved track profile should be available on track machine during work.
- 3.5 If there is any deviation from design mode working, approval of CTE/TMC should be obtained.

The above instructions will be effective from 01.02.2015 i.e. machine deployment beyond this date will be governed by this circular.

(No: W/432/0/CE dated 01.12.2014)

  
(P.K.Sanghi) 3/12/14  
Principal Chief Engineer