



Important recommendations of CE (TM)'s Seminar held at IRICEN Pune on 28.05.09 and 29.05.09

1. Indian Railways has kept an ambitious target of complete mechanization of track maintenance by 2012. Railway Board has planned the procurement and availability of track machines accordingly. The Railways should create adequate sidings and other facilities for these machines.
2. The funds for the maintenance of track machines should be booked under Demand No.4.
3. Clubbing of track machines in block is a win-win situation where we can avoid idling of machines coupled with lesser demand for blocks.
4. TTMs should be deployed in accordance with TM-115 report of RDSO. The tamping requirement may come down by 40% by adoption of this report.
5. RDSO should be involved in standardization of indigenised spare parts for machines in a systematic manner. However, only selected spare parts keeping in view the life cycle cost should only be indigenised.
6. Utilisation of small track machines for day to day maintenance of track is an integral part of complete mechanisation. There is an urgent need of procurement of Rail Bound Maintenance Vehicles for effective utilisation of small track machines.
7. We should have common power pack for the operation of all types of small track machines so that the individual machine may become lighter and maintenance requirements will also reduce.
8. It is necessary to have AMC with the suppliers of small track machines for proper upkeep & fine-tuning of machines.
9. We must create technically competent workforce for the operation and day to day maintenance of small track machines.

Important recommendations of Dy CE/Designs Seminar held at IRICEN Pune on 27.04.09 and 28.04.09

1. There should be a separate cadre for the Design Assistants in Railways with proper promotional avenues. There is also a need to give incentives in the form of Design Pay, etc. to the Design Assistants.
2. A design data bank should be created by all Railways and should be sent to B&S Directorate of RDSO, who should maintain and continuously update the design data bank. After compilation, this can also be uploaded on IRICEN website.
3. Drawings for major structures should include phase working and detailed notes regarding erection, dismantling, etc. for guidance of field engineers and to avoid shortcuts being used in execution.
4. There is a need to standardise the guidelines and conditions for the consultancy contracts being undertaken by Zonal Railways. A Committee of four JA Grade Officers consisting of one Director from RDSO and three Dy.Chief Engineers (Construction) from Zonal Railways was constituted to frame the guidelines and standard conditions.

HIGHLIGHTS OF GOLDEN JUBILEE CELEBRATIONS OF IRICEN FOUNDATION DAY

Pradeep Kumar Garg*

- 1.0 IRICEN completed 50 years of its glorious existence on 19th March 2009 after making a modest beginning as "Advanced Permanent Way School" in 1959.

The celebrations were held at Maulana Abul Kalam Memorial Hall, Koregaon Park, Pune. Shri S.K. Vij, then Member Engineering, Railway Board was the Chief Guest of the function. Several eminent serving and retired railway officers graced the occasion by their presence. Prominent among them are

Shri M.V. Basroor, Retd. CRB
Shri S.P.S. Jain, Retd. ME and MD/IRWO
Shri B.S. Sudhir Chandra, Retd. MS
Shri Rakesh Chopra, GM/SR
Shri Shiv Kumar, GM/C/NFR
Shri V.K. Agarwal, MD/RITES
Shri S.K. Malik, AMCE
Shri R. Rajamani, Retd. CCRS
Shri P.O. Thomas, Retd. Principal, IRIATT/Pune
Shri R.M. Ogale, Retd. Principal, IRIATT/Pune
Shri Budh Prakash, Retd. GM/NCR & MD/Kutch Railway
Shri V.K.J. Rane, Retd. MD/IRCON
Shri (Dr.) M. Seshagiri Rao, Retd. MD/RITES
Shri S.H. Babu, Retd. GM/SCR
Shri M.S. Ekbote, Retd. AMCE
Shri N. Rama Subramaniam, Retd. GM/C/NFR
Shri G.N. Phadke, Retd. GM/C/NFR



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Session on "Sharing of Memories of IRICEN" in progress

Shri B.T. Bhide, Retd. GM/ICF

Shri D.N. Mathur, Retd. GM/SCR

Shri G.K. Limaye, Retd. GM/WR

Shri Y.G. Patwardhan, Retd. CE/W.Rly.

- 2.0 Shri S.K. Vij, Chief Guest, gave away prizes and trophies to meritorious trainee officers who excelled in various courses conducted by IRICEN. The Chief Guest also honoured the 1982 Batch IRSE Officers with a memento on completion of their 25 years service in Indian Railways. A souvenir was released on this occasion, followed by release of 3 technical books authored by IRICEN faculty in Hindi, namely

(a) रेल जोड़ो की देखभाल

(b) जल आपूर्ति

(c) वर्षा जल संचयन

- 2.1 In his address to the Railway Officers, Shri Vij commended the role of IRICEN in spreading the knowledge of Railway Civil Engineering aspects since this is not covered in detail in Engineering Colleges. He mentioned that IRICEN should provide high quality training to the officers and should include practical aspects of working in their curriculum along with theoretical knowledge. In the present day competitive environment, survival is going to be tough. He stressed that Indian Railways is passing through a very crucial phase where Engineers are required to live up to their name, picking challenges of changing work ethos, technology and meet the ever-rising expectations. The need of the day is reliable infrastructure for higher axle loads, high speed corridors, improving speeds over the existing network, more efficient city-suburb transport network, inter-modal transportation, objective (scientific) monitoring

and maintenance systems alongwith research to continuously improve life of assets.

- 2.2 Shri Rakesh Chopra, then GM/SR, in his address touched upon important issues to the Officers of 1982 batch, Faculty Members of IRICEN and Probationers of 2007 batch present on the occasion. He stressed on the need of imbibing the right values and ethics by the young probationers keeping in view the present day social and political scenario. He expressed his views on growth of infrastructure in Railways and outside Railways and that the Railway officers should broaden their horizon and also look for opportunities outside so that on return to department, they can utilise the experience gained for the benefit of Railways. IRICEN should focus on the fundamentals to be used in field and must incorporate the practical aspects in addition to the theoretical aspects of the subject. He also emphasised the need for computerisation in right perspective for track maintenance and other important aspects of civil engineering field.

- 2.3 Shri P.O. Thomas, Retd. Principal, who was a trainee officer of first batch in 1959 at IRICEN (then Advanced Permanent Way School) and as Principal of the School later, was felicitated by ME on the occasion. In his address, Shri Thomas recalled his days in IRICEN and also mentioned the need of a change in the working culture of Indian Railways. He recalled his observation while working in Germany, where a lowest worker can question and argue with the highest person in the ladder regarding technical issues. Perhaps, this is missing in our system due to which good ideas of grass root workers do not get translated into practice.

- 2.4 Director/IRICEN felicitated the retired faculty members of IRICEN and recalled their contribution to the growth of IRICEN.
- 3.0 A special session “Sharing of Reminiscences of IRICEN” was held on this occasion, chaired by Shri S.P.S. Jain, Retd. ME, wherein prominent dignitaries shared their nostalgic moments and sweet memories of their experience during their career. It was indeed very interesting to listen to the lighter moments and challenges and golden tips to the young probationers and working engineers from the Engineering luminaries.
- 4.0 A photo exhibition on the theme “यादें – कुछ नयी – कुछ पुरानी” was also organised. Rare photographs showcasing the history of 50 years of IRICEN and remarks of international and national VIPs from Visitors Diary were showcased in the exhibition. The exhibition brought back sweet memories of the past.
- 5.0 A technical seminar was organised on the occasion. Shri Rakesh Chopra, present Member Engineering and then GM/SR chaired the session and Shri S.K. Malik, AMCE, Railway Board Co-chaired the session. The officers of 1982 batch of IRSE presented papers on three topics.
- Reorganisation of Engineering Department in Divisions & Headquarters including Role of THODs in Engineering Department.
 - Need for Review of Inspection System in Engineering Department; and
 - State of preparedness for Complete Mechanization of Track by 2012.
- Some of the important aspects highlighted by the authors in their papers are as under:
- 5.1 Sr.DEN/Co-ordination is presently having all the responsibilities but without much authority. We should think of posting a SAG Officer in the division to work as ADRM/Engg and all other Engineering Officers should report to him.
- We should have Sr.DEN/Track, Sr.DEN/Bridge and Sr.DEN/Works separately in the Division so that they can concentrate in their functional areas more effectively.
 - A post of Sr.DEN/TM should also be provided at Divisional level who should look after the important items such as small track machines and USFD also along with large track machines.
 - At the HQ level, the present set up of HODs should be re-organised and the concept of Territorial HOD (THOD) should be done away with. The surplus posts of THOD can be transferred to important divisions for heading the Engineering Department.
- 5.2 The importance of reviewing the present inspection systems in Engineering Department was felt by all speakers. The changed scenario of track structure and track maintenance practices on IR warrants complete overhaul of the inspection system. It was stressed that the inspections should be need based rather than periodicity based and some of the irrelevant inspections in present day scenario should be dropped. Today, 365 days in a year are not sufficient to carry out all the legislated inspections by a PWI, IOW, AEN etc. A revised schedule of inspections has been proposed at various levels by the authors as per present day needs.
- 5.3 Indian Railways has set target for complete mechanisation of track maintenance by 2012. The



Releasing of Souvenir

speakers brought out the requirements for the same.

- There is need for computerisation for monitoring, managing and complete mechanisation of track maintenance activities on IR by 2012.
- Effective utilisation of small track machines is a must for complete mechanisation.
- Suggestions have been made for review of status of Gangman for operation and maintenance of small track machines, such as minimum qualification for recruitment of Gangman to be made as ITI, promotional avenues, some additional benefits to Gangman opting to operate and maintain small track machines and providing proper training facilities, etc.
- Authors also brought out the constraints for implementation of complete mechanisation, such as
- Lesser availability of traffic blocks
- Difficulty in attending the isolated locations within the period of tamping cycle.

- Requirement of more numbers of UNIMAT machines for tamping of turnouts.
- Difficulty in arranging the block for deep screening of turnouts which is very vital and important issue from maintenance point of view. The frequency of tamping of turnouts can be enhanced to 2 years after the deep screening by BCM.
- Larger AMCs and RCs for proper maintenance and repair of track machines.
- Separate infrastructure work to be sanctioned by Board for ZMC as well as DMC in connection with preparedness for proper repair and maintenance.
- Separate POH shop to be sanctioned for each Zonal Railway in line with CPOH/ALD, RYP.
- Delay in materialisation of indents through RRB.

The suggestions of the speakers were noted by the Chairman and Co-Chairman of the session for consideration in Railway Board.



Chief Guest Shri. S.K. Vij felicitating Shri. P.O. Thomos