

**Important Recommendations of Workshop for CE/Cs held at
IRICEN, Pune from 2nd to 3rd August 2010**

1. Use of rocky cut spoil in Railway embankments should be permitted for which suitable guideline should be issued.
2. Railways should go for PMC contracts for big projects & where shortage of staff is there.
3. It is recommended to use National Remote Sensing Agencies expertise in working of water way calculations by analyzing catchment area characteristic.

**Important Recommendations of CTE Seminar held at
IRICEN, Pune from 5th to 7th August 2010**

1. There is a difference in track tolerances stipulated in IRPWM and C&M-1 Report. While raising the speed, the speed certificate is required to be issued which contains a certification that the tracks are maintained as per C&M-1. RDSO should evaluate the differences in track tolerances stipulated in IRPWM and C&M-1 Report for modification in the speed certification.
2. Present specification of blanketing material stipulates 2-3 layers of blanket material of total thickness of 1 to 1.5mm. Providing such blanket in case of open line is not possible. RDSO should review the specification of blanket for open line to reduce blanket thickness.
3. In order to create posts for operation of small track machines, post of gangmen should be surrounded in the ratio 1:1. The entry in this cadre should be from gangman.
4. Railways are facing difficulties in implementation of TM-115. RDSO should compile the experience of all the railways on implementation of TM-115 and review may be done based on experience of zonal railways .
5. Wear of rail is very heavy when it is laid on sharp curves as compared to its wear on straight track. At present if TRR is recommended before the stipulated GMT it is considered premature renewal. It is recommended that TRR on account of heavy wear of rail on the curves should not be considered as premature TRR.
6. Glued joints and SEJs are not able to survive in the track upto the full life of normal rail. Hence there is need to stipulate the Codal life of glued joints and SEJs.
7. The flash butt joints connecting the old rails is supposed to take same breaking load as that for new rail. It does not look practical because of the reduced section on account of wear. Hence RDSO should examine the possibilities of issuing separate guidelines for flash butt welding of old rails.