

Management Information System  
(Asset Management)

Rajiv Dhankher  
Director (TMS)

**TMS**

Track management System  
for Indian Railways



INDIAN RAILWAYS

- 1,13,617 km track on 63,974 km route length
  - Formation
  - Ballast
  - Sleeper
  - Rail
  - Fastening System

- Turnouts (86,184)
- Other Joints (Welds, Fishplates, etc.) – 30 million (approx.)
- Level crossings – 33,553 (one LC at every 2 km)
- Bridges – 1,31,205 (two bridges in every km)

- Officials deployed in track maintenance
  - Junior Engineers - **3774**
  - Section Engineers - **2418**
  - Sub Divisional Engineer - **571**
  - Superintending Engineers - **368**

# Why asset Management System?

Where is the **report** of this **fracture**?

Who is **responsible** for this **weld**?

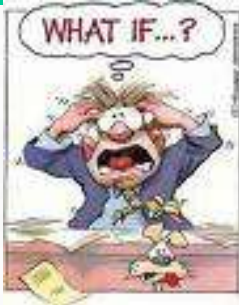
Where is the proposal?

What is the **utilization** of this **machine**?

What is the **status** of this **work**?

Where is the **machine to be deployed**?

What is the total **cost** of maintenance?

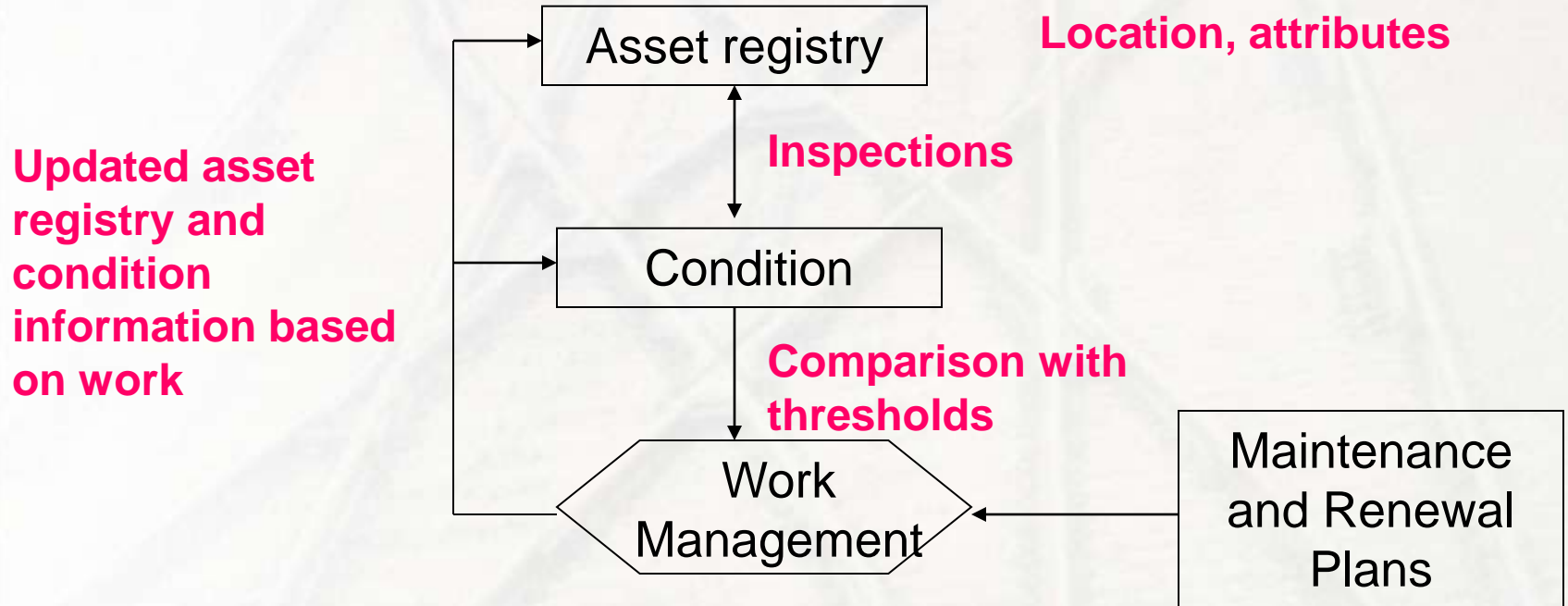


For maintaining, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment.

## Current Challenges

- ⚠ Manual Monitoring of Railway asset is time consuming
- ⚠ No validation checks on data collected
- ⚠ Paper records difficult to maintain and retrieve.
- ⚠ asset maintenance is reactive not proactive
- ⚠ Man hours consumed in manual procedure
- ⚠ Lack of reliable and timely data for the management to make intelligent business decisions
- ⚠ No forecasting possible to maintain spares inventory or deploy resources in a planned manner
- ⚠ Time lag between capturing the data and getting it to the management for decision making

# Managing Physical assets



Need data on any feature that influences:

- Cost to Replace or Maintain
- Maintenance Treatment Options
- Influences Management Decisions
- Service Life

## **Sustainable :**

- Can I afford to collect the data?
  - Can my staff collect that data or do I have to hire it out?
  - Can I collect enough data to give me suitable information?

## **Be descriptive about the asset**

- Can I make decisions about the asset from the rating?
- Can it be understood by staff?
- Is the level of data appropriate?

## **Maintenance State “Good – Fair – Poor”**





- **“When to do things”**
- **“What things to do”**
- **“How did that treatment/design work?”**
- **“Are things getting better or worse?”**

**In order for a system to be valued and have longevity it must do the following:**

- Be part of the agencies business practice,  
AND
- Work to make a necessary business practice easier,  
AND
- The time spent supporting the system must be less than the value it provides.

- Field users do track Inspection Online or offline
- Data quality is validated at the source
- Secured & Role based access to the TMS application

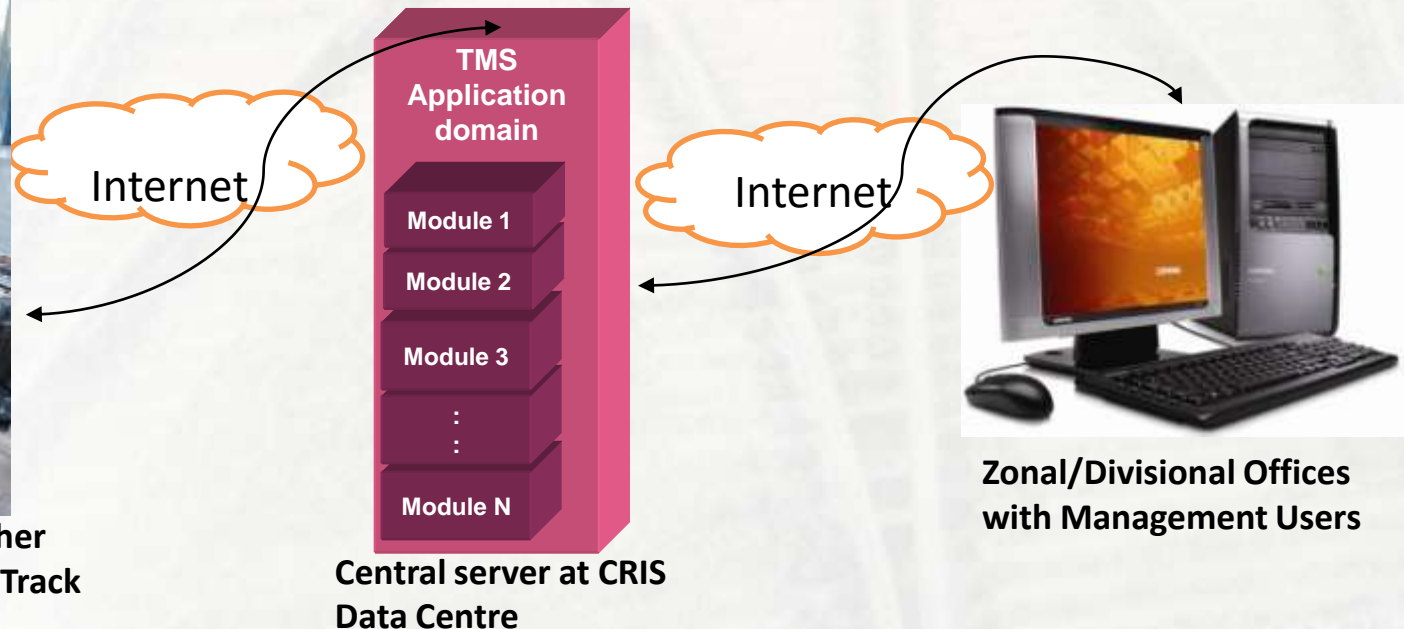
## TMS Application

- Asset Management
- Rail & Weld Fracture
- Track Monitoring by Machines
- Maintenance by Machines & USFD Testing
- Engineering Control-Caution Orders and Traffic Blocks
- Track Renewal & Deep screening
- Ballast Supply and Insertion
- Patrolling & Accidents Reporting
- Inventory Management including P-Way Scrap

- Senior management gets validated linear asset data up to date at all times
- Proactive Maintenance Management can be undertaken
- Faster turn around from data capture to corrective actions taken.
- Transparency in Operations



Netbooks to PWIs and other engineers for conducting Track Inspections



Login Page - Track Management System - Windows Internet Explorer

https://ircep.gov.in/TMS/

## TMS

TRACK MANAGEMENT SYSTEM

## रेलपथ प्रबंधन प्रणाली



Welcome to TMS  
Thanks for being an important part of us

Internet Explorer 7 or above is recommended





### USER LOGIN AREA

Login to access application

Username

Password

**SUBMIT**

last update on: 03/09/2011, 20:00

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Designed & Developed by [CRIS](#)

Done

Internet | Protected Mode: On

100%

Start

12:50  
04-09-2011

Track Management System(Indian Railways) - Windows Internet Explorer

https://ircep.gov.in/TMS/HomeIframe.jsp

**TMS** TRACK MANAGEMENT SYSTEM

Welcome GUEST (SE/1/ZDIV)

Home | FAQs | Help | My Jurisdiction | Logout

Assets | Inspection | Planning | Work | Stores | Miscellaneous | Report | Innovations

**Alerts**

- Junior's Inspection Overdue
- 18 USFD defects found on your section
- 3 IMR Found on your section
- 28 New Weld Found

**Quick Links**

- Morning Position
- Asset Register
- Inspection Register
- Location Needing Attention
- Download Data Collection Format

**New Features**

- [OHE Mast/Hectometer Post](#)
- [PME Overdue](#)
- [Training Overdue](#)
- [Fracture Analysis](#)
- [Statistics based on condition](#)
- [Fish Plated Joint Analysis](#)
- [TRC Inspection Analysis](#)
- [Performance Analysis](#)

**for the Store Department users.**

**If any asset is not visible under Masters/Inspections, please verify your jurisdiction on section/loophines through "Jurisdiction".**

Message earlier than 90 days will be deleted from the system.

Following new features have been made under TMS.

1. To define jurisdiction of JE's on looplines by security Administrator of Division.
2. Cross-over to be entered and confirmed by SE in the newly introduced Cross-Over Master..
3. Rail Master to include Rails at looplines and cross-overs
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7. Ballast Master to include Ballast at looplines and cross-overs
8. Fastening Master to include Fastening at looplines and cross-overs

**Message Inbox**

Date	Name	Designation	Message
28/08/2011	Guest	SE/1/ZDIV	USFD Inspection done : Inspection date : 28/08/2011, Section : Dummy-2, Line : UP At (From km 280
24/08/2011	Guest	SE/1/ZDIV	NEEDFULL DONE

Internet | Protected Mode: On

22:45 04-09-2011

Track Management System(Indian Railways) - Windows Internet Explorer

https://ircep.gov.in/TMS/HomeIframe.jsp

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**TMS**  
TRACK MANAGEMENT SYSTEM

Assets | Inspection | Planning | Work | Stores | Miscellaneous | Report | Innovations

[Rails](#)  
[Track Type](#)  
[Weld](#)  
[Sleepers](#)  
[Fastening](#)  
[SEJ](#)  
[LWR](#)  
[Pt & Xing](#)  
[Curve](#)  
[Buffer Rail](#)  
[Ballast](#)  
[Formation](#)  
[Level Crossing](#)  
[Land Boundary](#)  
[Glued Joint](#)  
[Sand Hump](#)  
[Fish Plated Joint](#)  
[Cross Over](#)

[Formation](#)  
[Protection Work](#)  
[Drainage System](#)  
[Erosion Control Measures](#)  
[Weak Formation](#)  
[Formation Treatment](#)

**Quick Links**

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- Inspection Register
- Location Needing Attention
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- Performance Analysis

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24/08/2011	Guest	SE/1/ZDIV	NEEDFULL DONE

https://ircep.gov.in/TMS/FormationTreatDtI.jsp

Internet | Protected Mode: On

22:45  
04-09-2011

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**TMS**  
 TRACK MANAGEMENT SYSTEM

Assets | **Inspection** | Planning | Work | Stores | Miscellaneous | Report | Innovations

[LWR](#)  
[Pt & Xing](#)  
[Curve](#)  
[Level Crossing](#)  
[Push Trolley](#)  
[Foot Plate](#)  
[Rear Vehicle](#)  
[Rail](#)  
[Ballast](#)  
[Fastening](#)  
[Sleeper](#)  
[Weld Fracture](#)  
[Rail Fracture](#)  
[Glued Joint](#)  
[ERC \(TOE Load\)](#)  
[Sand Hump](#)  
[Land Boundary](#)  
[Gap Survey](#)  
[Tunnel](#)

**Alerts**

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- 3 IMR
- 28 New

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[n CRIS for](#) [elleneous -- > Circulars](#). Scrap Sale form is also available for the Store Department users.  
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- To def
- Cross-
- Rail Ma
- Sleeper
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24/08/2011	Guest	SE/1/ZDIV	NEEDFULL DONE

https://ircep.gov.in/TMS/TunnelInspection.jsp

Internet | Protected Mode: On | 100%

Start | 22:46 | 04-09-2011



- Location Needing Attention
- General Compliance
- Asset Change ▶
  - Rail Change
  - Through Sleeper Renewal
  - Through Fastening Renewal
  - Weld/Joint Change
- Gang Work
- Machine
- Inspection and O&G of F/P
- Special Works Program
- Ballast Work ▶
- External Agency Work





Assets    Inspection    Planning    Work    **Stores**    Miscellaneous    Report    Innovations



- Masters
- Gate Pass
- Issue Note W/O Gate Pass
- Modify/Cancel Issue Note
- Issue Register
- Receipt Register
- PWayMB Register
- Material Transfer
- Ledger Adjustment
- Material Identification
- Material Break
- Material Join
- Stores Registers
- Material Master

- Ledger Master
- Opening Balance
- Working Agency Master

### Special Works (Under Development)

Month & Year: 09/2011

Day *	Section/Station *	Line/Loopline *	Location F km
	Select One	Select One	

Activity	Sanctined Work	Agency
Select One	Select One	Select One

Track Management System(Indian Railways) - Windows Internet Explorer  
 https://ircep.gov.in/TMS/HomeIframe.jsp

## TMS TRACK MANAGEMENT SYSTEM

Assets | Inspection | Planning | Work | Stores | **Miscellaneous** | Report | Innovations

Message Center  
 Speed Restriction  
 ODC  
**Circulars** ▶ RB Circulars & Imp Letters  
 Publication CE's Circulars & Other Imp. Instructions  
 Inspection Notes  
 Morning Position  
 Employee List  
 PME  
 Training  
 Additional Welder/Supervisor  
 Rain Fall Register  
 Temperature Register  
 ERC (TOE Load) Register  
 Special Incidents  
 Gate Duty  
 Site Particulars  
 Creep Register

**TMS Message Center**

Compose | Delete | Sent Items

**Inbox : September-2011**

<input type="checkbox"/>	Date	From	
	Name	Designation	

**Message**



Inspection

Miscellaneous

**Report**

Innovations

PCDO

Purchase Order



Track Network  
Asset Register

Inspection

Fracture Analysis

Track Diagram

TRC

OMS

USFD

Gang Work

Miscellaneous Register

Scrap Reports

Gang Usage

User Analysis

Location Needing Attention

Machine Progress

Machine Progress Summary

Compliance

Rain Fall Register

Temperature Register

User Performance

Turnout Statistics

Material Under Trial

Material Master

Technical Suggestion

Engineering Control

Land Management

Purchase Order

Inspection Register

Inspection Analysis

Offline Inspection Analysis

Analysis

Attention

Collection Format

able for the Store Department users.

an 90 days will be deleted from the system.

is available under Miscellaneous -- > Circulars > CE's Circular & Other Important Instructions  
ded. However, for automatic updates the same has to be registered with McAfee. This ca  
link for registering. A valid email is required for this purpose. In the event of the OS getting  
McAfee antivirus needs to be reloaded and if necessary re registered. Details of Maintenance

New Features

ME Overdue

Training Overdue

Statistics based on condition

Fish Plated Joint Analysis

Performance Analysis

Alerts

ble in Miscellaneous -- > Circular

- A. Provision to upload CE's Circular
- B. All the Mini laptops have co  
be done by starting the Mc  
crashed and the consequen  
Guidelines are Available unde

Message Inbox

Date	Name
13/10/2011	Cris Admin
13/10/2011	Cris Admin
13/10/2011	Cris Admin

Message

operating station Muri will come when you select the option "yes" for "Whether  
provided with tel  
the same have been corrected. (CRIS Admin Team)  
the same has been corrected. (CRIS Admin Team)

Inspection   Miscellaneous   Report   **Innovations**   PCDO

Innovations  
Technical Suggestion

### Alerts

### Quick Links

### New Features

[Asset Register](#)  
[Gang Usage](#)  
[User Inspection Analysis](#)  
[Location Needing Attention](#)  
[Download Data Collection Format](#)

[PME Overdue](#)  
[Training Overdue](#)  
[Fracture Analysis](#)  
[Statistics based on condition](#)  
[Fish Plated Joint Analysis](#)  
[TRC Inspection Analysis](#)  
[Performance Analysis](#)

**position for PWIs and ADEN in CRIS for TMS Project is available in Miscellaneous -- > Circulars. Scrap Sale form is also available for the Store Department users. Message earlier than 90 days will be deleted from the system.**

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https://ircep.gov.in/TMS/HomeIframe.jsp

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Inspection | Miscellaneous | Report | Innovations | PCDO

### Statistics based on condition

Select Feature: --[Select One]--

Choose Criteria: --[Select One]--

- Point & Crossing
- Fish Plate
- SEJ
- LWR
- Curve
- Buffer Rail
- Weld
- Level Crossing
- Glued Joint
- Sand Hump
- Tunnel

Criterion

Select Domain : South Central Railway

- SCR
  - BZA
  - GNT
  - GTL
  - HYB
  - NED
  - SC

Done

Internet | Protected Mode: On

100%

Start | Internet Explorer | Windows Taskbar

14:05 04-09-2011

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TMS TRACK MANAGEMENT SYSTEM

Inspection | Miscellaneous | Report | Innovations | PCDO

### Statistics based on condition

Select Feature: **Point & Crossing**

2. CONDITION OF BALLAST

3. SIGN OF PROPAGATION OF CRACK

4. LEFT TONGUE RAIL CONDITION

5. RIGHT TONGUE RAIL CONDITION

6. LEFT STOCK RAIL CONDITION

7. RIGHT STOCK RAIL CONDITION

8. CROSSING CONDITION

9. CLEAN BALLAST CUSHION

10. CROSSING WEAR

Relation among parameters

Select Domain : **South Central Railway**

- NED
  - SRDEN/NORTH
  - SR.DEN/SOUTH
  - SR.DEN/WEST
  - DEN/CENTRAL/SC
  - DEN/ BRIDGES/SC

**Division : SC**

Authority	Total No. of Assets	No of Assets as per criteria
DEN/CENTRAL/SC	704	7
SR.DEN/SOUTH	425	1
SRDEN/NORTH	539	6

**Division : SC**

Section/Station	Total No. of Assets	No of Assets as per criteria	View Detail
BHONGIR	14	1	
BIBINAGAR	18	1	
CHARLAPALLI	35	2	
MANCHIRYAL	25	3	
MANDAMARI	38	3	
PAPATAPALLI	12	1	
WANGAPALLI	19	3	

Internet | Protected Mode: On | 100%

Start | 14:09 | 04-09-2011

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TMS TRACK MANAGEMENT SYSTEM

Inspection | Miscellaneous | Report | Innovations | PCDO

### Statistics based on condition

Select Feature: **Point & Crossing**

2. CONDITION OF BALLAST

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DEN/CENTRAL/SC	704	7
SR.DEN/SOUTH	425	1
SRDEN/NORTH	539	6

**Station : MANCHIRYAL**

Operating Station	Loopline	Location		Asset No.
		km	m	
MCI	DN MAIN LINE	260	58	27B BPQEND
MCI	DN MAIN LINE	260	110	26A BPQEND
MCI	JAMBOO RAKE (GL 3)	260	6	29 BPQ END

**Division : SC**

Section/Station	Total No. of Assets	No of Assets as per criteria	View Detail
BHONGIR	14	1	
BIBINAGAR	18	1	
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PAPATAPALLI	12	1	
WANGAPALLI	19	3	

Internet | Protected Mode: On | 100%

Start | 14:10 04-09-2011

Fracture Analysis

South Central Railway | From Date 01/04/2011 | To Date 04/09/2011 | Rail Section Wise

- SCR
  - BZA
  - GNT
  - GTL
  - HYB
  - NED
  - SRDEN/NORTH
  - SR.DEN/SOUTH
  - SR.DEN/WEST
  - DEN/CENTRAL/SC
  - DEN/ BRIDGES/SC

Analysis of Rail Fracture and Weld Fracture-Rail Section wise for SC Division  
For the Period Between 01/04/2011 And 04/09/2011

Section/Station	Rail Fracture					Weld Fracture				
	Other	90 R	52 KG	60 KG	TOTAL	Other	90 R	52 KG	60 KG	TOTAL
BN-KZJ	0	0	0	1	1	2	0	0	1	3
DKJ-MTMI	0	0	0	0	0	0	0	0	1	1
KZJ-WL	0	0	0	0	0	0	0	0	3	3
MAGH-PDPL	0	0	0	0	0	1	0	0	9	10
MLY-BN	0	0	0	0	0	1	0	0	0	1
MTMI-BZA	0	0	0	0	0	0	0	0	2	2
PDPL-KZJ	0	0	0	2	2	0	0	0	12	12
VKB-LTRR	0	0	0	0	0	0	0	3	0	3
VKB-SNF	0	0	0	0	0	0	0	5	0	5
WD-VKB	0	0	1	0	1	0	0	8	0	8
WL-DKJ	0	0	0	2	2	2	0	4	5	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>59</b>



https://ircep.gov.in/TMS/PopUpRailWeldFractureAnalysis.jsp?mainlevel=5&maincond=SC&rep=R5&cond=...

https://ircep.gov.in/TMS/PopUpRailWeldFractureAnalysis.jsp?mainlevel=5&maincond=SC&rep=R5&cond=&fromdate=01/04/2011

### Fracture Analysis

#### Rail Fracture


Sr#	Section/Station	Line/Loop Line	LR/RR	km	m	Fracture Date	Location of Fracture	Weld Date	
1	BN-KZJ	UP	RR	248	877	24/05/2011	MID	Feb-1989	<a href="#">Report</a>
2	PDPL-KZJ	DN	RR	311	372	07/07/2011	MID	Jun-1993	<a href="#">Report</a>
3	PDPL-KZJ	DN	RR	307	465	23/08/2011	MID	Mar-1993	<a href="#">Report</a>
4	WD-VKB	UP	LR	90	386	27/06/2011	MID	Oct-1998	<a href="#">Report</a>
5	WL-DKJ	DN	RR	441	660	05/07/2011	MID	Jan-1997	<a href="#">Report</a>
6	WL-DKJ	DN	RR	452	686	30/08/2011	MID	Jan-1996	<a href="#">Report</a>

Done

Internet | Protected Mode: On

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ion  
11

VKB Error	0	0	0	0	0	0	0	0	5	0	5
VKB-SNF	0	0	0	0	0	0	0	0	5	0	5
WD-VKB	0	0	1	0	1	0	0	0	8	0	8
WL-DKJ	0	0	0	2	2	2	0	0	4	5	11
Total	0	0	1	5	6	6	0	0	20	33	59

https://ircep.gov.in/TMS/PopUpRailWeldFractureAnalysis.jsp?mainlevel=5&maincond=SC&rep=R5&cond=...

https://ircep.gov.in/TMS/PopUpRailWeldFractureAnalysis.jsp?mainlevel=5&maincond=SC&rep=R5&cond=&fromdate=01/04/201

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**Fracture Analysis**

**Rail Fracture**

Sr#	Section/Station	Line/Loop Line	LR/RR	km	m
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3	PDPL-KZJ	DN	RR	307	465
4	WD-VKB	UP	LR	90	386
5	WL-DKJ	DN	RR	441	660
6	WL-DKJ	DN	RR	452	686

**TMS: Rail Fracture Report - Windows Internet Explorer**

https://ircep.gov.in/TMS/RailFractureReport.jsp?eForm=frm&fractureid=320

Print

**Pro forma for Reporting Rail Failures**

Broken/Cracked/Defective rail removed on \_\_\_\_\_ day of \_\_\_\_\_

1.0 General Information

1.1 Division. \_\_\_\_\_

1.2 Section/Station **Warangal-Dornakal Jn**

1.3 Between Stations \_\_\_\_\_

1.4 Chainage. **441 KM 660 Meter**

1.5 Line. \_\_\_\_\_

1.5.1 Line/LoopLine/Cross Over **DOWN LINE - RR**

1.5.2 B.G./M.G./N.G. **BROAD GAUGE**

1.6 Alignment. \_\_\_\_\_

1.6.1 Straight/Curve(indicate degree of curvatures). **STRAIGHT -**

1.6.1 Inner/Outer in case of curve. \_\_\_\_\_

2.0 Characteristics of Traffic and Traction.

2.1 Traffic Density in G.T.K.M./annum. **44.24**

2.2 Total traffic carried in GMT before failure (for released rails, also add previous traffic carried). **922.6**

2.3 Maximum axel load with type of vahicale on section. **20.55**

2.4 Maximum permissible speed **120**

3.0 Characteristics of Rail.

3.1 Rail Section. **60 KG**

3.2 Rolled marking. **Dec-1992**

3.3 Total number of years in service \_\_\_\_\_

Done

Internet | Protected Mode: On

15:37  
04-09-2011

https://ircep.gov.in/TMS/PopUpRailWeldFractureAnalysis.jsp?mainlevel=5&maincond=SC&rep=W4&cond=...

https://ircep.gov.in/TMS/PopUpRailWeldFractureAnalysis.jsp?mainlevel=5&maincond=SC&rep=W4&cond=&fromdate=01/04/2011

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### Fracture Analysis

#### Weld Fracture

Sr#	Section/Station	Line/Loop Line	LR/RR	km	TP
1	BN-KZJ	UP	LR	230	9
2	DKJ-MTMI	UP	LR	496	5
3	KZJ-WL	DN	RR	370	4
4	KZJ-WL	DN	RR	373	20
5	KZJ-WL	UP	LR	376	7
6	MAGH-PDPL	DN	LR	157	14
7	MAGH-PDPL	DN	LR	248	2
8	MAGH-PDPL	DN	LR	228	8
9	MAGH-PDPL	DN	LR	182	20
10	MAGH-PDPL	DN	RR	226	28
11	MAGH-PDPL	DN	RR	226	28
12	MAGH-PDPL	UP	LR	253	3
13	MAGH-PDPL	UP	LR	167	17
14	MAGH-PDPL	UP	RR	238	1

Done

TMS/Weld Fracture Report - Windows Internet Explorer

https://ircep.gov.in/TMS/FractureReportController

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TMS/Weld Fracture Report

### JOINT ENQUIRY REPORT OF WELD FRACTURE

1. Date of Fracture	30/04/2011	Time of Detection	07:30
Rail Temperature at the Time of Detection	22.0	Detected By	PMallaiah keyman
Gap at the Time of Fracture	5	Location	230 km 284 mtr
2. PWI		Section/Station	BN-KZJ
Block Section	PGDP-BG	Route Classification	WD - KZJ
3. Line/LoopLine	UP	Traffic density/Annum	
4. LR/RR	LR	TP From	9
5. Max Permissible Speed		Max Permissible Axle Load	
6. Straight/Curve		Inner/Outer Rail	
7. Rolling Mark	60 KG-200504-SAIL	UTS of Rail	880
8. Origin of Defect	through weld	Code Classification	
9. Type of Welding	FB WELD WORKSHOP	GMT carried	0.0
10. Date of USFD Testing	19/08/2011	USFD Classification	GW

Done

Internet | Protected Mode: On

Internet | Protected Mode: On

15:39  
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### Track Diagram

North Central Railway

Search For Station:

NCR

- AGC
- SR.DEN-1/AGC
- Sr. DEN/II/AGC
- ALD
- JHS

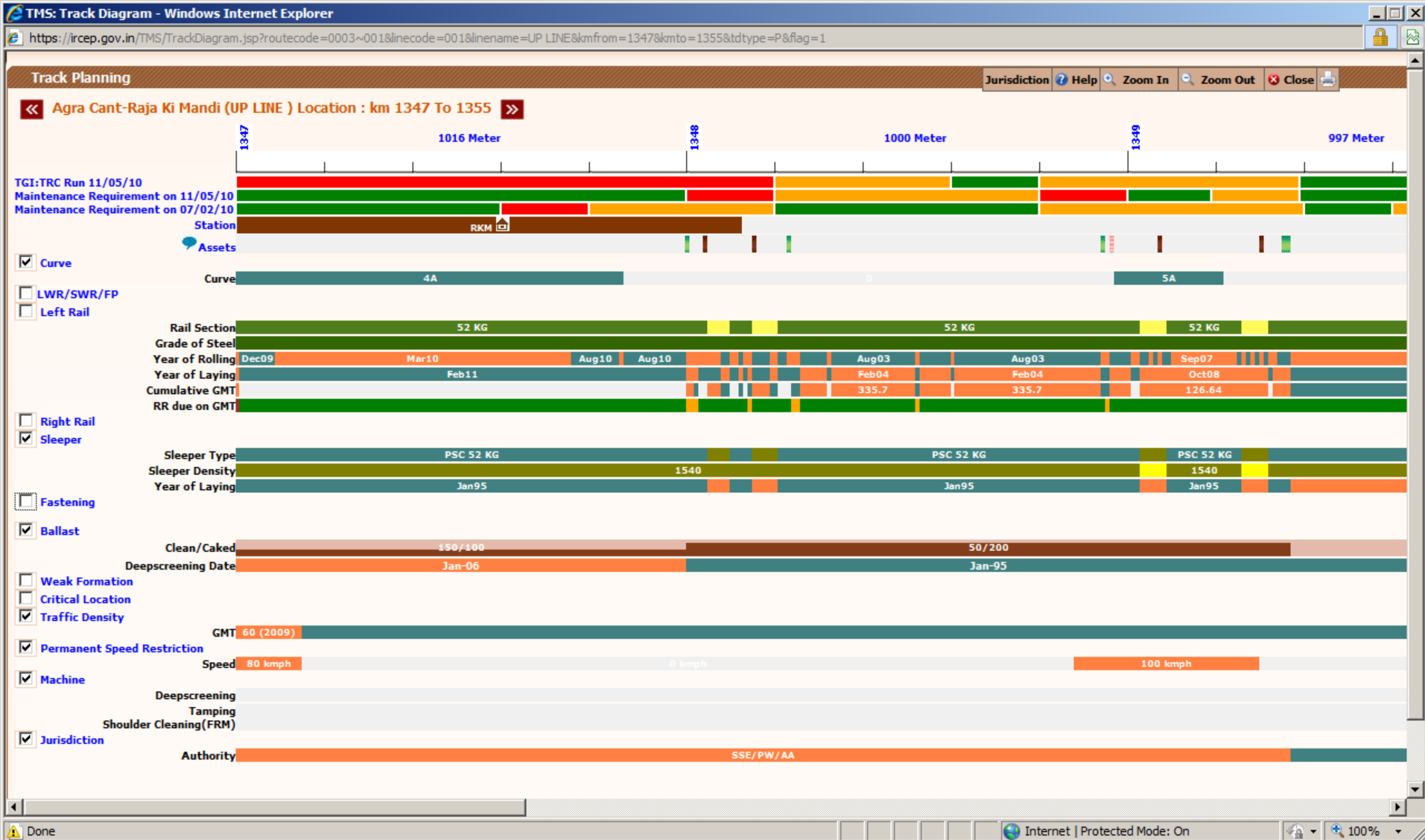
Section(s) under AGC

Section	Line	Authority Range		Enter Range		Station	Track Diagram
		From	To	From	To		
BHANDAI-AGRA CANT	UP LINE	1341	1343				
AGRA CANT-RAJA KI MANDI	UP LINE	1343	1347				
RAJA KI MANDI-MATHURA	UP LINE	1347	1397				
MATHURA-Okhla	UP LINE	1397	1479				
BHARATPUR-MATHURA	UP LINE	1243	1244				
MATHURA-VRINDAVAN	SINGLE LINE	0	11				
MATHURA-ALWAR	SINGLE LINE	1398	1515				
MATHURA-ACHNERA	SINGLE LINE	350	387				
ETMADPUR-TUNDLA south line	South Line	1251	1252				
Etmatpur-Tundla north line	North Line	1251	1252				
JAMUNA BRIDGE -ETMADPUR	UP LINE	1252	1269				
ETMADPUR (W)-MITAWALI	SINGLE LINE	1250	1251				
Etmatpur East - Etmatpur West (main line)	SINGLE LINE	1251	1252				
STRETCHI BRIDGE-JAMUNA BRIDGE	SINGLE LINE	85	87				
RAJA KI MANDI-STRETCHI BRIDGE	UP LINE	1347	1349				
JAMUNA BRIDGE(W Line AF)-BAYANA	SINGLE LINE	1	86				

Done

Internet | Protected Mode: On

15:50  
04-09-2011

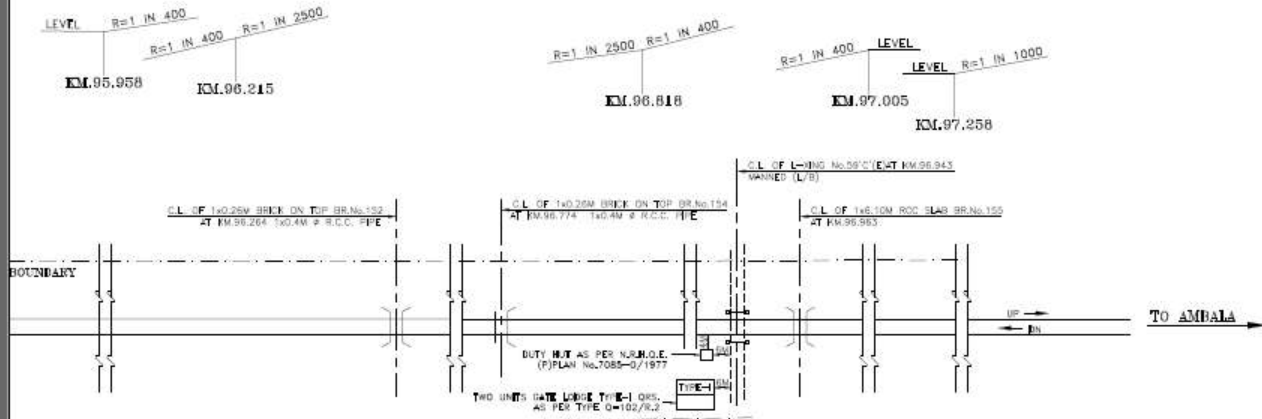


https://ircep.gov.in/TMS/TMSImageServlet?type=S&searchkey=BBDE&file=BBDE000.pdf - Windows Internet Explorer

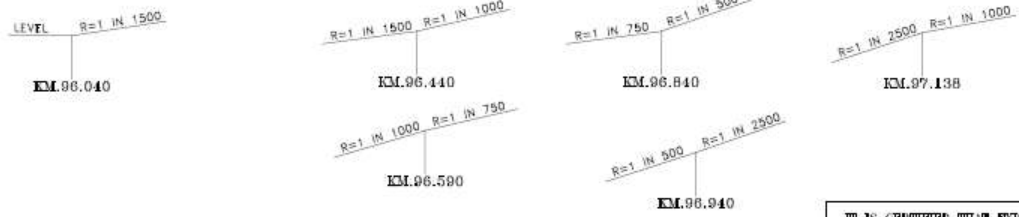
https://ircep.gov.in/TMS/TMSImageServlet?type=S&searchkey=BBDE&file=BBDE000.pdf

1 / 1 50% [Navigation icons]

Comment Share



- NOTES :-**
1. THIS PLAN IS PREPARED ON THE BASIS OF
  2. PLAN IS CORRECTED UP TO 31.03.2005.



IT IS CERTIFIED THAT EXISTING LAYOUT OF YARD PLAN IS CORRECT.

S.S.E./W/.      S.S.E./P.WAY/.      ADM/.

No.	DATE	DESCRIPTIONS	FORM
<b>REVISIONS</b>			
N.R. DIVISIONAL PLAN No.			N.R.B.Q.E. PLAN No.
SCALE :			CALCULATION No.
DEPT. CASE No.			DEPT. PLAN No.
E.Q. CASE No.			E.Q.E. PLAN No.

	D.E.M./D.I.
	Sr.DEN - Co-ord
	Sr.D.S.T.E.
	Sr.D.S.O.
	Sr.D.O.M./Pg.
	Sr.DEN -
<b>HEAD QRS. OFFICERS</b>	<b>DIVISIONAL OFFICERS</b>
<b>DELHI DIVISION</b>	
<b>YARD PLAN OF</b>	
<b>BABAR PUR</b>	
<b>RAILWAY STATION</b>	
<b>(DELHI-AMBALA SECTION)</b>	

110.04 x 11.81 in

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### TRC Reports

**Reports**

- KM wise Result
- SD Value based Block wise
- Index based Km wise
- CFD for TGI Values
- Line Graph
- AVG TGI Graph
- KM wise Comparison
- CFD Comparison of Runs
- Parameter Wise Comparison of Two Runs
- Analysis w.r.t. para 607(2) of IRPWM
- Category Summary Km wise

**Parameters**

Railway\*:

Division\*:

Section\*:

Line\*:

TRC Run No\*:

Km From\*:

Km To\*:

**NOTE:** ([Identification of location on various lines](#)) *Imp*

1. The TRC Reports for both UP/DN and other lines are in increasing KM.

2. (UP/DN) (UP/DN) (UP/DN) (UP/DN) (UP/DN) (UP/DN) (UP/DN) (UP/DN) (UP/DN) (UP/DN)

Internet | Protected Mode: On | 100%

Start | 15:57 | 04-09-2011

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### TRC Reports

Reports

- KM wise Result
- SD Value based Block wise
- Index based Km wise
- CFD for TGI Values
- Line Graph
- AVG TGI Graph
- KM wise Comparison
- CFD Comparison of Runs
- Parameter Wise Comparison of Two Runs
- Analysis w.r.t. para 607(2) of IRPWM
- Category Summary Km wise

Parameters

Railway\*: North Central Railway  
Division\*: Agra Cantt(AGC)  
Section\*: RAJA KI MANDI-MATHURA / 1347-1397 / RUN-4  
Line\*: UP

Available Runs	Selected Runs
20-SEP-09/b Range(1347-1397)	07-FEB-10/f Range(1347-1396) 11-MAY-10/e Range(1346-1397)

Internet | Protected Mode: On | 100% | 15:55 04-09-2011



TMS: AVERAGE & CFD CHART OF TGI VALUES - Windows Internet Explorer

https://ircep.gov.in/TMS/AvgnCfdGraph.jsp?url=1350~1390~0003~001

## AVERAGE & CFD CHART OF TGI VALUES

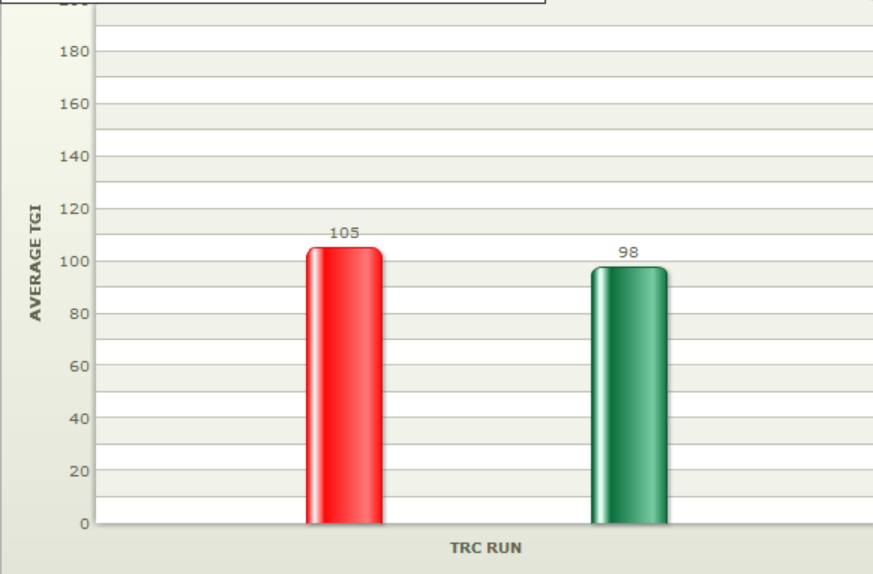
Print Close

UP LINE

RKM-MTJ 1350 to 1390

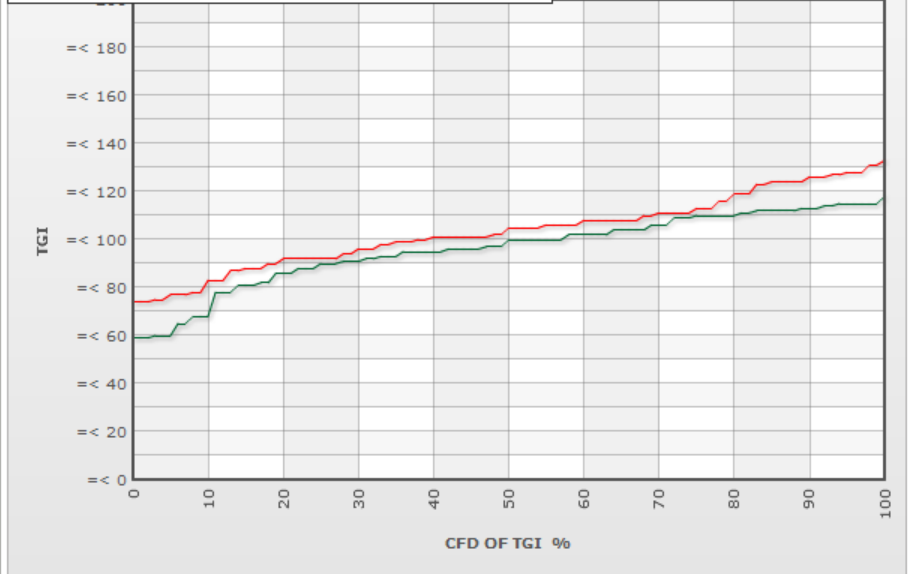
No. of KM's = 40

FusionCharts Evaluation - An InfoSoft Global Creation



RUN DATE	07/02/10	11/05/10
KMs	40	36
REC.	100%	90%

FusionCharts Evaluation - An InfoSoft Global Creation



KMs	40 100%	36 90%
>100	25 63%	18 50%
>80	37 93%	32 89%
>60	40 100%	35 97%
>40	40 100%	36 100%
DATE	07/02/10	11/05/10

Done

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### OMS Reports

**Reports**

- Accln. Peak Chart
- Accln. Peak Graph
- Accln. Peak Details
- Last Three Run Accln. Peak
- Ride Index Details
- Last Three Run Ride Index

**Parameters**

Railway\*: South Central Railway  
Division\*: Secunderabad(SC)  
Section\*: Warangal-Dornakal Jn / 376-461 / RUN-24  
Line\*: UP  
Oms First Run\*: 06-JUN-11/4 / RANGE(369-567)    Oms Second Run\*: 05-JUL-11/2 / RANGE(369-566)  
Threshold Value\*: 0.15  
Km From\*:  
Km To\*:

**NOTE:** (Identification of location on various lines) <sup>Imp</sup>  
1. The OMS Reports for both UP/DN and other lines are in increasing KM.  
2. KM/145 M/200 is 200 M from KM 145 towards 146 on both UP/DN and other lines.

Internet | Protected Mode: On | 100%

Start | Internet Explorer | Windows Taskbar | 22:17 04-09-2011



Inspection   Miscellaneous   Report   Innovations

TMS: KM Wise Comparison - Windows Internet Explorer

https://ircep.gov.in/TMS/OmsReportController

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TMS: KM Wise Comparison

Page   Safety   Tools

### COMPARISON OF TWO RUNS (ACCELERATION PEAKS)

First Run : 06-JUN-11/4   Second Run : 05-JUL-11/2   Threshold Values : 0.15  
From KM : 380   To KM : 500   Direction : UP

KM	DIST	Vertical Acceleration		Lateral Acceleration		SPEED	
		RUN1	RUN2	RUN1	RUN2	RUN1	RUN2
383	993	-	-	-	0.16		108
387	355	0.16	-	-	-	113	
387	474	0.16	-	-	-	113	
387	810	-	0.16	-	-		107
389	653	-	0.17	-	-		84
389	662	-	0.17	-	-		84
389	707	-	-	0.2	-	113	
389	833	-	0.16	-	-		107
389	841	-	0.17	-	-		84
389	849	-	0.17	-	-		84
391	218	0.2	-	-	-	121	

**Oms Reports**

Reports

- Accln. Peak Chart
- Accln. Peak Graph
- Accln. Peak Details
- Last Three Run Accln. Peak
- Ride Index Details
- Last Three Run Ride Index

**Parameters**

Railway\*: South Central Railway

Division\*: Secunderabad(SC)

Section\*: Warangal-Dornakal Jn / 376-461 / RUN-24

Line\*: UP

Oms First Run\*: 06-JUN-11/4 / RANGE(369-567)   Oms Second Run\*

Threshold Value\*: 0.15

Km From\*: 380

Km To\*: 500

**Submit**   **Clear**

**NOTE:** (Identification of location on various lines) *Imp*  
 1. The OMS Reports for both UP/DN and other lines a  
 2. KM/145 M/200 is 200 M from KM 145 towards 146 other lines.

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### OMS Reports

Reports

- Accln. Peak Chart
- Accln. Peak Graph
- Accln. Peak Details
- Last Three Run Accln. Peak
- Ride Index Details
- Last Three Run Ride Index

Parameters

Railway\*: South Central Railway

Division\*: Secunderabad(SC)

Section\*: Warangal-Dornakal Jn / 376-461 / RUN-24

Line\*: UP

Oms Run No\*: 05-JUL-11/2 / RANGE(369-566)

Threshold Value\*: 0.15

Km From\*: 380

Km To\*: 450

Submit Clear

**NOTE: (Identification of location on various lines) Imp**  
 1. The OMS Reports for both UP/DN and other lines a  
 2. KM/145 M/200 is 200 M from KM 145 towards 146 other lines.

OMS Peak Report - Windows Internet Explorer

https://ircep.gov.in/TMS/OmsReportController

**OMS REPORT (ACCN. PEAKS)**

SECTION :- WL-DKJ      OMS RUN NO :- 2  
 LINE :- UP      DATE OF RUN :- 05-JUL-11  
 KM FROM :- 380 To 450      THRESHOLD LIMIT >= :- 0.15

Kilometer		Acceleration Value		
Km	Distance(m)	Vert. Accn.(g)	Lat. Accn.(g)	Speed (Km/h)
383	993		0.16	108
387	810	0.16		107
389	653	0.17		84
389	662	0.17		84
389	833	0.16		107
389	841	0.17		84
389	849	0.17		84
394	701	0.16		110
416	568	0.16		77
433	943	0.16		95

Done

Internet | Protected Mode: On

Start

22:21  
04-09-2011

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Oms Reports

Reports

- Accln. Peak Chart
- Accln. Peak Graph
- Accln. Peak Details
- Last Three Run Accln. Peak
- Ride Index Details
- Last Three Run Ride Index

Parameters

Railway\*: South Central Railway

Division\*: Secunderabad(SC)

Section\*: Warangal-Dornakal Jn / 376-461 / RUN-24

Line\*: UP

Oms First Run\*: 06-JUN-11/4 / RANGE(369-567) Oms Second Run\*

Threshold Value\*: 0.15

Km From\*: 380

Km To\*: 460

Submit Clear

**NOTE: (Identification of location on various lines) Imp**  
 1. The OMS Reports for both UP/DN and other lines  
 2. KM/145 M/200 is 200 M from KM 145 towards 146 other lines.

TMS: Accln. Peak Comp. Graph - Windows Internet Explorer  
 https://ircep.gov.in/TMS/OmsPeakCompGraph.jsp

Accln. Peak Graph

FusionCharts Evaluation - An InfoSoft Global Creation

Comparison of accn. peak data for 2 Runs

Category	RUN 1- 06-JUN-11/4	RUN 2- 05-JUL-11/2
Vertical	13	3
Lateral	9	1

Done Internet | Protected Mode: On 22:22 04-09-2011

Daily Progress - Windows Internet Explorer

https://ircep.gov.in/TMS/ReportServletUSFDOthers?REPNUM=31&INSPDATE=25/08/2011&INSPID=162314&TEAMUSFD=04300010&LOGINIDUSFD=sriniv...

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Daily Progress

Page Safety Tools

## DAILY PROGRESS REPORT OF USFD TESTING

<b>Inspection Date</b>	25/08/2011	<b>Entry Date</b>	25/08/2011	<b>USFD Team</b>	South Welds
<b>PWI</b>	Srinivas V	<b>M/c No.</b>	201/514	<b>Line/LoopLine</b>	UP LINE
<b>Section/Station</b>	Bibinagar - Kazipet Jn		<b>Km Tested From</b>	263	<b>Meter From</b>
<b>Test Type</b>	RAIL	<b>Km Tested To</b>	265	<b>Meter To</b>	
<b>Type Of USFD</b>	NEED BASED	<b>LR/RR</b>	BOTH		<b>Tested By</b>
					Departmental

Type	Location of Flaw				RR or LR	Defect Position	Asset Name	Probe Used	Nature of echo (shift/fixd)		Echo Amplitude	Classification		Joggled?	Remarks
	Km From	Meter From	TP From	TP To					From	To		New	Old		
Rail	263		43		LR	Head	3				OBS		YES	FB weld	
Rail	263		43		LR	Head	5				OBS		YES	FB weld	
AT Weld	263	661	25	27	RR	Head	2				OBS(W)		YES		
AT Weld	264	192	5	7	LR	Head	3				OBS(W)		YES		
AT Weld	264	291	9	11	LR	Head	3				OBS(W)		YES		
AT Weld	263	540	21	23	LR	Head	4				OBS(W)		YES		
AT Weld	263	736	29	31	LR	Head	4				OBS(W)		YES		
AT Weld	264	198	5	7	LR	Head	4				OBS(W)		YES	2 nd weld	
AT Weld	264	410	15	17	RR	Head	4				OBS(W)		YES	2 nd weld	
AT Weld	263	546	21	23	RR	Head	5				OBS(W)		YES		

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### USFD Defects

USFD Defects of SC Division as on 04/09/2011, 15 : 24 : 27

Route	Weld Population		Rail		Weld										
	AT	FB	IMR	OBS	AT Weld					FB Weld					
					IMRW	OBSW (NJP)	OBSW (JP)	DFW	TOTAL	% Defect	IMRW	OBSW (NJP)	OBSW (JP)	TOTAL	% Defect
A	38211	84950	0	1496	0	135	6285	13	6433	16.84	0	198	7161	7359	8.66
B	47070	51631	0	554	0	79	5372	127	5578	11.85	0	95	3296	3391	6.57
D	29499	30078	0	116	0	7	1295	0	1302	4.41	0	2	1011	1013	3.37
E	22197	4593	0	26	0	0	348	6	354	1.59	0	0	55	55	1.20
OTHER	2111	945	0	33	0	16	145	13	174	8.24	0	1	7	8	0.85
<b>TOTAL</b>	<b>139088</b>	<b>172197</b>	<b>0</b>	<b>2225</b>	<b>0</b>	<b>237</b>	<b>13445</b>	<b>159</b>	<b>13841</b>	<b>9.95</b>	<b>0</b>	<b>296</b>	<b>11530</b>	<b>11826</b>	<b>6.87</b>

Route	Section	Line	Weld Population		Rail		Weld										Details	
			AT	FB	IMR	OBS	AT Weld					FB Weld						
							IMRW	OBSW (NJP)	OBSW (JP)	DFW	TOTAL	% Defect	IMRW	OBSW (NJP)	OBSW (JP)	TOTAL		% Defect
Wardha - BZA	BPQ-MAGH	UP	428	721	0	0	0	0	52	0	52	12.12	0	0	174	174	24.10	Details
Wardha - BZA	BPQ-MAGH	DN	304	833	0	12	0	0	51	0	51	16.72	0	4	59	63	7.55	Details
Wardha - BZA	MAGH-PDPL	UP	8127	16607	0	108	0	1	1113	4	1118	13.75	0	8	1380	1388	8.36	Details
Wardha - BZA	MAGH-PDPL	DN	5437	16024	0	83	0	2	837	5	844	15.52	0	20	917	937	5.85	Details
Wardha - BZA	PDPL-KZJ	UP	3522	8587	0	105	0	0	842	0	842	23.90	0	0	1222	1222	14.23	Details
Wardha - BZA	PDPL-KZJ	DN	2387	4135	0	7	0	0	358	0	358	14.99	0	0	268	268	6.48	Details
Wardha - BZA	KZJ-WL	UP	501	959	0	44	0	1	42	0	43	8.57	0	0	121	121	12.60	Details
Wardha - BZA	KZJ-WL	DN	545	945	0	30	0	2	127	2	131	23.99	0	5	142	147	15.54	Details
Wardha - BZA	WL-DKJ	UP	2822	9973	0	107	0	9	565	0	574	20.33	0	10	502	512	5.13	Details

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USFD Defects - Windows Internet Explorer

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USFD Defects

Rail / Weld Defects

Section : BPQ-MAGH Line: DN

**Rail Defects**

km	TPFROM	TPTO	LRRR	STATUS	Date of Detection
135	36	38	RR	OBS	20/08/2011
136	0	2	LR	OBS	20/08/2011
136	18	20	RR	OBS	20/08/2011
136	22	24	RR	OBS	20/08/2011
136	26	28	LR	OBS	20/08/2011
136	30	32	RR	OBS	20/08/2011
137	22	24	RR	OBS	21/08/2011
137	28	30	RR	OBS	21/08/2011
138	10	12	LR	OBS	21/08/2011
138	18	20	LR	OBS	21/08/2011
138	34	36	LR	OBS	21/08/2011
141	14	16	RR	OBS	23/08/2011

**Weld Defects**

km	m	TPFROM	TPTO	LRRR	WELD TYPE	WELD DATE	STATUS	Date of Detection
135	67.6	2	4	LR	FB WELD WORKSHOP		OBS(JP)	20/08/2011
135	78.4	2	4	LR	THERMIT WELD (AT WELD)	01/11/1995	OBS(JP)	20/08/2011
135	86.25	2	4	RR	FB WELD WORKSHOP		OBS(JP)	20/08/2011
135	90.25	2	4	LR	THERMIT WELD (AT WELD)	08/12/2007	OBS(JP)	20/08/2011
135	256.2	8	10	LR	FB WELD WORKSHOP		OBS(JP)	20/08/2011
135	269.94	8	10	LR	FB WELD WORKSHOP		OBS(JP)	20/08/2011
135	294	8	10	RR	FB WELD WORKSHOP		OBS(JP)	20/08/2011

% Defect

24.10	Details
7.55	Details
8.36	Details
5.85	Details
14.23	Details
6.48	Details
12.60	Details
15.54	Details
5.13	Details

Start | 16:09 04-09-2011



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**TMS**  
TRACK MANAGEMENT SYSTEM

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### USFD Progress Report

<input type="radio"/>	Daily Progress Report
<input checked="" type="radio"/>	Weekly Progress Report
<input type="radio"/>	Monthly Progress Report
<input type="radio"/>	Work Load Report
<input type="radio"/>	Yearly Target Report

**Parameters**

Railway*	North Central Railway
Division*	Agra Cantt(AGC)
From Date*	1/8/2011
To Date*	7/8/2011
USFD Team*	team 03
PWI Name*	harshwardhan01
Select Format*	HTML

Internet | Protected Mode: On | 100%

Start | 16:13 04-09-2011

## WEEKLY PROGRESS REPORT OF USFD TESTING

Period Of Testing From 1/8/2011 To 7/8/2011      USFD Team      team 03      PWI      Harshwardhan Sharma

Date	Section/Station	Test Type	Line/LoopLine	LR/RR	KM From	Meter From	KM To	Meter To	EQ KM	Rail Testing				Weld Testing	
										IMR	OBS	IMRW	OBSW	NO. OF WELD	DFW
03/08/2011	MTJ-OKA	WELD	UP	BOTH	1439	360	1441	0	0.67	0	0	0	0	20	8
04/08/2011	MTJ-OKA	WELD	UP	BOTH	1450	0	1450	155	0.97	0	0	0	0	29	2
05/08/2011	MTJ-OKA	WELD	UP	BOTH	1450	155	1450	336	1.03	0	0	0	0	31	7

### Summary -

Section/Station	Line/LoopLine	LR/RR	KM From	Meter From	KM To	Meter To	EQ KM	Rail Testing				Weld Testing	
								IMR	OBS	IMRW	OBSW	NO. OF WELD	DFW
MTJ-OKA	UP	BOTH	1439	0	1450	0		0	0	0	0	80	17

Signature of PWI USFD

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**TMS** TRACK MANAGEMENT SYSTEM

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**USFD Progress**

From Date 01/08/2011 To Date 04/09/2011

USFD Progress of AGC Division for period 01/08/2011 to 04/09/2011

Section	Line	Tested		Total Progress in Equivalent km	Defects				
		Rail in km	Weld Count		IMR	IMRW	OBS	OBSW	DFW
BHA-AGC	UP	0.77	0	0.770	0	0	0	0	0
BHA-AGC	DN	2	0	2.000	0	0	13	2	0
AGC-RKM	UP	1.15	0	1.150	0	0	0	2	0
AGC-RKM	DN	2	0	2.000	2	0	4	6	0
RKM-MTJ	UP	66.1	0	66.100	1	0	20	61	0
RKM-MTJ	DN	79.125	0	79.125	0	0	2	69	0
MTJ-OKA	UP	1.49	645	22.990	1	0	3	1	112
MTJ-OKA	DN	35.88	23	36.647	0	0	2	29	1
MTJ-OKA	IIIrd Line	0	21	0.700	0	0	0	0	0
AF-AH	SL	0	217	7.233	0	0	0	0	8
<b>TOTAL</b>		<b>188.515</b>	<b>906</b>	<b>218.715</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>170</b>	<b>121</b>

Route	Tested		Total Progress in Equivalent km	Defects				
	Rail in km	Weld Count		IMR	IMRW	OBS	OBSW	DFW
A	188.515	689	211.482	4	0	44	170	113
B	0	217	7.233	0	0	0	0	8
<b>TOTAL</b>	<b>188.515</b>	<b>906</b>	<b>218.715</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>170</b>	<b>121</b>

TMS: Inspection Due/Overdue - Windows Internet Explorer

https://ircep.gov.in/TMS/PopUpInspectionDue.jsp?dueflag=0&loginid=siva01

### Inspection Overdue

**NOTE:** Inspection Due/Overdue is calculated from your last date of inspection and not from other JE/SE's inspection on rotation basis.

Feature	Section/Station	Line/Loop Line	Asset Name	km	m	km To	m to	Last Insp. Dt.
LWR	MAGH-PDPL	UP	5	230	292	231	112	20/01/2011
LWR	MAGH-PDPL	UP	6	231	552	240	97	20/01/2011
LWR	MKDI	DN MAIN LINE	1	172	125	172	130	10/01/2011
LWR	SKZR	UP MAIN LINE	1	201	900	202	600	22/12/2010
PXING	MAGH-PDPL	DN	9B	145	888			
PXING	MAGH-PDPL	UP	10A	145	800			
PXING	MAGH-PDPL	UP	10B	145	840			
PXING	MAGH-PDPL	UP	9A	145	853			
PXING	MAGH-PDPL	UP	0	184	480			
PXING	MAGH	UP LOOP	B8A	142	750			
PXING	MAGH	UP LOOP	B15B	142	750			

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Condition  
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5. Entry of Fish Plates, Glued Joint, Weld in looplins and cross-overs is to be done.
6. Rail Joint Master to include type of Rail Joint at looplins and cross-overs
7. Ballast Master to include Ballast at looplins and cross-overs
8. Fastening Master to include Fastening at looplins and cross-overs

### Message Inbox

Date	Name	Designation	Message
01/09/2011	Sudhir Kumar Verma	ADEN/NORTH/KZJ/SC	we are facing 'java script line-2 error " very frequently. Due to this our valuable time is getting
22/07/2011	Cris Admin	CRIS	The station jurisdiction have to be assinged to JEs (Same way as Section jurdictin) , all the higher
22/07/2011	Cris Admin	CRIS	The Gang work of 1-07-2011 have not been saved.PI make gang work entery of 1-07-2011 again.

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### Location Needing Attention

**Domain**

- SC
  - SRDEN/NORTH
  - SR.DEN/SOUTH**
    - ADEN/SOUTH/KZJ
    - ADEN/DKZ
    - ADEN/MDR
  - SR.DEN/WEST
  - DEN/CENTRAL/SC
  - DEN/ BRIDGES/SC

**Section(Main Lines Only)**

BDCR Bye pass:

BDCR-RUSG:

DKJ Bye pass:

DKJ-KRA:

Direct  
 Point & Crossing  SEJ  LWR  Curve  Level Crossing  Buffer Rail  Sand Hump  Glued Joint  Land  
 Boundary  Push Trolley

Indirect  Foot Plate  Rear Vehicle  OMS  TRC

USFD  IMRW  IMR Rail  DFW(NJP)  DFW(JP)  OBS Weld(NJP)  OBS Weld(JP)  OBS Rail(NJP)  OBS Rail(JP)

Location Needing Attention Date: 04/09/2011

Section: Warangal-Dornakal Jn  
 Location: 376 - 461  
 Feature Selected: Foot Plate,Rear vehicle,OMS,TRC

SR#	Select for Print <input type="checkbox"/>	Feature	Date	Item Needing Attention	Location From		Location To		TP	Line
					km	m	km	m		
1	<input type="checkbox"/>	FOOT PLATE	04/08/2011	Attend rough running	379	0	381	0	32 - 2	DN
2	<input type="checkbox"/>	FOOT PLATE	04/08/2011	Attend low joint	387	0	387	0	26 - 28	DN
3	<input type="checkbox"/>	FOOT PLATE	04/08/2011	Attend rough running	388	0	388	0	24 - 26	DN
4	<input type="checkbox"/>	FOOT PLATE	04/08/2011	Attend rough running	394	0	394	0	4 - 6	DN
5	<input type="checkbox"/>	FOOT PLATE	04/08/2011	Attend rough running	413	0	414	0	32 - 4	DN
6	<input type="checkbox"/>	FOOT PLATE	04/08/2011	Rectify curve superelevation	426	0	426	0	26 - 28	DN
7	<input type="checkbox"/>	FOOT PLATE	21/08/2011	Attend running at turnout	447	0	447	0	24 - 30	DN
8	<input type="checkbox"/>	FOOT PLATE	21/08/2011	Attend running at turnout	447	0	447	0	24 - 30	DN
9	<input type="checkbox"/>	FOOT PLATE	21/08/2011	Attend running at turnout	447	0	447	0	29 - 25	UP
10	<input type="checkbox"/>	FOOT PLATE	21/08/2011	Attend running at turnout	447	0	447	0	29 - 25	UP

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### Gang Usage

South Central Railway

From Date: 01/04/2011 To Date: 04/09/2011

Track Men in numbers								Activity				Unaccounted
Sr	Sanctioned	On Roll	Leave	Sick	Absent	Rest	Gate Duty	T	R	S	M	
ADEN/DKZ	59973	38382	2509	1554	3808	5315	1477	6569	9904	401	6342	503
ADEN/MDR	45882	32271	2150	804	1847	3267	1033	5741	4197	369	11926	937
ADEN/SOUTH/KZJ	50027	37923	2975	1723	2220	4686	626	6775	7745	292	7509	3372
<b>Total</b>	<b>155882</b>	<b>108576</b>	<b>7634</b>	<b>4081</b>	<b>7875</b>	<b>13268</b>	<b>3136</b>	<b>19085</b>	<b>21846</b>	<b>1062</b>	<b>25777</b>	<b>4812</b>

Track Men in percentage								Activity				Unaccounted (%)
Sr	Sanctioned	On Roll	Leave(%)	Sick(%)	Absent(%)	Rest(%)	Gate Duty(%)	T(%)	R(%)	S(%)	M(%)	
ADEN/DKZ	59973	38382	6.54	4.05	9.92	13.85	3.85	17.11	25.80	1.04	16.52	1.31
ADEN/MDR	45882	32271	6.66	2.49	5.72	10.12	3.20	17.79	13.01	1.14	36.96	2.90
ADEN/SOUTH/KZJ	50027	37923	7.84	4.54	5.85	12.36	1.65	17.87	20.42	0.77	19.80	8.89
<b>Total</b>	<b>155882</b>	<b>108576</b>	<b>7.03</b>	<b>3.76</b>	<b>7.25</b>	<b>12.22</b>	<b>2.89</b>	<b>17.58</b>	<b>20.12</b>	<b>0.98</b>	<b>23.74</b>	<b>4.43</b>

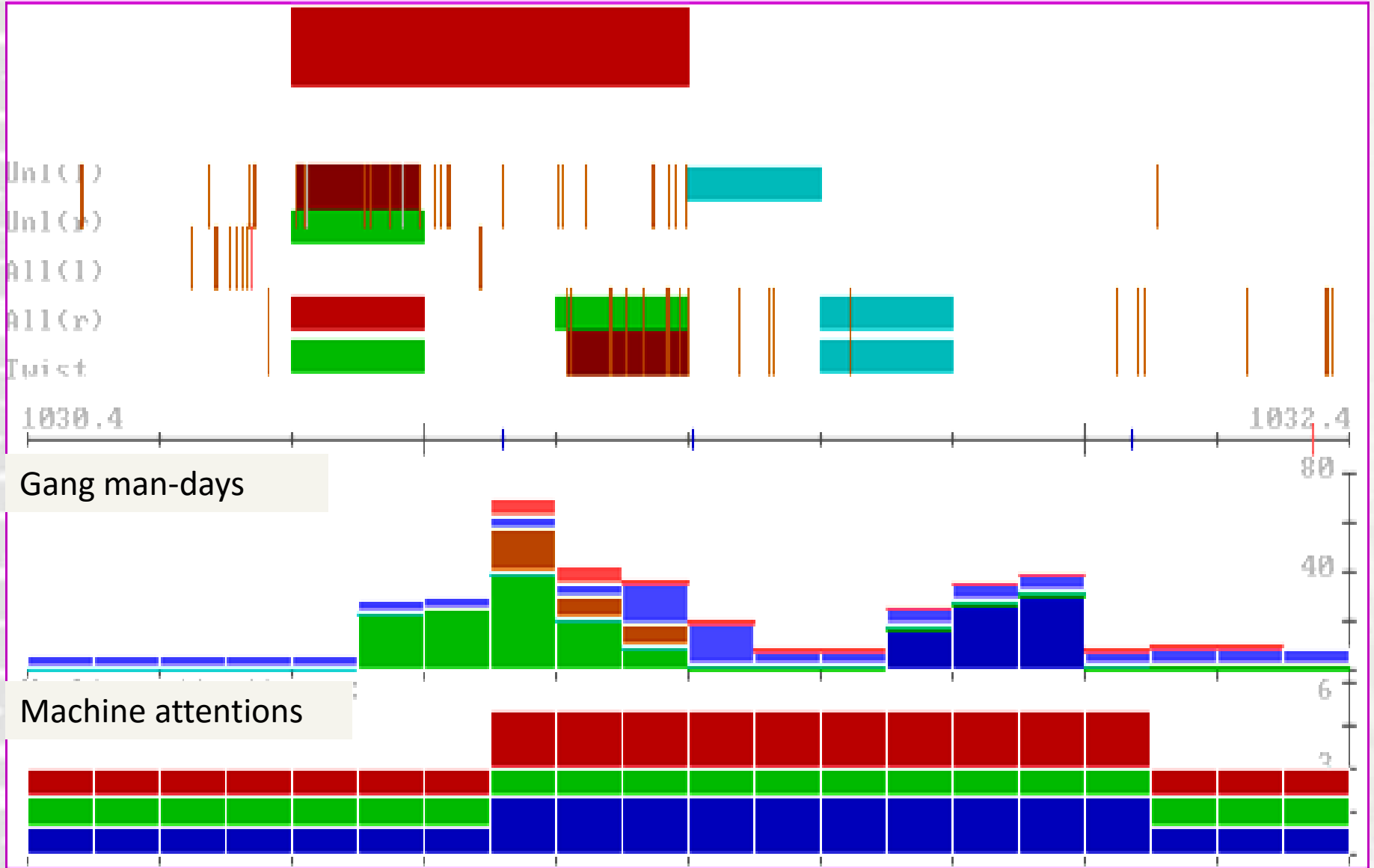
  

FusionCharts Evaluation - An InfoSoft Global Creation

Gang Attendance/Activity

T : Activities Affected By Traffic Density.  
 R : Routine Activities Unaffected By Traffic Density.  
 S : Site-Specific Activities.  
 M : Auxiliary Maintenance Activities.

# Track Maintenance Planning



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### Asset Register

Feature Type: POINT AND CROSSING

Railway: Select One  
 SEJ

Operating Station: LWR

Main-Line: CURVE

Division: Agra Cantt(AGC)

Line: All Lines

Sub-Line: Select One

Criteria (Point and Crossing)

Layout	ALL
Angle	ALL
Track Circuited	ALL
Flexure	ALL
Passenger Running Line	ALL
Date of Deep Screening	≤
Sleeper Type	WODDEN

Available Columns

- TRACK CIRCUIED
- FLEXURE
- MOTOR OPERATED
- PASSENGER LINE
- TRAFFIC DIRECTION
- SLEEPER TYPE
- LAST TAMPING DATE
- LAST DEEP SCREENING DATE
- OPERATING STATION

Done

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### Asset Register

Feature Type	LEVEL CROSSING		
Railway	North Central Railway	Division	Agra Cantt(AGC)
Route	ALL	Section	ALL
Line	ALL		
From Km		To Km	

**Filter Criteria (Level Crossing)**

Manned / Unmanned	UNMANNED	Status of manning	ALL
Gate Type	ALL	Class	ALL
Upgradation Due	<input type="checkbox"/>	On Strght. or curve	ALL
Number of Gateman		Number of Lines	
Whether Interlocked	ALL	Interlocking Status	ALL
Gate Lodge Position	ALL	L.C. in/near cutting	<input type="checkbox"/>
Traffic/Engineering gates	ALL	TVU ≥	
Date of Census	>	ALL	ALL

**Details of Columns to display (Level Crossing)**

Available Columns	Selected Columns
	ROAD CLASS
	ISSKEW
	AUTHORITY
	ANGLE
	CENSUSFROM
	CENSUSTO
	TVU
	STATE CODE
	DISTRICT
	ISGATE LODGED

Done

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04-09-2011

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CE's Circulars & Other Important Instructions

[ Track ] [ Track Machine ] [ Track Modernization ] [ Bridge ]  
 [ Works ] [ Water Supply ] [ Land ] [ Stores Related ] [ Other Important Instructions ]

Railway: Northern Railway Search:  Search

**CE's Circulars**

S.NO.	Railway	DATE	CIRCULAR NO.	SUBJECT	REMARK	Actions
1	NR	30/09/2008	261	Prevention of Corrosion of Plate & Rail Screws		
2	NR	06/09/2004	260	Maintenance of Level Crossing		
3	NR	13/03/2008	259 R1	In situ fabrication of Glued Joints		
4	NR	01/03/2006	258	Prevention of Corrosion of Rails and Welds		
5	NR	15/06/2005	257	Ballast Procurement and its utilization		
6	NR	04/02/2005	256	Provision of short check Rail ahead of toe of switch in points & Crossing on Curve		
7	NR	04/02/2005	256	Provision of short check Rail ahead of toe of switch in points & Crossing on Curve		
8	NR	16/07/2004	255	Inspection and Maintenance of Sreel Channal Sleepers laid on Girder Biidges		
9	NR	12/12/2002	254	Isolated Track Work in between sections.		
10	NR	16/10/2002	253	Corrosion of Rail at Fastening location		
11	NR	16/10/2002	252	Joint Sleepers		
12	NR	05/06/2002	251	Deep Screening of Fan Shaped Turn		

**Other Important Instructions**

S.NO.	Railway	DATE	CIRCULAR NO.	SUBJECT	Actions
1	NR	14/03/2011	319-W/44/Summer precautions/Pt.III	Track Maintenance during Summer Season	
2	NR	02/06/2011	302-W/0/Flood/Br.(S&D) Pt.III	Mansoon Precautions in track safety	

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Start 23:03 04-09-2011

- ✓ **Intelligent Actionable Reports available Anytime Anywhere**
- ✓ **No Time lag between data gathering and analysis there off**
- ✓ **Better decision making on account of data analysis at different levels of hierarchy**
- ✓ **Prioritization of Works based on inspection results**
- ✓ **Defect do not get lost till attended**
- ✓ **Quality of inspection vastly improved**
- ✓ **Proactive maintenance.**
- ✓ **Inventory management – warning of stores falling below critical limit**

## Environmental impact

- Contribution to the Planet Earth by removing 35-40 files that each
- PWI holds to input the track maintenance data
- Indian Railways has 5000-6000 PWIs across all over India.
- TMS will help to save close to 200 trees a year.

## Cultural Impact

- This is the first time that technology is reaching the person right at the bottom of the Railway Task Force hierarchy, i.e., the Section PWI, who is responsible for the upkeep of the track.
- TMS is being seen as a socially inclusive program helping to bridge the technology gap in the Railway Management hierarchy

## Social Impact

- The ability to proactively maintain track health which reduces the possibilities of train wreckages attributed to poor health of the track,  
Enhancing passenger safety drastically
- Taxpayers money is protected since track management builds in safe guards for Rail assets.



**TMS**

TRACK MANAGEMENT SYSTEM

INDIAN RAILWAYS



**Thank You**