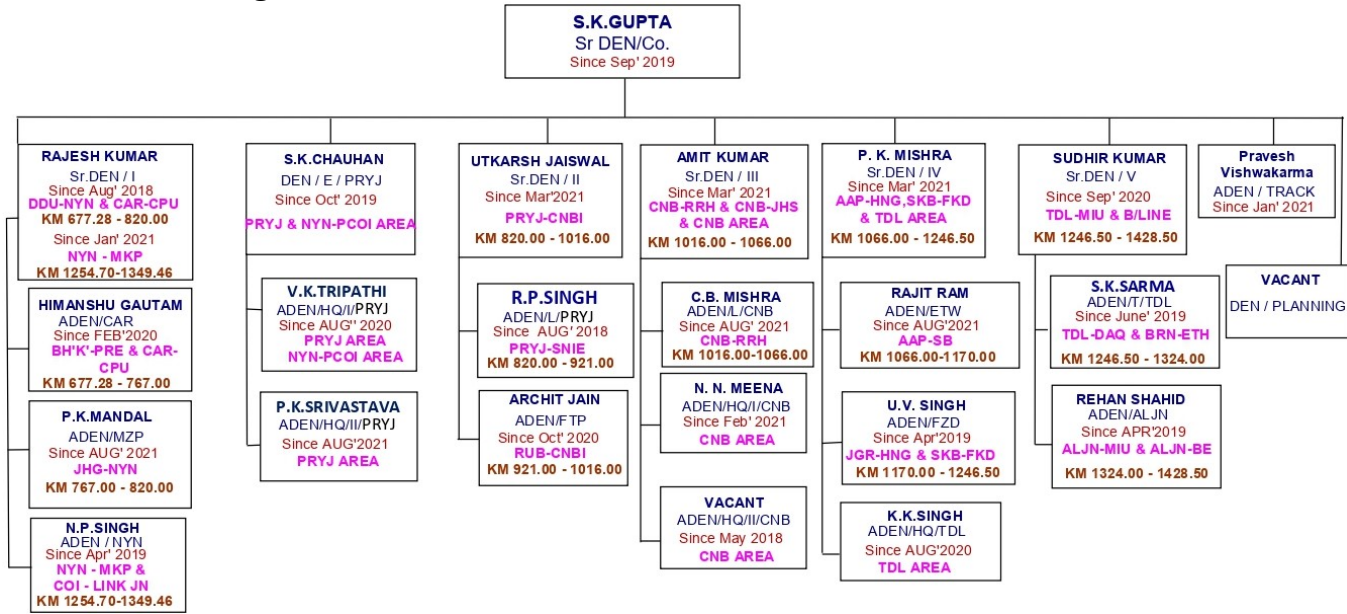


## 1.0 ENGINEERING

### 1.1 Organization



### 1.2 STAFF STRENGTH AND VACANCY POSITION:

| Branch       | Category   | Sanctioned strength           | Men on roll | Vacancies   | % of Vacancies against Sanctioned Strength | % of Staff against Sanctioned Strength |
|--------------|--|-------------------------------|-------------|-------------|--|--|
| P. Way       | SSE/P-Way  | 265                           | 212         | 53          | 20.0                                       | 80.0                                   |
|              | JE/P-Way   | 141                           | 49          | 92          | 65.2                                       | 34.8                                   |
|              | Track Maintainer-I                               | 715                           | 343         | 372         | 52.0                                       | 48.0                                   |
|              | Track Maintainer-II                              | 1430                          | 1191        | 239         | 16.7                                       | 83.3                                   |
|              | Track Maintainer-III                             | 1430                          | 1519        | -89         | -6.2                                       | 106.2                                  |
|              | Track Maintainer-IV                              | 3573                          | 2461        | 1112        | 31.1                                       | 68.9                                   |
| Works        | SSE/Works  | 68                            | 57          | 11          | 16.2                                       | 83.8                                   |
|              | JE/ Works  | 33                            | 2           | 31          | 93.9                                       | 6.1                                    |
| <b>Total</b> |  | <b>7655</b>                   | <b>5834</b> | <b>1821</b> | <b>23.8</b>                                | <b>76.2</b>                            |
| Bridge       | BRIs   | Concerned to Bridge Org.      |             |             |  |  |
| Ministerial  | Clerks<br>Drafts Men<br>Typists<br>Stenographers | Concerned to Personnel Deptt. |             |             |  |  |

### 1.3 BRIDGES:

| Section       | Important | Major | Minor | ROB |
|---------------|-----------|-------|-------|-----|
| DDU-GZB (M/L) | 4         | 84    | 1592  | 76  |
| Branch Line   | 1         | 71    | 918   | 17  |

### IMPORTANT BRIDGES:

| S.No. | Bridge No. | Location    | Section  | No. of Span | Span              | Type of Bridge |
|-------|------------|-------------|----------|-------------|-------------------|----------------|
| 1     | 5 UP       | 792/9-23    | MGS-PRYJ | 7.2 X 2     | 45.7 , 9.75&14.64 | RIVT PG        |
| 2     | 5 DN       | 792/24-10   |          | 7 X 2       | 45.7 & 16.60      | RIVT PG        |
| 3     | 30 UP      | 821/0-822/0 |          | 14 .2 X 1   | 61.0,8.84 & 9.14  | RIVT PG        |
| 4     | 30 DN      | 821/0-822/0 |          | 14 .2 X 1   | 61.0,8.84 & 9.14  | RIVT PG        |
| 5     | 399        | 143/2-144/5 | CAR-CPU  | 2 X14       | 30.5 & 26.2       | RIVT PG        |

### 1.4 CURVES:

| S.No. | Description of Curve       | MGS-GZB M/L | Branch lines |
|-------|----------------------------|-------------|--------------|
| 1     | Curve < 0.5 degree         | 293         | 01           |
| 2     | Curve $\geq 0.5$ <1 degree | 187         | 17           |
| 3     | Curve $\geq 1$ degree      | 35          | 67           |

### 1.5 TRACK UTILISATION-SECTION WISE GMT:

| Section  | UP M/L  |         | DN M/L  |         |
|----------|---------|---------|---------|---------|
|          | 2016-17 | 2019-20 | 2016-17 | 2019-20 |
| DDU-PRYJ | 94.64   | 65.83   | 67.69   | 47.81   |
| PRYJ-CNB | 68.52   | 66.75   | 52.49   | 49.72   |
| CNB-TDL  | 79.44   | 65.44   | 65.87   | 55.94   |
| TDL-GZB  | 78.40   | 45.81   | 57.74   | 42.28   |

## 1.6 PROGRESS OF IMPORTANT WORKS:

| S. No. | Items                                     | Target for 2021-22 | Cumulative Progress upto Aug-21 | Cumulative Progress upto Aug-20 | Comparative performance w.r.t last year Prog. in % |
|--------|---|--------------------|---------------------------------|---------------------------------|--|
| 1      | Track Renewal (CTR Unit)                  | 186.5              | 46.12                           | 40.14                           | <b>115</b>   |
| 2      | Ballasting (Thou.Cum.)                    | 200                | 70.42                           | 68.63                           | <b>103</b>   |
| 3      | Deep Screening(Km)                        | 240                | 47.01                           | 49.18                           | <b>96</b>  |
| 4      | Scrap Disposal(MT)                        | 25000              | 4161                            | 1358                            | <b>306</b>   |
|        | Rail                                      | 21500              | 2453                            | 740                             | <b>331</b>   |
|        | C.I                                       | 1000               | 0                               | 0                               | -  |
|        | Other Works                               | 2500               | 1708                            | 618                             | -  |
|        |   | -                  | -                               | -                               | -  |
| 5      | Improved SEJ(Nos)                         | 117                | 85                              | 73                              | <b>116</b>   |
| 6      | Laying of Glued Joints(Nos)               | 0                  | 844                             | 384                             | <b>220</b>   |
| 7      | Laying of Fan Shaped Turnouts (Sets) Eff. | 200.75             | 100.38                          | 56.94                           | <b>176</b>   |
| 8      | Accident on Engineering Account           | -                  | 0                               | 0                               | -  |
| 9      | Rail/Weld Fracture (Nos)                  | -                  | 8                               | 3                               | -  |
| 10     | Tamping (Km.) HOT                         | 1430               | 821.04                          | 805.45                          | <b>102</b>   |
| 11     | USFD(Km.)                                 | 19208              | 7865                            | 8192                            | <b>96</b>  |
| 12     | Channel Sleeper(Nos.)                     | 0                  | 0                               | 0                               | -  |