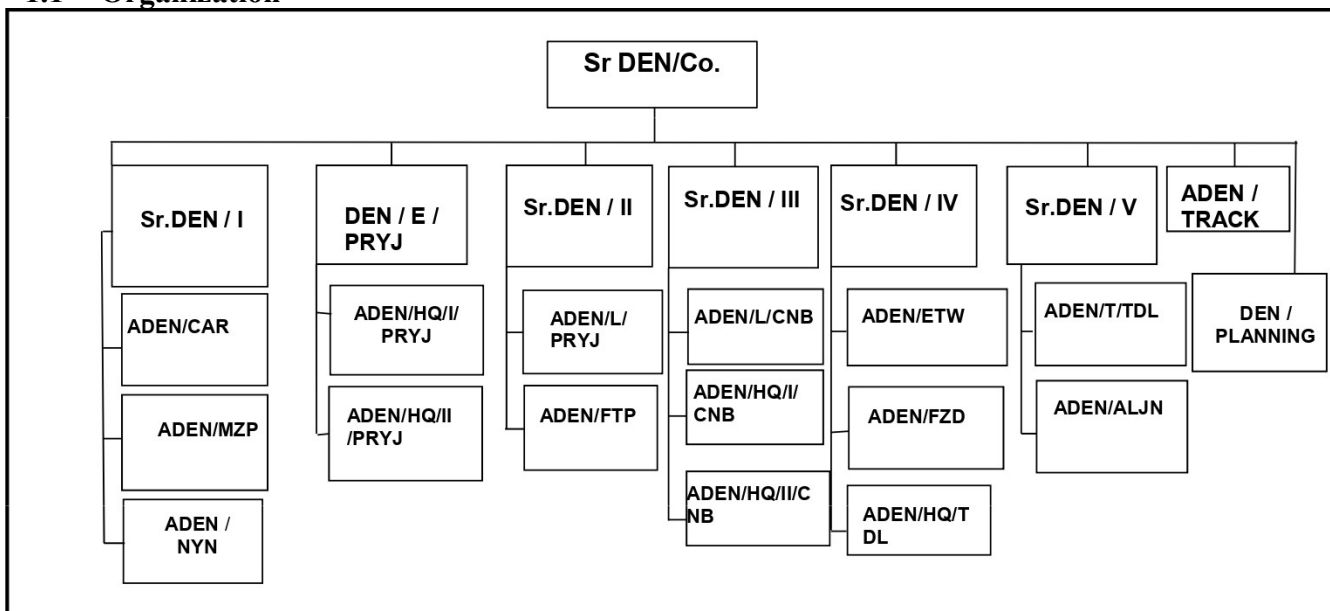


# ENGINEERING

## 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	210	55	20.8	79.2
	JE/P-Way	141	124	17	12.1	87.9
	Track Maintainer-I	715	553	162	22.7	77.3
	Track Maintainer-II	1430	1345	85	5.9	94.1
	Track Maintainer-III	1430	1339	91	6.4	93.6
	Track Maintainer-IV	3573	2187	1386	38.8	61.2
Works	SSE/Works	68	54	14	20.6	79.4
	JE/ Works	33	20	13	39.4	60.6
<b>Total</b>		<b>7655</b>	<b>5832</b>	<b>1823</b>	<b>28.8</b>	<b>76.2</b>

## 1.3 BRIDGES:

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

## LEVEL CROSSING GATE

### 1.1 Summary of level crossing

Section	Spl	A	B	C	Total
DDU-GZB M/L	34	19	16	36	105
NYN-MKP	1	0	9	14	24
Branch lines	3	2	8	48	61

### 1.2 ANALYSIS OF MANNED LEVEL CROSSING

Engineering							Traffic					
Section	Spl	A	B	C	D	Total	Spl	A	B	C	D	Total
DDU-GZB M/L	15	12	3	28	0	58	19	7	13	8	0	47
NYN-MKP	1	0	3	8	0	12	0	0	6	6	0	12
Branch lines	0	0	4	43	0	47	3	2	4	5	0	14
<b>Total</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>79</b>	<b>0</b>	<b>117</b>	<b>22</b>	<b>9</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>73</b>
Interlocked							Non-Interlocked					
Section	Spl	A	B	C	D	Total	Spl	A	B	C	Total	TVU Nil
DDU-GZB M/L	35	19	16	35	0	105	0	0	0	0	0	0
NYN-MKP	1	0	9	6	0	16	0	0	0	8	8	0
Branch lines	3	2	7	8	0	20	0	0	0	40	40	1
<b>Total</b>	<b>39</b>	<b>21</b>	<b>32</b>	<b>49</b>	<b>0</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>48</b>	<b>1</b>

#### Details of LC having TVU>20000

Section	Spl	A	B	C	D	Total
DDU-GZB M/L	28	17	15	37	0	97
NYN-MKP	1	0	9	4	0	14
Branch lines	3	2	6	12	0	23
<b>Total</b>	<b>32</b>	<b>19</b>	<b>30</b>	<b>53</b>	<b>0</b>	<b>134</b>

**PROGRESS OF IMPORTANT WORKS:**

<b>S. No.</b>	<b>Items</b>	<b>Target for 2022-23</b>	<b>Cumulative Progress upto Jul-22</b>	<b>Cumulative Progress upto Jul-21</b>	<b>Comparative performance w.r.t last year Prog. in %</b>
1	Track Renewal (CTR Unit)	228	57.16	32.51	<b>176</b>
2	Ballasting (Thou.Cum.)	210	91.56	70.42	<b>130</b>
3	Deep Screening (Km)	278	113.68	36.29	<b>313</b>
4	Scrap Disposal (MT)	12000	4504	2152	<b>209</b>
	Rail	11000	4318	1491	-
	C.I	400	0	0	-
	Other	600	185	661	-
	Works	-	-	-	-
5	Improved SEJ(Nos)	77	71	61	<b>116</b>
6	Laying of Glued Joints (Nos)	0	540	653	<b>83</b>
7	Laying of Fan Shaped Turnouts (Sets) Eff.	365.25	84.81	63.25	<b>134</b>
8	Accident on Engineering Account	-	0	0	-
9	Rail/Weld Fracture (Nos)	-	6	7	-
10	Tamping (Km.) HOT	4225	536.4	583.79	<b>92</b>
11	USFD(Km.)	18781	6045	6089	<b>99</b>
12	Channel Sleeper(Nos.)	4400	130	0	<b>100</b>