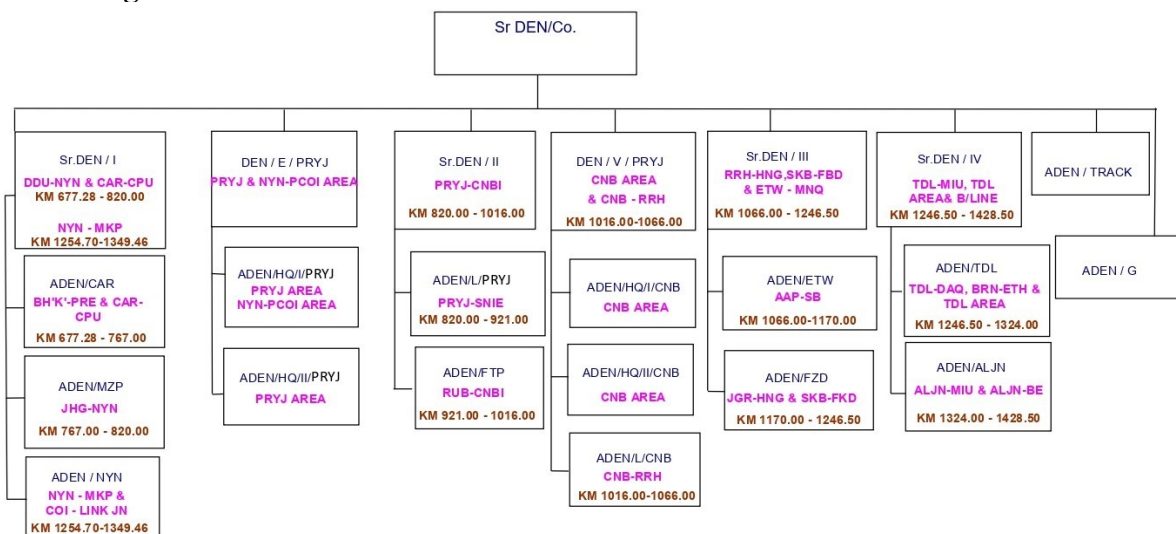


# ENGINEERING

## 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	243	22	8.3	91.7
	JE/P-Way	141	71	70	49.6	50.4
	Track Maintainer-I	744	621	123	16.5	83.5
	Track Maintainer-II	1487	1247	240	16.1	83.9
	Track Maintainer-III	1487	1325	162	10.9	89.1
	Track Maintainer-IV	3718	3031	687	18.5	81.5
Works	SSE/Works	68	65	3	4.4	95.6
	JE/Works	33	12	21	63.6	36.4
<b>Total</b>		<b>7943</b>	<b>6615</b>	<b>1328</b>	<b>16.7</b>	<b>83.3</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	24	13	11	25	<b>73</b>
NYN-MKP	0	0	9	13	<b>22</b>
Branch lines	3	2	8	40	<b>53</b>

### 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	10	6	2	21	0	<b>39</b>	14	7	9	4	0	<b>34</b>
NYN-MKP	0	0	3	8	0	<b>11</b>	0	0	6	5	0	<b>11</b>
Branch lines	0	0	4	35	0	<b>39</b>	3	2	4	5	0	<b>14</b>
<b>Total</b>	<b>10</b>	<b>6</b>	<b>9</b>	<b>64</b>	<b>0</b>	<b>89</b>	<b>17</b>	<b>9</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>59</b>
Interlocked							Non-Interlocked					
Section	Spl	A	B	C	D	Total	Spl	A	B	C	Total	TVU Nil
DDU-GZB M/L	24	13	11	25	0	<b>74</b>	0	0	0	0	0	<b>0</b>
NYN-MKP	0	0	9	6	0	<b>15</b>	0	0	0	7	7	<b>0</b>
Branch lines	3	2	7	11	0	<b>23</b>	0	0	0	29	29	<b>1</b>
<b>Total</b>	<b>27</b>	<b>15</b>	<b>27</b>	<b>42</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>1</b>

#### Details of LC having TVU>20000

Section	Spl	A	B	C	D	Total
DDU-GZB M/L	26	14	14	31	0	85
NYN-MKP	0	0	9	3	0	12
Branch lines	3	2	6	14	0	25
<b>Total</b>	<b>29</b>	<b>16</b>	<b>29</b>	<b>48</b>	<b>0</b>	<b>122</b>

**PROGRESS OF IMPORTANT WORKS:**

<b>S. No.</b>	<b>Items</b>	<b>Target for 2024-25</b>	<b>Cumulative Progress upto May-24</b>	<b>Cumulative Progress upto May-23</b>	<b>Comparative performance w.r.t last year Prog. in %</b>
1	Track Renewal (CTR Unit)	212.5	25.84	26.31	<b>98</b>
2	Ballasting (Thou.Cum.)	300	68.60	51.57	<b>133</b>
3	Deep Screening Plain (Km)	300	73.04	40.28	<b>181</b>
4	Scrap Disposal(MT)	10000	2607.16	826.93	<b>315</b>
	Rail	9000	1533	473	<b>324</b>
	C.I	400	0	0	-
	Other	600	1075	354	-
	Works	-	-	-	-
5	Improved SEJ(Nos)	40	42	57	<b>74</b>
6	Laying of Glued Joints(Nos)	0	240	242	<b>99</b>
7	Laying of Fan Shaped Turnouts (Sets) Eff.	198.75	48.38	48.63	<b>99</b>
8	Accident on Engineering Account	-	0	0	-
9	Rail/Weld Fracture (Nos)	-	1	4	-
10	Tamping (Km.) HOT	4320	407.2	351.18	<b>116</b>
11	USFD(Km.)	24150	3316	2928	<b>113</b>
12	Steel Channel Sleeper(Nos.)	6000	659	1040	<b>63</b>