

दक्षिण पूर्व मध्य रेलवे  
SOUTH EAST CENTRAL RAILWAY

कार्यालय  
वरिष्ठ उपमहाप्रबंधक, बिलासपुर



Office of the  
Sr. Dy. General Manager, Bilaspur.  
Tel.No. 64006(Rly), 07752-414229

पत्र सं. No. WS/Engg./R/18-19/ 188

दिनांक Dated: 12.07.2018

The Divisional Railway Manager,  
S.E.C. Railway,  
Raipur.

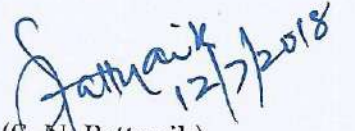
Sub: Work study on "Review of existing cadre strength of Track Maintainer under SSE (P. Way) Units in Engineering Department of Raipur Division."

Ref.: (1) This office L. No. WS/Engg./R/18-19/796 dated 12.06.2018  
(2) Sr. DEN (Co)/R's L. No. SECR/R/Engg./General/1GS/106/Cadre/Work Study/TM/1293 dated 19.06.2018.

The work study Track Maintainer category of Engineering (P-Way) Department in Raipur Division was conducted to review the existing cadre strength in view of present work load, Multi-skilling concept, outsourcing activities, need base requirement and optimum utilization of manpower. A draft study report was sent to your office vide under reference (1) to furnish the remarks and the remarks was received by this office vide letter under reference [2]. The remarks received on the draft report have been examined and reviewed accordingly.

Therefore the draft report is finalised with recommendation for surrender of 84 surplus vacant posts of Track Maintainer from Engineering Department of Raipur Division. And it is requested that suitable instructions may be given to concerned Officers for implementation of the work Study report and copy of surrender memorandum may be sent to this office so that progress of implementation of work study can be advised to Railway Board accordingly.

This has the approval of SDGM.

  
(S.N. Pattnaik)  
Asst. Work Study Officer  
For SR. DY. GENERAL MANAGER

Encl: 1 work study report.

Copy to:-

- ✓ 1) The Executive Director, E&R (ME), Railway Board for kind information.
- 2) Secretary/SECR for kind information of GM.
- 3) PCE, CPO/SECR/ BSP for kind information.
- 4) Sr.DEN (Co)/R, Sr.DPO/R for kind information and necessary action.



# **SOUTH EAST CENTRAL RAILWAY**

**WORK STUDY CELL**

## **Work study report on**

**“Review of Existing Cadre Strength Vis-a-vis  
Workload of Track Maintainer under  
SSE(P. Way) Units of Engineering Department in  
Raipur Division”**

**OVER S.E.C. RAILWAY**



**WORK STUDY CELL  
S. E C. RAILWAY  
BILASPUR**

**STUDY NO.  
SEC/06/2018-19**

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**“Review of Existing Cadre Strength Vis-a-vis Workload of Track  
Maintainer under  
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Raipur Division”**

**OVER S.E.C. RAILWAY**

### **GUIDED BY**

**SRI AMIT KUMAR SINGH**

**SR.DY. GENERAL MANAGER**

### **LED BY**

**SRI S. N. PATTNAIK**

**ASST. WORK STUDY OFFICER**

### **CONDUCTED BY**

**SRI V. K. SINHA  
CH. WORK STUDY INSPECTOR**

**SRI S. K. MISHRA  
WORK STUDY INSPECTOR**

**WORK STUDY CELL  
S. E. C. RAILWAY BILASPUR**

**STUDY No.  
SEC/06/2018-19**

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## **SUMMARY OF RECOMMENDATIONS & SUGGESTIONS**

<b>Rec. No.</b>	<b>Description</b>	<b>Para Reference</b>
<b><u>RECOMMENDATIONS:</u></b>		
1.	Considering the existing work load, it is recommended that as per details given in Para 3.2, the requirement of Track Maintainer comes to 2060 against sanction of 2144 staff. Thus 84 identified surplus vacant posts of Track Maintainer should be surrendered from Engineering Department of Raipur Division.	3.5.1
2.	The money value resulting after surrendering of identified surplus 84 vacant post may be utilised for creation of posts required for Track Machine maintenance work.	3.5.2
3.	The balance vacant post of Track Maintainer category should be filled up for better monitoring of contractual and departmental civil engineering works.	3.5.3
<b><u>Suggestions:</u></b>		
1.	Mobile Maintenance Gang may be set up to cater the emergency situation as per need.	3.5.4
2.	A Small Track Machine Unit in Raipur Division may be set up for proper & efficient maintenance of small track machines of P-Way units.	3.5.5
3.	To Minimize the absenteeism, all efforts such as motivation, interaction with the staff should be made.	3.5.6
4.	The rates for P. Way works on contract may be revised from time to time so that the works contained in the manual to be executed efficiently through contractual.	3.5.7

## **CHAPTER – I**

### **INTRODUCTION**

#### **1.0**

The study of Track Maintainer category of Engineering (P-Way) Department in Raipur Division has been undertaken to review the existing cadre strength vis-à-vis workload in view of Multi-skilling concept, outsourcing, need base requirement and optimum utilization of manpower.

#### **1.1**

Permanent Way is the major activity of the Engineering branch, which is entrusted with the periodical maintenance of track, bridges, level crossing gates and other related assets. A well maintained track is very essential for speedy, safety and efficient operation of trains. Continuous monitoring and inspection on daily basis is warranted in ensuring a reliable permanent way. The modern technologies have taken the track maintenance techniques from the era of axe and shovel to the era of modern mechanized track maintenance. The interconnection with S&T branch and TRD branch is a new development to be considered during the track maintenance. The equipments for testing the track have become sophisticated so as to not only trace the failures but also detect the failures that are likely to occur. The use of ultrasonic flaw detector(UFD) equipment detects the minute hair line crack and blow holes in the rail which might develop into a rail crack and end up in train derailments. Many of the maintenance activities as of now are outsourced and there are wide scope for outsourcing the other activities which have no bearing on safety. So it has become imperative to have a hard look at the man power requirement considering the recent development that had taken place.

**1.2** The P. Way organization is a part of Civil Engineering department at divisional level, functions under the administrative control of Sr. DEN (Co). Officers having entrusted with a particular section comprising of sectional CPWIs/PWIs are in-charge of P. Way Units/depots and responsible for up-keeping of track. The track is maintained with the help of Trackman, Mate, Keyman & Artisan staff. The maintenance of track is a vital activity in the working of train in relation to safety & punctuality and it is duty of engineering department to keep up the standard of track using engineering parameters for the safe running of trains. In this way Engineering Department is the backbone of Railway system.

Permanent way maintenance is largely done by gangs consisting of Gangman under the supervision of a Gang-mate. The gang goes down its assigned section (gang beat), inspecting track and performing normal routine maintenance. A patrolman may be separately deputed to perform visual inspections along the length of a section of track by walking alongside it.

The schedule and track sections to be monitored by Gangman and patrolmen are specified in a Patrol Charts prepared by the Divisional Engineer. These charts also indicates when and where the drivers of trains running to schedule may expect to meet Gangman/Patrolmen and gangs carry Patrol Books in which they record the status of the track and any maintenance they perform on it.

The gang is equipped to deal with minor problems such as fixing small deviations in gauge or elevation of the rails, rearranging ballast, etc. If problems are discovered with the permanent way that cannot readily be fixed by the gang, the details are reported to the station master of one of the adjacent block stations, and temporary engineering speed restrictions are put in place for the track. Trains going through that section are then subject to caution orders issued by the stations at either.



The permanent way inspector (PWI) for a section has ultimate responsibility for the maintenance of the permanent way under his jurisdiction. The PWI and his staff undertake separate regular inspection tours of the various lines, often in a trolley. In the past manually pushed trolleys were used quite often, but their use is declining now.

### **1.3 Terms of Reference:**

The following terms of reference were adopted for conducting the study:-

- I. Review of staff strength vis-à-vis existing workload.
- II. Outsourcing activities.
- III. Identifying redundant/unproductive activities to eliminate wastages.
- IV. Suggesting ways and means to improve the standard the system economically in view of modernization and system improvement.

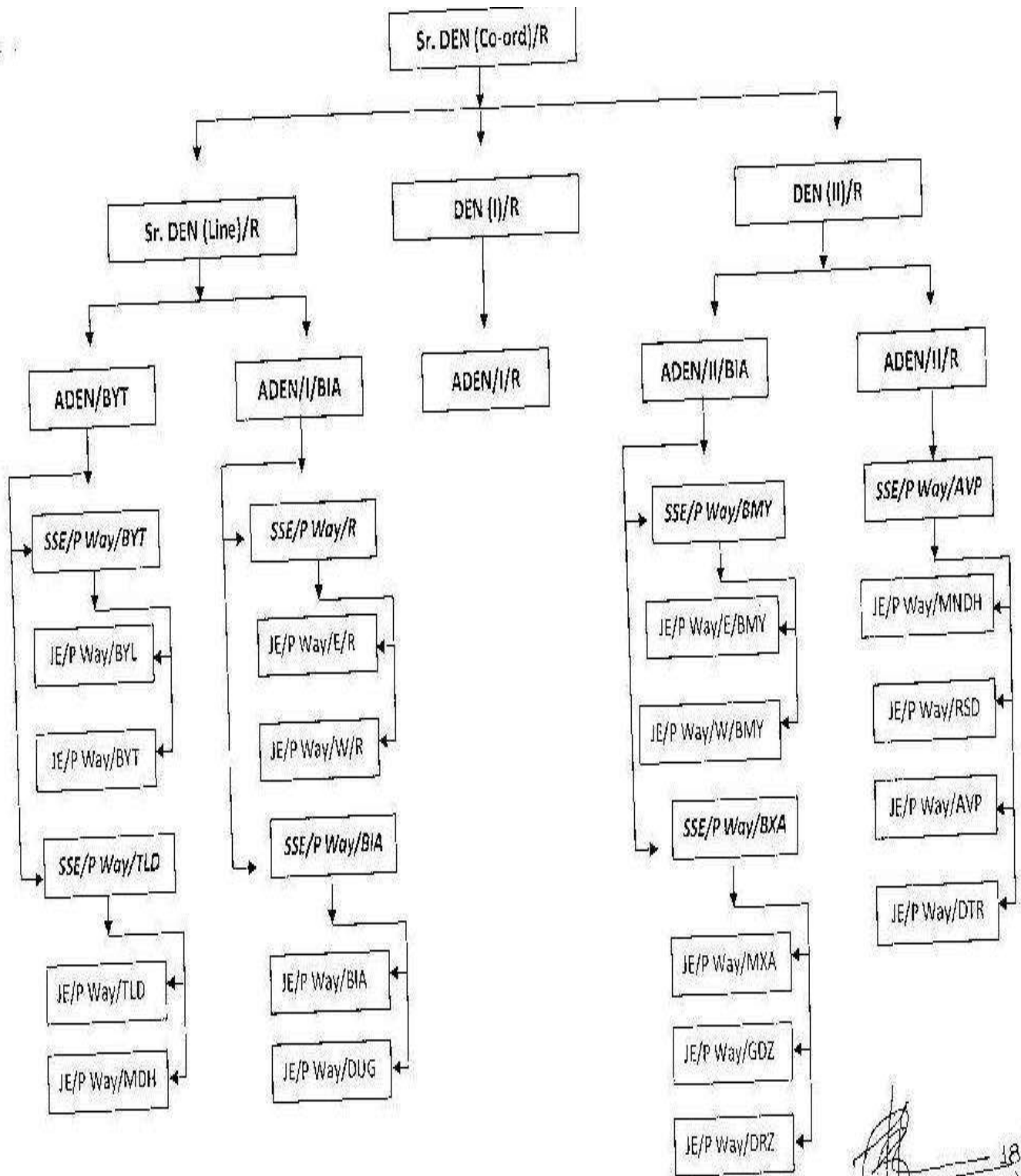
### **1.4 Methodology Adopted:**

The work-study team has adopted the following technique to complete the study

- Verification of Data provided by Engineering Branch in detail with reference to quantum of work load.
- Direct observations regarding working of staff and discussion in details with Supervisor / Staff.
- Assessment of staff requirement and utilization of existing Manpower in other activities.
- Critical analysis of the data collected.
- Making recommendations for need base staff in the modern context.
- Work out financial implication involved in saving as a result of surplus staff.

### **1.5 Organisational Chart of Engineering Department (P-WAY) at Divisional level :**

P. Way organization is a part of Engineering department at divisional level, functions under the administrative control of Sr. DEN (Co)/Raipur. Officers having entrusted with a particular section comprising of sectional SSEs (P. Way) are in-charge of P. Way Units and are responsible for up-keeping of track. The organization chart of Engineering (P-Way) Deptt./R as provided is as under:



 18/11/11  
 S.E.C.R. Way/Track Cell  
 व. पू. म. रेलवे, रायपुर  
 W. P. M. Rly., Raipur



### 1.6 Details of SSE/P. Way/ Units existing in Raipur Division:

The Engineering (P. Way) Department /R Division has been divided into seven SSE (P. way) units and these Units are further sub-divided in to various no. of Gangs to execute the related works. The jurisdictions along with the no. of DTM/Gangs existing under control of these Units are given as under:

Details of existing SSE (P. Way) Units/Raipur Div:							
S#	Name of P. Way Units	Jurisdiction		Length (KM)		Total no. of Gang under the Unit	
				TKM	ETKM	Gang	Store Gang
1	SSE(P. Way)/BYT	KM 722/0 - KM 773/7		192.17	287.66	17	01
2	SSE(P. Way)/TLD	KM 773/7 - KM 822/11		178.008	261.93	15	01
3	SSE(P. Way)/R	822/11-842/03		73.156	109.07	09	01
		824/41-834/7		16.905	29.88		
4	SSE(P. Way)/BIA	842/03-867/0		110.964	155.89	09	01
5	SSE(P. Way)/BMY	BMY Yard		197.976	265.42	24	02
6	SSE(P. Way)/BXA	866/10-970/53		141.276	200.07	15	01
7	SSE(P. Way)/AVP	BG	Raipur-29/905	42.413	66.54	12	00
			RSD Yard	66.491	68.7		
		NG	KDRI(849/5)-DTR(901/3)	72.549	57.89	13	00
			AVP(856/9)-RIM (873/1)				
TOTAL				1091.908	1503.05	114	07
Total No. of DTM (after merging existing 02 Gang into 01 DTM)						57	07

#### \*Details of DTM/Gangs:-

- Total No. of Gang over Raipur Div. = 114 Gang (i.e. say 57 DTM)
- Total No. of of Store Gang = 07 Gang.
- The jurisdiction of one **DTM** for **D/L** is 6-7 Km (Up line-06 + Dn line-06),i.e 12-13 km.
- The jurisdiction of one **Gang** for **S/L** is 6-9 Km.
- During field observation and discussion held with SSE/JE, it is found that two Gangs are clubbed in one DTM gang and working jointly for better output at working site. Hence, 02 Gang may be treated as one DTM for assessment of total no. of DTM over Raipur Div. Thus, Total No. of DTM in Raipur Div. = **57** DTM

**1.7** Two DTMs (Direct Track Maintenance) existing in different Sections (02 DTMs working on Main Line) have been taken up for sample study from Raipur Division are as under;

- **DTM/Gang 102+3BP (SSE/P. Way/R),**
  - **DTM/Gang 03+04 (SSE/P. Way/BMY)**
- A.** DTM/Gang 102+3BP of Raipur unit existing on main line R-DURG section with one station yard (Sarona) of 04 Running lines, 01 Hot Axle siding.
- B.** DTM/Gang 03+04 of BMY unit existing on main line R-DURG section with one F/Cabin/BMY yard.

## **CHAPTER-II**

### **2.0 OBSERVATIONS :**

#### **Consolidated Staff strength:**

The consolidated cadre strength of Track Maintainer under various SSE (P-Way) Units of Raipur Division as furnished vide Sr. DPO Office/R 1. No. E/PB/R/CDR/2018/04/1682 dated 28.05.2018 and as per data collected is given below:

S#	Category/Designation	G.P./Level	Sanction	Actual	Vacancy
1.	Track Maintainer-I	2800/L-5	135	111	24
2.	Track Maintainer-II	2400/L-4	270	251	19
3.	Track Maintainer-II	1900/L-2	496	464	32
4.	Track Maintainer-IV	1800/L-1	1243	932	311
<b>TOTAL</b>			<b>2144</b>	<b>1758</b>	<b>386</b>

<b>2.1 Unit- wise Cadre Strength of Track Maintainer Category in Raipur Division:</b>																
S#	Unit	Track Maintainer -I			Track Maintainer -II			Track Maintainer-III			Track Maintainer-IV			Total		
		S	A	V	S	A	V	S	A	V	S	A	V	S	A	V
1	SSE/P.WAY/Bhatapara	22	19	03	43	37	06	79	72	07	198	170	28	342	298	44
2	SSE/P.WAY/Tilda	22	16	06	42	42	00	78	80	-02	195	141	54	337	279	58
3	SSE/P.WAY/Raipur	20	09	11	38	41	-03	71	63	08	144	137	07	273	250	23
4	SSE/P.WAY/Bhilai	14	11	03	30	31	-01	54	47	07	134	138	-04	232	227	05
5	SSE/P.WAY/Balod	20	14	06	40	40	00	71	70	01	176	127	49	307	251	56
6	SSE/P.WAY/BMY	21	24	-03	45	33	12	82	77	05	205	64	141	353	198	155
7	SSE/P.WAY/Avanpur	16	18	-02	32	27	05	57	52	05	179	148	31	284	245	39
8	AND/BYT	-	-	-	-	-	-	01	02	-01	03	02	01	04	04	00
9	ADEN/R-II	-	-	-	-	-	-	01	01	00	03	03	00	04	04	00
10	ADEN/BIA-I	-	-	-	-	-	-	01	00	01	03	02	01	04	02	02
11	ADEN/BIA-II	-	-	-	-	-	-	01	00	01	03	00	03	04	00	04
<b>Total</b>		<b>135</b>	<b>111</b>	<b>24</b>	<b>270</b>	<b>251</b>	<b>19</b>	<b>496</b>	<b>464</b>	<b>32</b>	<b>1243</b>	<b>932</b>	<b>311</b>	<b>2144</b>	<b>1758</b>	<b>386</b>

### **2.2 Comparative Staff strength of Track Maintainer in Raipur Division:**

The comparative staff strength of Track Maintainer in Raipur Division of last 04 years as per BOS is given below:

S#	Year	Sanction	Actual	Vacancy
1	01.04.2015	2235	1745	490
2	01.04.2016	2144	1799	345
3	01.04.2017	2144	1767	377
4	01.04.2018	2144	1758	386

### **2.3 Duties of P. Way staff**

The duties of P. Way staff category-wise are as under:

**(i) SSE/JE (P. Way):-**

SSE/JE( P. Way) perform their duties in office as well as in field units which are broadly mentioned as follows:

Inspections and maintenance of track in his jurisdiction in a safe condition for traffic. Inspections and maintenance of Engg. L/C Gate in his jurisdiction. Accountal, procurement and periodical verification of stores & tools required for regular maintenance. Execution of new/sanctioned works including zonal works. Measurements and bills pertaining to p. way works including correspondence, if any. Periodical inspection of new works and inspections as specified in Engineering Manual.

**(ii) PWS(upgraded to JE post)-**

They supervise the works carried out by Gang Mate.

**(iii) Mate:-**

He is assigned for the work that the prescribed system of track maintenance is adhered to and the task allotted to him either verbally or through gang chart/diary are carried out efficiently, ensure the tools & equipment as prescribed available at site of work, ensure his length of line is kept safe for the passage of trains and any unsafe condition is reported immediately, inspect the whole gang length once a week for on the spot supervision regarding track condition.

**(iv) Keyman:-**

The keyman inspects by foot his entire beat once a day, both the tracks and bridges for lookout of defects like loose spikes, keys, chairs, fish bolts, fittings on grinder bridges/culverts, broken/burnt sleepers, broken plates/tie bars etc. and attend them as necessary and report it to Mate/PWS/JE.

**(v) Trackman:-**

They are assigned the work of track maintenance like packing, casual renewal of rail/sleeper, lubrication of rail joints, attention to point & crossing, drain cleaning, vegetation cleaning, loading/unloading of materials, patrolling, protecting line in emergency, Gatekeeper, painting of board etc.

**(vi) Trolley man:-**

These staff are engaged for operation of Trollies available with SSE/JE.

**(vii) Black Smith:-**

These staff are engaged for smithy related activities.

**(viii) ECR:-**

These staff are engaged for carpentry related activities as and when required. However, at present the work of Carpenter has been reduced in view of no wooden sleeper.

**(ix) Welder:-**

Welder are utilized for welding work

**(x) Luter:-**

Luter are utilized for luting during welding work.

**(xi) Chowkidar:-**

Chowkidar staff are utilized in EI roster as care taker in the offices, stores etc.

### **2.3 Working Hours of Trackman:**

March-June: 6.30-11.30 & 15.00-18.00

July-October : 07.30-12.30 & 14.00-17.00

November-February : 07.00-12.00 & 14.00-17.00

## 2.4 Classification of Track Maintenance Activities as per MCNTM report:

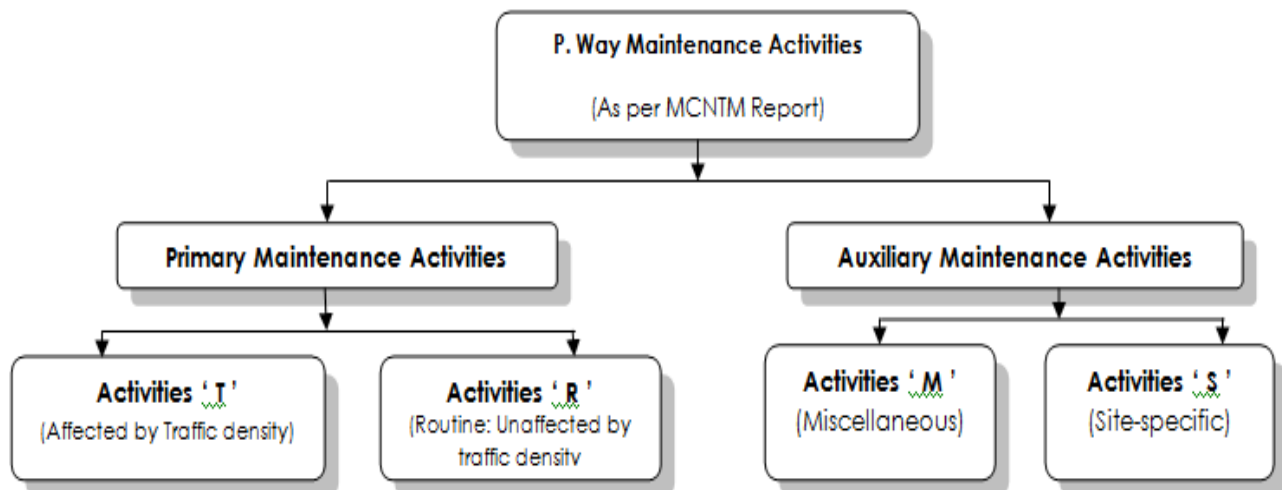
### The Rational Formulae (MCNTM):

These formulae were developed because the Special Committee Formula above was felt inadequate to account for differing manpower availability (skill sets, age distribution) in different regions or zones, increasing use of casual labour and private contractors for certain track maintenance activities, etc. In 1996, another committee was constituted by the Railway Board to look into this matter and to recommend changes to the Special Committee Formula.

These new Rational Formulae are much more involved, and account for a wide variety of factors in terms of the nature of the maintenance work, the type of track and traffic carried on it, the distribution of casual and contracted labour for permanent way operations, etc. The Rational Formulae are actually many different formulae, for each kind of maintenance operation, and they also specify the equivalence of different kinds of work for the purposes of computing wages and so on. The latest set of Rational Formulae was adopted in 2006 on the basis of recommendation of “The Committee on **Manpower and Cost Norms for Track Maintenance**” (MCNTM Committee).

In order to cover certain gang activities left out which affect track maintenance effort and to take into account the effect of machine packing and track modernization, the Committee on Manpower and Cost Norms for Track Maintenance (MCNTM) found it more logical and rational to adopt zero based approach. The Committee recommended that the Railway may sanction Casual/Seasonal labour for all these works as and when required on the basis of volume of work.

As per MCNTM report the track maintenance activities are categorized as Primary maintenance and Auxiliary maintenance given as under:



### PRIMARY MAINTENANCE ACTIVITIES:

These activities are directly related to P. Way maintenance, needing manpower based on continuous length of track, further classified as follows:

#### **Activities T (Affected by Traffic density):**

These are aimed at achieving safety and acceptable running quality, commensurate with the loads and speeds carried.

#### **Activities R (Routine: Unaffected by traffic density):**

These are for maintaining track, formation and other integrated assets, which are of routine nature, but quite important for train operation and for achieving reliability

and long life of assets.

### **AUXILIARY MAINTENANCE ACTIVITIES :**

These are related to upkeep of P. Way section as a whole, needing manpower based on localized problems, special features and geographical nature of P. Way section, further classified as follows:

#### **Activities M (Miscellaneous):**

For these activities, the quantum of work arising in the P. Way section can be assessed on a universally adoptable basis and the yardstick relating mandays requirement to output is rationally stipulated for each sub-activity.

#### **Activities S (Site-specific):**

For these activities, the quantum of work arising varies from location to location depending on site-specific features of the P.Way section and the yardstick is stipulated generally based on past experience.

**2.5** The details of activities and sub-activities mentioned in MCNTM report under T, R M, & S categories are given as under:

<b>List of activities &amp; sub-activities under T,R,M &amp;S as per MCNTM Report</b>			
<b>PRIMARY MAINTENANCE ACTIVITIES</b>		<b>AUXILIARY ACTIVITIES</b>	<b>MAINTENANCE</b>
<b>Activities 'T'</b> (Affected by Traffic density):	<b>Activities 'R'</b> (Routine: Unaffected by traffic density)	<b>Activities 'M'</b> (Miscellaneous)	<b>Activities 'S'</b> (Site specific)
<b>Machine packed track (non-suburban):</b>  <b>T1.Slack attention to</b> a. Bad spots b. Low joints, (FP or welded), Glued joints c. SEJ (1 No. per km.) d.Minor curve realignment <b>T2. For tie tamper working</b> a. Pre-tamping operations b. Along with tamper c. Post tamping operations <b>T3. Casual Renewal of</b> a. Rails b. Sleepers c. Fasteners (along with re-gauging) <b>T4. Repair Welding</b>  <b>ii. Manually packed track (non-suburban):</b>  <b>T1. Through packing</b> <b>T2. Slack attention to</b> a. Bad spots b. Low joints, insulated joints c. Minor curve realignment <b>T3. Casual renewal of</b> a. Rails b. Sleepers c. Fasteners (includes attention) <b>T4. Creep pulling</b>  <b>iii. Machine packed track (high density suburban):</b>  <b>T1. Slack attention to</b> a. Bad spots b. Low Joints c. SEJs d. Minor Curve attention <b>T2. For Tie tamper working</b> a. Pre-tamping attention b. Along with tamper c. Post tamping attention	<b>Machine packed track (non-suburban):</b>  <b>R1.</b> Lubrication of ERCs <b>R2.</b> Shallow Screening (1/5 length) <b>R3.</b> Loading, leading, unloading <b>R4.</b> Overhauling of level crossing <b>R5.</b> Watching caution spots & Miscellaneous <b>R6.</b> Tree cutting for visibility <b>R7.</b> Lubrication of rails in curves <b>R8.</b> Accident relief and carcass removal in run-over cases <b>R9.</b> Bridge sleeper attention & renewal <b>R10.</b> Pre monsoon attention, such as clearing of drains and waterways, cess repairs, de-weeding of track and attention to cuttings and trolley refuges. <b>R11.</b> Creep pulling (approaches of bridge, turnout) <b>R12.</b> Rectifying damage to L/C posts and gates  <b>ii. Manually packed track (non-suburban):</b>  <b>R1.</b> Lubrication of rail joints <b>R2.</b> Shallow screening (1/5 length) <b>R3.</b> Loading, leading, unloading <b>R4.</b> Overhauling of level crossings <b>R5.</b> Watching caution spots & miscellaneous <b>R6.</b> Tree cutting for visibility <b>R7.</b> Lubrication of rails in curves <b>R8.</b> Accident relief and carcass removal in run-over cases <b>R9.</b> Bridge sleeper attention & renewal <b>R10.</b> Pre-monsoon attention such as clearing of drains and waterways, cess repairs, de-weeding of track and attention to cuttings and trolley refuges <b>R11.</b> Rectifying damage to LC posts and gates  <b>iii. Machine packed track (high density suburban):</b>  <b>R1.</b> Through packing <b>R2.</b> Shallow screening(1/5 length) <b>R3.</b> Loading, leading & unloading <b>R4.</b> Lubrication of ERCs(Jts.) <b>R5.</b> Overhauling of level crossings <b>R6.</b> Watching caution spots and look out men <b>R7.</b> Tree cutting	<b>Sub-activities:</b>  <b>M1.</b> Monsoon patrolling  <b>M2.</b> Hot weather patrolling for LWR track  <b>M3.</b> Cold weather patrolling for LWR track  <b>M4.</b> Watching of vulnerable locations  <b>M5.</b> Gate keeping at Engineering level crossings  <b>M6.</b> Rest giving for keymen  <b>M7.</b> Waterman duty (to serve the gang)  <b>M8.</b> Store watchman duty (at isolated locations of P. Way material store)	<b>Sub-activities:</b>  <b>S1.</b> Tunnel maintenance  <b>S2.</b> Bridge substructure maintenance  <b>S3.</b> Long girder bridge maintenance  <b>S4.</b> Extra workload due to very sharp curves, deep cuttings and steep gradients.  <b>S5.</b> Maintenance of track on extremely bad formation.  <b>S6.</b> Look-out man duty (for the safety of gang)  <b>S7.</b> Fog signal man duty (to assist Traffic Department)  <b>S8.</b> Filth removal from track (within city limits)  <b>S9.</b> Security patrolling

<b>T3. Casual renewal of</b> a. Rails b. Sleepers c. Fastenings <b>T4. Repair welding</b>	<b>R8.</b> Lubrication of rails in curves <b>R9.</b> Bridge sleeper attention & renewal <b>R10.</b> Accident relief and carcass removal <b>R11.</b> Pre-monsoon attention <b>R12.</b> Creep pulling <b>R13.</b> Rectifying damage to LCs <b>R14.</b> Painting of weld colla <b>R15.</b> Emergency attention <b>R16.</b> Extra assistance to Keymen &B/Smith <b>R17.</b> Extra work in night blocks <b>R18.</b> Extra assistance for S&T items		<b>S10.</b> Watching of water level in suburban section (mostly in Mumbai area) during monsoon and stopping of trains as soon as found necessary.
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**2.6** As per MCNTM report, the following track maintenance works can be earmarked for execution **through contracts**:

**Table –A: List of activities that can be executed through contract system**

S#	Activities
1	Formation treatment works
2	Collection of ballast, training out of ballast by material train, leading ballast stack to track, insertion of ballast in track and profiling.
3	Deep- screening of ballast in track, carrying out manually or by deploying BCM in which case manpower support is provided by contractor.
4	Introduction of sub ballast and ballast layer.
5	Heavy repairs to track including lifting.
6	Complete realignment of curved track.
7	Through renewal of rails, sleepers and fasteners.
8	Complete renewals of points & crossing, SEJs, traps, etc.
9	Resurfacing of machines and switch rails.
10	Loading and unloading of P. Way materials in bulk.
11	Lorrying of P. Way materials for other than casual renewal.
12	Security of materials in a depot which is closed and locked.
13	Painting of rails and weld collars.
14	Painting of bridge girders.
15	Heavy repairs (measurable) to formation, cutting, side drains and catch water drains.
16	Heavy repairs (measurable) to bridges, bridge protection works, river training works and tunnels.
17	Providing/repairing road surface at level crossings, including speed breakers.
18	Removal of major sand breaches.
19	Works arising due to restoration, following breach or accident.
20	Clearing of rank vegetation in platforms and in the vicinity of tracks in coaching and goods yards, repairs depots and workshops of Engineering, Mechanical, Electrical and S&T departments.

**Table –B: List of activities for machine packed track to be maintained **departmentally****

Activities under ‘T’ (Affected by traffic density):	
T.1	Slack attention to; a) Bad spot b) Low joints (FP or welded) & Glued joints c) SEJ d) Minor curve alignment.
T.2	For tie tamper working; a) Pre-tamping operations b) Along with tamper c) Post tamping operations.
T.3	Casual renewal of; a) Rails b) Sleepers c) Fasteners along with re-gauging.
T.4	Repair welding.
Activities under ‘R’ (Unaffected by traffic density):	
R. 1	Lubrication of ERCs.
R.2	Shallow Screening (1/5 length)
R.3	Loading, leading, unloading
R.4	Overhauling of level crossing
R.5	Watching caution spots & Miscellaneous



R.6	Tree cutting for visibility
R.7	Lubrication of rails in curves
R.8	Accident relief and carcass removal in run over cases
R.9	Bridge sleeper attention & renewal.
R.10	Pre monsoon attention, such as clearing of drains and water ways, cess repairs, de-weeding of track and attention to cuttings and trolly refuges.
R.11	Creep pulling (Bridge approaches/Turn-out)
R.12	Rectifying damage to L/C posts and gates.
<b>Activities under 'M':</b>	
M.1	Monsoon patrolling.
M.2	Hot weather patrolling of LWR track
M.3	Cold weather patrolling of LWR track
M.4	Watching vulnerable locations.
M.5	Gate keeping at level crossings
M.6	Rest giving for Key man
M.7	Waterman duty
M.8	Store-watchman duty at isolated location of P.way material store.
<b>Activities under 'S' (Site specific):</b>	
S.1	Tunnel maintenance(Subject to works/bridge staff not being available for this work)
S.2	Bridge sub-structure maintenance (Subject to works/bridge staff not being available)
S.3	Long girder bridge maintenance (No. of bridges each having more than 150m lineal waterway)
S.4	Extra workload due to very sharp curve, deep cuttings and steep gradients.
S.5	Maintenance of track on extremely bad formation. (No. of locations where track needs more than 12 attentions in a year)
S.6	Look-out man duty (for the safety of gang)
S.7	Fog signal man duty to assist Traffic Deptt(Man days utilized in past 3 years for this)
S.8	Filth removal from track (within city limits)
S.9	Security patrolling(Mandays utilized in past 3 years for this duty)
S.10	Watching of water level in suburban section (mostly in Mumbai area)

**2.7 Average %-Break-Up of present Track Maintenance work executed by Departmentally & Through Contract : This is based on the data provided by SSEs.**

**(Percentage Break-Up)**

S#	Activities	carried out by (in %-age)	
		Departmental	Contractual
1	Attention to bad spots	80	20
2	Attention to low joints	80	20
3	Attention to SEJ	80	20
4	Attention to minor curve realignment	50	50
5	Pretamping operations	50	50
6	Along with tamper	90	10
7	Post tamping operations	50	50
8	Casual renewal of rails	80	20
9	Casual renewal of sleepers	50	50
10	Renewal of fasteners (along with regauging)	25	75
11	Repair Welding	80	20
12	Lubrication of ERC	75	25
13	Shallow screening	20	80
14	Loading, leading, unloading	50	50
15	Overhauling of level crossing	20	80
16	Watching caution spots and misc.	100	00
17	Tree cutting for visibility	100	00
18	Lubrication of rails in curves	100	00
19	Accident relief and carcass removal in run over case	100	00
20	Bridge sleeper attention and renewal	50	50
21	Premonsoon attention such as cleaning of drains and water ways, cess repair, deweeding of track and attention to cuttings and trolley refuges	80	20
22	Creep pulling (approaches of bridge and turnout)	100	00
23	Rectifying damage to LC posts and gates	100	00
24	Monsoon patrolling	100	00
25	Hot weather Patrolling	100	00
26	Cold weather Patrolling	100	00
27	Vulnerable location	100	00
28	Waterman duty	100	00
29	Site store chowkidar	100	00
30	Gate Keeping at Level crossing	100	00
31	Tunnel maintenance	00	00
32	Bridge structure maintenance	00	00
33	Long girder maintenance	00	00
34	Extra for very sharp curve	100	00
35	Extra for very bad formation	80	20
36	Look outman duty	100	00
37	Fog signalman duty	100	00
38	Filth removal	100	00
39	Security Patrolling	100	00
40	Painting & Writing work	100	00

**2.8 Field Observation of 02 DTM/Gang of SSE (P. Pay) Units of Raipur Division:**

During field observation and discussion held with Supervisor/staff, it is found that two Gangs are clubbed in one DTM gang and working jointly for better output.

### 2.8.1 Sectional data of sample gangs:

Sectional data of 02 sample DTM gangs of SSE(Works) units as provided by SSE are summarized as under:

Item	Gang/102+3BP (SSE/P. Way/R)	Gang/3+4 (SSE/P. Way/BMY)
Division	Raipur	Raipur
Track Maintenance	Mechanized	Manual
Jurisdiction	834/17-836/25 829/21-834/7B	CH 2.887-4.800
Gang length	(7+5+6 ) Km	(2.00 + 2.00) Km
TKM (M/L)	2+5+2.5+2.5 3+3 Km	-
RYL	8.50+6.00 Km	8.6+10.2 Km
GMT	95.78/Up, 60.11/Dn, 58.97/Middle	15
Poor visibility	4.00 Km	-
LWR length	2+2+2 Km 2.7+2.7 Km	(1.5 + 0.9) Km
No. of curves	04	04+05
Degree of curve	(1° - 1.5°)	(4°)
Length of curve	2.90 km	0.6+0.8 Km
Girder bridge	Nil	-
Length of G/Bridges	Nil	-
Station yard	01(SZB)	BMY UP Reception & Through Yard
L/C Gate	01 Engg.	-
Distressing Temp.	40°C	42° C
Rail Temperature	(8° - 62°)	(8° - 62°)
Stationary Patrolling	Nil	Nil

### 2.8.2 Cadre Position & Jurisdiction of DTM/ Gang under SSE(P. Way)/Raipur :

Sr. No.	DTM /Gang No.	DTM Jurisdiction	Sanction				Actual				Vacancy			
				Mate	Key man	Track man		Mate	Key man	Track man		Mate	Key man	Track man
1	99	822/411-827/168		01	02	28		01	02	28		00	00	00
2	100	827/168-829/622		01	02	35		01	00	35		00	02	00
3	101	829/622-834/393		01	01	23		00	01	23		01	00	00
4	1BP	824/905-827/357		01	01	16		01	01	15		00	00	01
5	2BP	827/357-829/635		01	01	12		01	00	11		00	01	01
6	102	834/393-836/902		01	02	21		01	01	19		00	01	02
7	3BP	829/635-834/119		01	01	15		01	01	14		00	00	01
8	103	836/902-839/667		01	01	20		01	01	17		00	00	03
9	104	839/667-842/84	-	01	02	25		01	01	21		00	01	04
10	MP	Store Gang		01	00	14		01	00	31		00	00	-17
11	GateKeeper	-		00	00	29		00	00	13		00	00	16
12	Trolleyman	-		00	00	12		00	00	07		00	00	05
Total				10	13	250		09	08	234		1	05	16
				273				251				22		

### 2.8.3 Cadre Position & Jurisdiction of DTM /Gang under SSE(P. Way)/BMY :

Sr. No.	Gang No.	Jurisdiction	Sanction			Actual			Vacancy					
				Mate	Key man	Track man		Mate	Key man	Track man		Mate	Key man	Track man
1	1	I/C yard- Flyover Line		01	01	14		01	01	14		00	00	00
2	2	Loco yard, EMU yard		01	01	14		01	01	14		00	00	00
3	3	UP Through yard		01	01	10		01	01	03		00	00	07
4	4	UP Rec.yard		01	02	13		00	02	09		01	00	04
5	5	DN Rec. yard		00	01	12		00	01	02		00	00	10
6	6	DN Through yard		01	01	09		01	00	00		00	01	09
7	7	CF yard		01	01	11		01	00	11		00	01	00
8	8	CF yard		00	01	07		00	01	00		00	00	07
9	9	BDR+PQRS		01	01	04		01	00	00		00	01	04
10	10	Sick line		01	01	14		00	01	08		00	00	06
11	11	CF yard		01	01	10		01	00	00		00	01	10
12	11-A	Dep. yard		00	01	10		00	00	00		00	01	10
13	12	ART Gang		01	00	14		01	00	14		00	00	00
14	13	ELS yard		00	01	10		00	01	05		00	00	05
15	Ex-1	Ex. yard		01	01	13		00	01	03		01	00	10
16	Ex-2	Ex. yard		01	01	12		00	00	05		01	01	07
17	PP-1	P cabin yd.		01	01	16		00	01	09		01	00	07
18	PP-2	CE yard		00	01	14		00	01	14		00	00	00
19	PP-3	ROH Depot		01	01	10		00	01	00		01	00	10
20	PP-4	CL yard		01	01	17		01	01	15		00	00	02
21	PP-5	Dolo line		01	01	12		00	01	00		01	00	12
22	PP-6	OL yard		01	01	16		00	01	10		01	00	06
23	PP-7	OL-MXA line		01	01	13		00	01	03		01	00	10
24	MP-1	Store Gang		01	00	07		00	00	07		01	00	00
25	MP-2	Store Gang		01	00	08		01	00	07		00	00	01
26	MP-3	ArtisanGang	-	01	00	07		00	00	04	-	01	00	03
27	Trolleyman	-		00	00	12		00	00	12		00	00	00
Total				21	23	309		10	17	169		10	06	140

#### **2.8.4 Site observation of 02 DTM Gang under SSE(P. Way)/R & BMY :**

The position of 02 DTM gangs of SSE(P. Way)/R & BMY units during field observation on 02.06.2018 & are summarized as under:

##### **A. DTM/Gang No. -102+3BP/SSE/P. Way/RAIPUR:**

- I. As per cadre position available with SSE/P. Way/R, 28 Track Maintainers including Mate/Keyman are on roll against sanctioned cadre of 41 in Gang No.-102 & 3BP. Out of 28 Track maintainers, 07 were working with DTM Gang for track maintenance activities, 04 TM working with Track Machine, 01 as store chowkidar, 01 working as Mate, 03 working as Keyman, 04 for Night patrolling duty, 02 for Hot weather patrolling duty, 03 under sick, 01 absent, 02 on leave.
- II. Avg. 22 Track maintainer are present out of 28 on roll as per Attendance Register available with Gang Mate. Average Trackman on Rest/leave/sick/absent per day is 06.
- III. Average Trackman being utilized as Mate/Key man/Patrolman/ Chowkidar per day is 07.
- IV. Average No. of Trackman found engaged with track maintenance activities per day is 09.
- V. Lubrication of rail joints/ curves is a regular activity, and 01 Trackman per day is being utilized for this activity.

##### **B. DTM/Gang No. -3+4/SSE/P. Way/BMY:**

- I. As per cadre position available with SSE/P. Way/BMY, 15 Track maintainers including Mate/Keyman are on roll against sanctioned cadre of 28 in Gang No.-03 & 04. Out of 15 Track maintainers, 06 are working with DTM Gang for track maintenance activities, 05 are working outside DTM gang.
- II. 15 Track maintainer are on roll as per Attendance Register available with Mate/Gang No. 3+84/BMY. Average Trackman on leave/sick/absent per day is 03.
- III. Average Trackman being utilized as Mate/Key man/Patrolman/ Chowkidar/Look out man duty per day is 04.
- IV. Average Trackman found engaged with track maintenance activities (other than Mate/Keyman/Patrolman duty) per day is 08.
- V. Lubrication of rail joints/curves is a regular activity, and 01 Trackman per day is being utilized for this activity.

#### **2.9 Daily Work Progress of 02 DTM/Gang beat under SSE (P. Pay) Units of last one year (01.4.2017 – 31.03.2018):**

The daily work progress of 02 sample DTM Gangs of SSE(P. Way) units (Raipur & BMY) of last one year (April'17- March'18) as provided by SSE are given below:

##### **2.9.1 Daily Work Progress of Gang No. 102+3BP/R of last one year (April'2017 to March'2018):**

##### **2.9.2 Daily progress of Gang No. 102/(SARONA/R Divn.) of last one year (April'2017 to March'2018)**

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
APRIL -2017				
1	Miscellaneous Work (Material Stacking/Collection, deputed to Other Depot, Store Watchman Duty, Working With Contract Labour etc.).	01	02	11
2	REST+ (Other duty)	00	02	04
3	Miscellaneous Work .	01	02	11
4	Points Xing/SEJ Renewal (Mid Line) + Miscellaneous Work	01	02	14
5	Miscellaneous Work	01	02	13
6	Miscellaneous Work	01	02	13
7	Points Xing/SEJ Renewal + Miscellaneous Work	01	02	02
8	Points Xing/SEJ Renewal + Miscellaneous Work	01	02	03
9	REST+ (Other duty)	00	02	03
10	Slack Attention Bad Spots + Miscellaneous Work	01	02	15
11	Slack Attention Bad Spots + Miscellaneous Work	01	02	14
12	Casual Rail Renewal + Miscellaneous Work	01	02	12
13	ERC Greasing + Miscellaneous Work	01	02	13
14	Glued Joint Renewal + Miscellaneous Work	01	02	13
15	Miscellaneous Work	01	02	13
16	REST+ (Other duty)	00	02	10
17	Slack Attention SEJ + Miscellaneous Work	01	02	13
18	Gauging Work (Mid Line) + Miscellaneous Work	01	02	13
19	Gauging Work (Up Line) + Miscellaneous Work	01	02	12
20	Ballasting (DN. Line) + Miscellaneous Work	01	02	13
21	Deweeding Of Track (L-6) + Miscellaneous Work	01	02	13
22	Gauging Work (UP-Line) + Miscellaneous Work	01	02	13
23	REST+ (Other duty)	00	02	11
24	Slack Attention Bad Spots + Miscellaneous Work	01	02	13
25	Casual Sleepers Renewal + Miscellaneous Work	01	02	13
26	Recoupment Of Fittings & Fastenings + Miscellaneous Work	01	02	12
27	Rail Carrying (UP) + Miscellaneous Work	01	02	13
28	Rail Carrying (UP) + Miscellaneous Work	01	02	12
29	Miscellaneous Work	01	02	11
30	Miscellaneous Work	01	02	10
Total		26	60	336



Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
MAY -2017				
1	Slack Attention Bad Spots DN. Line + Miscellaneous Work.	01	02	12
2	Rail Carrying UP Line + Miscellaneous Work	01	02	14
3	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	13
4	Rail Carrying + Miscellaneous Work	01	02	14
5	Miscellaneous Work	01	02	13
6	Miscellaneous Work	01	02	15
7	REST+ (Other duty)	00	02	08
8	Deweeding Of Track DN Line + Miscellaneous Work	01	02	13
9	Miscellaneous Work	01	02	12
10	Miscellaneous Work	01	02	13
11	Casual Rail Renewal (MID Line)+ Miscellaneous Work	01	02	13
12	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	13
13	Slack Attention In T/Outs (UP Line) + Miscellaneous Work	01	02	13
14	REST+ (Other duty)	00	02	09
15	ERC Greasing (Mid Line)+ Miscellaneous Work	01	02	12
16	Points Xing/SEJ Renewal (Mid Line) + Miscellaneous Work	01	02	13
17	Slack Attention Insulated Joints (Up Line) + Miscellaneous Work	01	02	14
18	Gauging Work (UP Line) + Miscellaneous Work	01	02	14
19	Miscellaneous Work	01	02	14
20	Miscellaneous Work	01	02	15
21	REST+ (Other duty)	00	02	10
22	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	01	02	11
23	Clearance Of Side Drain (UP Line) + Miscellaneous Work	01	02	14
24	Clearance Of Side Drain (UP Line) + Miscellaneous Work	01	02	15
25	Clearance Of Side Drain (UP Line) + Miscellaneous Work	01	02	14
26	Clearance Of Side Drain (UP Line) + Miscellaneous Work	01	02	15
27	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	13
28	REST+ (Other duty)	00	02	08
29	Recoupment Of Fittings & Fastenings (UP line)+ Miscellaneous Work	01	02	12
30	Slack Attention Bad Spots (UP line)+ Miscellaneous Work	01	02	14
31	Slack Attention Bad Spots (DN Line) )+ Miscellaneous Work	01	02	11
Total		27	62	394

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JUNE -2017				
1	Slack Attention Bad Spots (DN Line) )+ Miscellaneous Work	01	02	13
2	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	13
3	Deweeding Of Track + Miscellaneous Work	01	02	12
4	REST+ (Other duty)	00	02	07
5	Deweeding Of Track DN Line + Miscellaneous Work	01	02	09
6	Miscellaneous Work	01	02	12
7	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	12
8	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	12
9	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	13
10	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	14
11	REST+ (Other duty)	00	02	07
12	Glued Joint Renewal + Miscellaneous Work	01	02	15
13	Glued Joint Renewal (UP Line) + Miscellaneous Work	01	02	13
14	Miscellaneous Work	01	02	13
15	Glued Joint Renewal (UP Line) + Miscellaneous Work	01	02	14
16	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	13
17	Guard Rail Removal / Opening / Renewal	01	02	12
18	REST+ (Other duty)	00	02	05
19	Miscellaneous Work	01	02	15
20	Miscellaneous Work	01	02	15
21	Slack Attention Bad Spots DN. Line + Miscellaneous Work.	01	02	15
22	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work.	01	02	15
23	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work.	01	02	15
24	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work.	01	02	16
25	REST+ (Other duty)	00	02	08
26	Check Rail Renewal + Miscellaneous Work.	01	02	14
27	Gauging Work Miscellaneous Work + Miscellaneous Work.	01	02	13
28	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	15
29	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	01	02	16
30	Miscellaneous Work	01	02	16
Total		26	60	382

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JULY-2017				
1	Slack Attection Insulated Jonts + Miscellaneous Work	01	02	16
2	REST+ (Other duty)	00	02	08
3	Deweeding Of Track (Up Line) + Miscellaneous Work	01	02	13
4	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	01	02	15
5	Casual Rail Renewal + Miscellaneous Work	01	02	14
6	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	01	02	13
7	Casual Rail Renewal (DN Line) + Miscellaneous Work	01	02	14
8	Post Tamping Operation (UP line) + Miscellaneous Work	01	02	13
9	REST+ (Other duty)	00	02	06
10	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	01	02	15
11	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	01	02	14
12	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	14
13	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	15
14	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	13
15	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	01	02	13
16	(Casual Rail Renewal (Mid Line) + Miscellaneous Work	01	02	11
17	Casual Rail Renewal (Mid Line) + Miscellaneous Work	01	02	14
18	REST+ (Other duty)	00	02	00
19	Miscellaneous Work	01	02	14
20	Miscellaneous Work	01	02	14
21	Miscellaneous Work	01	02	14
22	Points Xing/SEJ Renewal + Miscellaneous Work	01	02	14
23	Miscellaneous Work	01	02	14
24	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	01	02	12
25	Miscellaneous Work	01	02	13
26	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	13
27	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	15
28	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	15
29	Slack Attention Bad Spots + Miscellaneous Work	01	02	14
30	REST+ (Other duty)	00	02	05
Total		26	60	378

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
AUGUST -2017				
1	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	12
2	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	13
3	Miscellaneous Work	01	02	12
4	REST	00	02	00
5	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	01	02	12
6	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	13
7	Miscellaneous Work	01	02	10
8	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	10
9	Casual Rail Renewal (Mid Line) + Miscellaneous Work	01	02	14
10	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	14
11	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	13
12	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	01	02	12
13	REST+ (Other duty)	00	02	06
14	Miscellaneous Work	01	02	11
15	Miscellaneous Work	01	02	11
16	Miscellaneous Work	01	02	11
17	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	13
18	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	11
19	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	12
20	REST+ (Other duty)	00	02	05
21	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	10
22	Miscellaneous Work	01	02	12
23	Miscellaneous Work	01	02	10
24	Glued Joint Renewal (UP Line) + Miscellaneous Work	01	02	11
25	Casual Rail Renewal (Mid Line) + Miscellaneous Work	01	02	11
26	Miscellaneous Work	01	02	12
27	REST+ (Other duty)	00	02	06
28	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	13
29	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	11
30	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	13
31	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	14
Total		27	62	338

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
SEPT. -2017				
1	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	11
2	Slack Attection Insulated Jonts + Miscellaneous Work	01	02	12
3	REST+ (Other duty)	00	02	06
4	Miscellaneous Work	01	02	09
5	Post Tamping Operation + Miscellaneous Work	01	02	09
6	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	11
7	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	09
8	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	10
9	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	11
10	REST+ (Other duty)	00	02	04
11	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	12
12	Miscellaneous Work	01	02	11
13	Slack Attection Insulated Jonts + Miscellaneous Work	01	02	11
14	Deweeding Of Track ( L-6) + Miscellaneous Work	01	02	07
15	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	10
16	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	11
17	Miscellaneous Work	01	02	12
18	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	12
19	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	09
20	Miscellaneous Work	01	02	12
21	Clearance Of Rail Flange In Track Circuit Area + Miscellaneous Work	01	02	11
22	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	12
23	Deweeding Of Track (Up Line) + Miscellaneous Work	01	02	12
24	REST+ (Other duty)	00	02	06
25	Slack Attention (Mid Line) + Miscellaneous Work	01	02	08
26	Slack Attention Bad Spots (DN. Line + Miscellaneous Work.	01	02	08
27	Slack Attention Bad Spots (Mid. Line )+ Miscellaneous Work.	01	02	10
28	Slack Attention Bad Spots (Mid. Line )+ Miscellaneous Work.	01	02	10
29	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	11
30	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	11
Total		27	60	298

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
OCT. -2017				
1	REST+ (Other duty)	00	02	03
2	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	11
3	Deweeding Of Track (Up Line) + Miscellaneous Work	01	02	13
4	Miscellaneous Work	01	02	12
5	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	12
6	Rail Carrying + Miscellaneous Work	01	02	12
7	Guard Rail Removal / Opening / Renewal + Miscellaneous Work	01	02	12
8	REST+ (Other duty)	00	02	04
9	Deweeding Of Track (Up Line) + Miscellaneous Work	01	02	12
10	Rail Carrying (DN Line) + Miscellaneous Work	01	02	14
11	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	14
12	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	12
13	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	13
14	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	14
15	REST+ (Other duty)	00	02	05
16	Miscellaneous Work	01	02	11
17	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	10
18	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	08
19	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	04
20	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	01	02	04
21	Miscellaneous Work	01	02	03
22	REST+ (Other duty)	00	02	04
23	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	06
24	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	07
25	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	09
26	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	10
27	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	01	02	11
28	Casual Rail Renewal (DN Line) + Miscellaneous Work	01	02	10
29	REST+ (Other duty)	00	02	04
30	Miscellaneous Work	01	02	04
Total		25	60	268



Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
NOV. -2017				
1	Miscellaneous Work	01	02	10
2	Miscellaneous Work	01	02	09
3	Miscellaneous Work	01	02	11
4	Casual Rail Renewal (Mid Line) + Miscellaneous Work	01	02	11
5	Miscellaneous Work	01	02	10
6	Miscellaneous Work	01	02	13
7	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	03
8	Miscellaneous Work	01	02	12
9	Recoupment Of Fittings & Fastenings (DN Line) + Miscellaneous Work	01	02	12
10	Miscellaneous Work	01	02	12
11	Recoupment Of Fittings & Fastenings (UP Line) + Miscellaneous Work	01	02	13
12	Recoupment Of Fittings & Fastenings (DN Line) + Miscellaneous Work	01	02	09
13	Pre Block Activities + Miscellaneous Work	01	02	10
14	Casual Rail Renewal (DN Line) + Miscellaneous Work	01	02	09
15	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	01	02	11
16	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	01	02	10
17	Miscellaneous Work	01	02	09
18	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	09
19	REST+ (Other duty)	00	02	05
20	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	01	02	09
21	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	10
22	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	11
23	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	12
24	Lubrication Of SEJ (UP Line) + Miscellaneous Work	01	02	11
25	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	10
26	REST+ (Other duty)	00	02	05
27	Slack Attention SEJ + Miscellaneous Work	01	02	10
28	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	11
29	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	11
30	Miscellaneous Work	01	02	11
	Total	28	60	299

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
Dec.-2017				
1	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	01	02	10
2	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	01	02	11
3	Miscellaneous Work	01	02	07
4	Miscellaneous Work	01	02	11
5	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	12
6	Cleaning , Dressing ,Boxing Of Ballast (Mid Line)+ Miscellaneous Work	01	02	08
7	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	08
8	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	10
9	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	08
10	REST+ (Other duty)	00	02	06
11	Deweeding Of Track (Mid Line) + Miscellaneous Work	01	02	06
12	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	07
13	Miscellaneous Work	01	02	06
14	Sleeper Carrying + Miscellaneous Work	01	02	07
15	Recoupment Of Fittings & Fastenings (UP Line) + Miscellaneous Work	01	02	08
16	Rail Carrying (UP Line) + Miscellaneous Work	01	02	08
17	REST+ (Other duty)	00	02	04
18	Lubrication Of Slide Chairs + Miscellaneous Work	01	02	08
19	Lubrication Of Slide Chairs (Mid Line)+ Miscellaneous Work	01	02	07
20	Lubrication Of Slide Chairs (Up Line) + Miscellaneous Work	01	02	08
21	Miscellaneous Work	01	02	09
22	Miscellaneous Work	01	02	08
23	Casual Sleeper Renewal (UP Line) + Miscellaneous Work	01	02	08
24	REST+ (Other duty)	00	02	06
25	Miscellaneous Work	01	02	11
26	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	01	02	11
27	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	01	02	09
28	Miscellaneous Work	01	02	09
29	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	08
30	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	01	02	09
31	REST+ (Other duty)	00	02	07
Total		27	62	255

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JAN. -2018				
1	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	07
2	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	07
3	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	01	02	06
4	Miscellaneous Work	01	02	07
5	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	08
6	Miscellaneous Work	01	02	09
7	Miscellaneous Work	01	02	07
8	Slack Attention SEJ (UP Line) + Miscellaneous Work	01	02	07
9	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	01	02	07
10	Cleaning , Dressing ,Boxing Of Ballast (Mid Line) + Miscellaneous Work	01	02	10
11	Slack Attention In T/Outs (Mid Line) + Miscellaneous Work	01	02	10
12	Miscellaneous Work	01	02	09
13	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	09
14	REST+ (Other duty)	00	02	06
15	Miscellaneous Work	01	02	08
16	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	12
17	Deweeding Of Track (UP Line) + Miscellaneous Work	01	02	11
18	Miscellaneous Work	01	02	12
19	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	01	02	11
20	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	11
21	REST+ (Other duty)	00	02	07
22	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	09
23	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	08
24	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	01	02	07
25	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	08
26	Miscellaneous Work	01	02	08
27	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	09
28	REST+ (Other duty)	00	02	05
29	Miscellaneous Work	01	02	11
30	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	10
31	Miscellaneous Work	01	02	12
Total		28	62	268

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
FEB.-2018				
1	Miscellaneous Work	01	02	12
2	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	10
3	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	11
4	Miscellaneous Work	01	02	11
5	REST+ (Other duty)	00	02	08
6	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	06
7	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	10
8	Miscellaneous Work	01	02	11
9	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	11
10	ERC Greasing + Miscellaneous Work	01	02	11
11	REST+ (Other duty)	00	02	06
12	Casual Rail Renewal (UP Line) + Miscellaneous Work	01	02	11
13	ERC Greasing + Miscellaneous Work	01	02	11
14	ERC Greasing + Miscellaneous Work	01	02	10
15	ERC Greasing + Miscellaneous Work	01	02	09
16	Miscellaneous Work	01	02	10
17	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	01	02	10
18	REST+ (Other duty)	00	02	06
19	ERC Greasing + Miscellaneous Work	01	02	09
20	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	09
21	Deweeding Of Track (DN Line) + Miscellaneous Work	01	02	09
22	Miscellaneous Work	01	02	10
23	Miscellaneous Work	01	02	11
24	Miscellaneous Work	01	02	10
25	REST+ (Other duty)	00	02	06
26	Miscellaneous Work	01	02	11
27	Miscellaneous Work	01	02	11
28	ERC Greasing (UP Line) + Miscellaneous Work	01	02	10
Total		24	56	270

Date	Activity			
		Mate	Key-man	Track man
March-2018				
1	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	09
2	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	07
3	Cleaning , Dressing ,Boxing Of Ballast (DN Line) + Miscellaneous Work	01	02	06
4	REST+ (Other duty)	00	02	05
5	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	08
6	Miscellaneous Work	01	02	07
7	Miscellaneous Work	01	02	10
8	Ballasting	01	02	11
9	Switch /SEJ Changing	01	02	11
10	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	12
11	REST+ (Other duty)	00	02	04
12	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	11
13	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	10
14	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	08
15	Ballasting (DN Line) + Miscellaneous Work	01	02	08
16	P & C Attention Overhauling (Mid Line) + Miscellaneous Work	01	02	11
17	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	12
18	REST+ (Other duty)	00	02	07
19	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	12
20	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	01	02	11
21	Miscellaneous Work	01	02	11
22	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	01	02	12
23	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	01	02	12
24	Cleaning , Dressing ,Boxing Of Ballast (Mid Line) + Miscellaneous Work	01	02	11
25	Miscellaneous Work	01	02	05
26	Miscellaneous Work	01	02	08
27	Miscellaneous Work	01	02	07
28	Miscellaneous Work	01	02	09
29	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	01	02	11
30	Miscellaneous Work	01	02	09
31	Slack Attection Insulated Jonts	01	02	13
TOTAL		28	62	288

**2.9.3 Daily progress of Gang No. 3BP/(SARONA/R Divn.) of last one year (April'2017 to March'2018)**

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
APRIL -2017				
1	Miscellaneous Work (Material Stacking/Collection, deputed to other Depot, Store Watchman Duty, Working With Contract Labour etc.).	00	01	12
2	REST+ (Other duty)	00	01	02
3	Miscellaneous Work .	00	01	10
4	Points Xing/SEJ Renewal + Miscellaneous Work	00	01	09
5	Loading, leading, unloading of material, Painting of Board+Misc. work	00	01	10
6	Miscellaneous Work (Material Stacking/Collection, deputed to Other Depot, Store Watchman Duty, Working With Contract Lobour etc.)	00	01	9
7	Points Xing/SEJ Renewal + Miscellaneous Work	00	01	11
8	Points Xing/SEJ Renewal + Miscellaneous Work	00	01	09
9	REST+ Other duty	00	01	01
10	Slack Attention Bad Spots + Miscellaneous Work	00	01	10
11	Slack Attention Bad Spots + Miscellaneous Work	00	01	10
12	Casual Rail Renewal + Miscellaneous Work	00	01	10
13	ERC Greasing + Miscellaneous Work	00	01	09
14	Glued Joint Renewal + Miscellaneous Work	00	01	08
15	Miscellaneous Work	00	01	09
16	REST+ (Other duty)	00	01	04
17	Slack Attention SEJ + Miscellaneous Work	00	01	09
18	Gauging Work + Miscellaneous Work (	00	01	09
19	Gauging Work (Up Line) + Miscellaneous Work	00	01	12
20	Ballasting (DN. Line) + Miscellaneous Work (Hot weather Patrolling, Track Machine work, other depot)	00	01	13
21	Deweeding Of Track (L-6) + Miscellaneous Work	00	01	09
22	Gauging Work + Miscellaneous Work	00	01	09
23	REST+ (Other duty)	00	01	04
24	Slack Attention Bad Spots + Miscellaneous Work	00	01	07
25	Casual Sleeper Renewal + Miscellaneous Work	00	01	08
26	Recoupment Of Fittings & Fastenings + Miscellaneous Work	00	01	08
27	Rail Carrying + Miscellaneous Work	00	01	08
28	Rail Carrying + Miscellaneous Work	00	01	12
29	Deweeding of track +Miscellaneous Work	00	01	07
30	REST+ (Other duty)	00	01	02
Total		00	30	250



Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
MAY-2017				
1	Slack Attention Bad Spots DN. Line + Miscellaneous Work.	00	01	10
2	Rail Carrying UP Line + Miscellaneous Work	00	01	11
3	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	09
4	Rail Carrying + Miscellaneous Work	00	01	10
5	Slack Attention Bad Spots + Miscellaneous Work	00	01	10
6	Slack Attention in T/Outs + Miscellaneous Work	00	01	10
7	REST+ (Other duty)	00	01	10
8	Deweeding Of Track DN Line + Miscellaneous Work	00	01	10
9	Recoupment Of Fittings & Fastenings (UP line)+ Miscellaneous Work	00	01	10
10	Miscellaneous Work	00	01	11
11	Casual Rail Renewal (MID Line)+ Miscellaneous Work	00	01	12
12	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	12
13	Slack Attention In T/Outs (UP Line) + Miscellaneous Work	00	01	11
14	REST+ (Other duty)	00	01	05
15	ERC Greasing (Mid Line)+ Miscellaneous Work	00	01	10
16	Points Xing/SEJ Renewal (Mid Line) + Miscellaneous Work	00	01	11
17	Slack Attention Insulated Joints (Up Line) + Miscellaneous Work	00	01	10
18	Gauging Work (UP Line) + Miscellaneous Work	00	01	11
19	Miscellaneous Work	00	01	11
20	Miscellaneous Work	00	01	11
21	REST+ (Other duty)	00	01	05
22	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	00	01	10
23	Clearance Of Side Drain (UP Line) + Miscellaneous Work	00	01	10
24	Clearance Of Side Drain (UP Line) + Miscellaneous Work	00	01	10
25	Clearance Of Side Drain (UP Line) + Miscellaneous Work	00	01	11
26	Clearance Of Side Drain (UP Line) + Miscellaneous Work	00	01	11
27	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	11
28	REST+ (Other duty)	00	01	06
29	Slack Attention Bad Spots + Miscellaneous Work	00	01	09
30	Slack Attention Bad Spots (UP line)+ Miscellaneous Work	00	01	09
31	Casual Rail Renewal + Miscellaneous Work	00	01	11
Total		00	31	308

Date	Activity	Mate	Key-man	Track man
<b>JUNE-2017</b>				
1	Slack Attention Bad Spots (DN Line) )+ Miscellaneous Work	00	01	10
2	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	11
3	Deweeding Of Track + Miscellaneous Work	00	01	10
4	<b>REST+ (Other duty)</b>	00	01	05
5	Deweeding Of Track DN Line + Miscellaneous Work	00	01	09
6	Miscellaneous Work	00	01	09
7	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	00	01	09
8	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	11
9	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	00	01	11
10	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	00	01	10
11	<b>REST+ (Other duty)</b>	00	01	06
12	Glued Joint Renewal + Miscellaneous Work	00	01	11
13	Glued Joint Renewal (UP Line) + Miscellaneous Work	00	01	11
14	Miscellaneous Work	00	01	10
15	Glued Joint Renewal (UP Line) + Miscellaneous Work	00	01	10
16	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	00	01	11
17	Guard Rail Removal / Opening / Renewal	00	01	11
18	<b>REST+ (Other duty)</b>	00	01	04
19	Miscellaneous Work	00	01	10
20	Miscellaneous Work	00	01	10
21	Slack Attention Bad Spots DN. Line + Miscellaneous Work.	00	01	08
22	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work.	00	01	10
23	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work.	00	01	09
24	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work.	00	01	10
25	<b>REST+ (Other duty)</b>	00	01	02
26	Check Rail Renewal + Miscellaneous Work.	00	01	07
27	Gauging Work Miscellaneous Work + Miscellaneous Work.	00	01	08
28	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	09
29	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	00	01	09
30	Miscellaneous Work	00	01	09
<b>Total</b>		<b>00</b>	<b>30</b>	<b>270</b>

Date	Activity	Man days Mate track maintenance	Key- man	Track man
	<b>JULY-2017</b>	<b>Mate</b>	<b>Key- man</b>	<b>Track man</b>
1	Slack Attention Insulated Joints + Miscellaneous Work	00	01	02
2	<b>REST+ (Other duty)</b> <b>AUGUST-2017</b>	00	01	10
3	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	09
2	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
4	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	00	01	10
5	Casual Rail Renewal + Miscellaneous Work	00	01	10
6	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	00	01	09
7	Casual Rail Renewal (DN Line) + Miscellaneous Work	00	01	11
8	Post Tamping Operation (UP line) + Miscellaneous Work	00	01	10
9	<b>REST+ (Other duty)</b>	00	01	04
10	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	00	01	12
11	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	00	01	11
12	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	08
13	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	09
14	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	09
15	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	00	01	09
16	(Casual Rail Renewal (Mid Line) + Miscellaneous Work	00	01	09
17	Casual Rail Renewal (Mid Line) + Miscellaneous Work	00	01	09
18	<b>REST+ (Other duty)</b>	00	01	11
19	Miscellaneous Work	00	01	03
20	Miscellaneous Work	00	01	11
21	Miscellaneous Work	00	01	12
22	Points Xing/SEJ Renewal + Miscellaneous Work	00	01	12
23	Miscellaneous Work	00	01	02
24	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	00	01	09
25	Miscellaneous Work	00	01	09
26	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	10
27	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
28	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
29	Slack Attention Bad Spots + Miscellaneous Work	00	01	09
30	<b>REST+ (Other duty)</b>	00	01	01
31	Miscellaneous Work	00	01	08
<b>Total</b>		<b>00</b>	<b>30</b>	<b>269</b>

3	Miscellaneous Work	00	01	11
4	<b>REST</b>	00	01	11
<b>Date</b>	<b>Activity</b>	<b>Man days utilized for</b>	<b>Key-</b>	<b>Track</b>
5	Slack Attention In T/Outs (Up Line) + Miscellaneous Work	00	01	09
6	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	02
7	Miscellaneous Work	00	01	09
8	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	09
9	Casual Rail Renewal (Mid Line) + Miscellaneous Work	00	01	07
10	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	10
11	Cleaning, Dressing, Boxing Of Ballast + Miscellaneous Work	00	01	11
12	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	09
13	Slack Attention Insulated Joints + Miscellaneous Work	00	01	10
13	<b>REST+ (Other duty)</b>	00	01	02
14	Miscellaneous Work	00	01	10
15	Miscellaneous Work	00	01	11
16	Miscellaneous Work	00	01	10
17	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	11
18	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	11
19	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	13
20	<b>REST+ (Other duty)</b>	00	01	08
21	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	10
22	Miscellaneous Work	00	01	09
23	Miscellaneous Work	00	01	10
24	Glued Joint Renewal (UP Line) + Miscellaneous Work	00	01	11
25	Casual Rail Renewal (Mid Line) + Miscellaneous Work	00	01	10
26	Miscellaneous Work	00	01	10
27	<b>REST+ (Other duty)</b>	00	01	02
28	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	09
29	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	09
30	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	09
31	Slack Attention Bad Spots (UP Line) + Miscellaneous Work			09
<b>Total</b>		<b>00</b>	<b>30</b>	<b>280</b>

4	Miscellaneous Work	00	01	12
5	Post Tamping Operation + Miscellaneous Work	00	01	14
<b>Date</b>	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	12
7	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	14
8	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	13
9	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	13
10	<b>REST+ (Other duty)</b>	00	01	04
11	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	08
12	Deweeding Of Track (Up Line) + Miscellaneous Work	00	01	09
13	Slack Attention Insulated Joints + Miscellaneous Work	00	01	07
14	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	09
15	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	11
16	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	12
17	Miscellaneous Work	00	01	12
18	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
19	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	00	01	11
20	Miscellaneous Work	00	01	10
21	Clearance Of Rail Flange In Track Circuit Area + Miscellaneous Work	00	01	11
22	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	11
23	Deweeding Of Track (Up Line) + Miscellaneous Work	00	01	10
24	<b>REST+ (Other duty)</b>	00	01	03
25	Slack Attention (Mid Line) + Miscellaneous Work	00	01	10
26	Slack Attention Bad Spots (DN. Line + Miscellaneous Work.	00	01	09
27	Slack Attention Bad Spots (Mid. Line )+ Miscellaneous Work.	00	01	10
28	Slack Attention Bad Spots (Mid. Line )+ Miscellaneous Work.	00	01	10
29	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	09
30	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	09
<b>Total</b>		<b>00</b>	<b>30</b>	<b>302</b>

6	Rail Carrying + Miscellaneous Work	00	01	09
7	Guard Rail Removal / Opening / Renewal + Miscellaneous Work	00	01	10
8	<b>REST+ (Other duty)</b>	00	01	04
9	Deweeding Of Track (Up Line) + Miscellaneous Work	00	01	10
10	Miscellaneous Work	00	01	08
11	Rail Carrying (DN Line) + Miscellaneous Work	00	01	10
12	Miscellaneous Work	00	01	08
13	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	08
14	Casual Rail Renewal (Mid Line) + Miscellaneous Work	00	01	09
15	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	06
16	Miscellaneous Work	00	01	06
17	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	06
18	Miscellaneous Work	00	01	04
19	<b>REST+ (Other duty)</b>	00	01	04
20	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	12
21	Miscellaneous Work	00	01	07
22	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	08
23	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	08
24	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	06
25	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	00	01	06
26	Miscellaneous Work	00	01	05
27	<b>REST+ (Other duty)</b>	00	01	03
28	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	10
29	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	00	01	10
30	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	10
31	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
32	Slack Attention In T/Outs (DN Line) + Miscellaneous Work	00	01	11
33	Casual Rail Renewal (DN Line) + Miscellaneous Work	00	01	11
34	<b>REST+ (Other duty)</b>	00	01	04
35	Miscellaneous Work	00	01	08
36	Miscellaneous Work	00	01	08
<b>Total</b>		<b>00</b>	<b>30</b>	<b>239</b>

8	Miscellaneous Work	00	01	12
9	Recoupment Of Fittings & Fastenings (DN Line) + Miscellaneous Work	00	01	12
10	Miscellaneous Work	00	01	12
11	Recoupment Of Fittings <b>DECEMBER-2017</b> (DN Line) + Miscellaneous Work	00	01	12
12	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	00	01	09
13	Providing Joggled Fish Plate (Mid Line) + Miscellaneous Work	00	01	09
14	Miscellaneous Work	00	01	09
15	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	00	01	09
16	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	00	01	09
17	Cleaning, Dressing, Boxing Of Ballast (Mid Line)+ Miscellaneous Work	00	01	08
18	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	09
19	<b>REST+ (Other duty)</b>	00	01	06
20	Providing Joggled Fish Plate (DN Line) + Miscellaneous Work	00	01	11
21	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	11
22	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	10
23	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
24	Lubrication Of SEJ (UP Line) + Miscellaneous Work	00	01	11
25	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	12
26	<b>REST+ (Other duty)</b>	00	01	07
27	Slack Attention SEJ + Miscellaneous Work	00	01	09
28	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	09
29	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	12
30	Miscellaneous Work	00	01	11
<b>Total</b>		<b>00</b>	<b>30</b>	<b>297</b>



8	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	10
9	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	10
10	<b>REST+ (Other duty) JANUARY-2018</b>	00	01	06
11	Deweeding Of Track (Mid Line) + Miscellaneous Work	00	01	06
12	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	09
13	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	10
14	Sleeping Carrying + Miscellaneous Work + Miscellaneous Work	00	01	10
15	Miscellaneous Work Fittings & Fastenings (UP Line) + Miscellaneous Work	00	01	04
16	Slack Attention (UP Line) Bad Spots (Miscellaneous Work)	00	01	11
17	<b>REST+ (Other duty)</b>	00	01	09
18	Miscellaneous Work Slide Chairs + Miscellaneous Work	00	01	08
19	Lubrication Of Slide Chairs (Mid Line)+ Miscellaneous Work	00	01	09
20	Lubrication Of Slide Chairs (Up Line) + Miscellaneous Work	00	01	10
21	Miscellaneous Work	00	01	10
22	Miscellaneous Work	00	01	10
23	Casual Sleeper Renewal (UP Line) + Miscellaneous Work	00	01	09
24	<b>REST+ (Other duty)</b>	00	01	09
25	Miscellaneous Work	00	01	07
26	Cleaning , Dressing ,Boxing Of Ballast + Miscellaneous Work	00	01	07
27	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	00	01	09
28	Miscellaneous Work	00	01	11
29	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	10
30	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	00	01	06
31	<b>REST+ (Other duty)</b>	00	01	06
<b>Total</b>		<b>00</b>	<b>30</b>	<b>281</b>

8	Slack Attention SEJ (UP Line) + Miscellaneous Work	00	01	10
9	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	00	01	10
<b>Date</b>	Cleaning , Dressing ,Boxing Of Ballast (Mid Line) + Miscellaneous Work	<b>Man</b>	<b>Key</b>	<b>Track</b>
11	Slack Attention In T/Outs (Mid Line) + Miscellaneous Work	00	01	10
12	Miscellaneous Work	00	01	10
13	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	08
14	Miscellaneous Work	00	01	07
15	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	09
16	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	09
17	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	09
18	Miscellaneous Work	00	01	09
19	Deweeding Of Track (UP Line) + Miscellaneous Work	00	01	10
20	Miscellaneous Work	00	01	10
21	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	09
22	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	00	01	11
23	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	08
24	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	10
25	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	10
26	<b>REST+ (Other duty)</b>	00	01	05
27	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	08
28	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	10
29	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	00	01	11
30	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	11
31	Miscellaneous Work	00	01	11
32	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	11
33	<b>REST+ (Other duty)</b>	00	01	06
34	Miscellaneous Work	00	01	12
35	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	12
36	Miscellaneous Work			12
<b>Total</b>		<b>00</b>	<b>30</b>	<b>294</b>

8	Miscellaneous Work	00	01	07
9	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	09
10	ERC Greasing + Miscellaneous Work	00	01	09
11	<b>REST+ (Other duty)</b>	<b>00</b>	<b>01</b>	<b>08</b>
12	Casual Rail Renewal (UP Line) + Miscellaneous Work	00	01	08
13	ERC Greasing + Miscellaneous Work	00	01	10
14	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	09
15	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	09
16	Cleaning, Dressing, Boxing Of Ballast (DN Line) + Miscellaneous Work	00	01	04
17	Miscellaneous Work	00	01	10
18	<b>REST+ (Other duty)</b>	<b>00</b>	<b>01</b>	<b>08</b>
19	Providing Joggled Fish Plate (UP Line) + Miscellaneous Work	00	01	10
20	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	08
21	Miscellaneous Work	00	01	08
22	ERC Greasing + Miscellaneous Work	00	01	08
23	Miscellaneous Work	00	01	08
24	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
25	Deweeding Of Track (DN Line) + Miscellaneous Work	00	01	10
26	Miscellaneous Work	00	01	10
27	Miscellaneous Work	00	01	09
28	Miscellaneous Work	00	01	10
29	<b>REST+ (Other duty)</b>	<b>00</b>	<b>01</b>	<b>08</b>
30	Miscellaneous Work	00	01	10
31	Miscellaneous Work	00	01	10
32	ERC Greasing (UP Line) + Miscellaneous Work	00	01	11
<b>Total</b>		<b>00</b>	<b>30</b>	<b>260</b>

8	Ballasting	00	01	09
9	Switch /SEJ Changing	00	01	09
10	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	08
11	<b>REST+ Other duty</b>	00	01	04
<b>Date</b>	<b>Activity</b>	<b>Man days utilized for track maintenance</b>		
13	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	06
14	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	07
15	Ballasting (DN Line) + Miscellaneous Work	00	01	07
16	P & C Attention Overhaul (APC 1 + 2) + Miscellaneous Work	00	01	09
17	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	09
18	Cleaning , Dressing ,Boxing Of Ballast (UP REC 3)	00	01	09
19	<b>REST</b>	00	01	04
20	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	09
21	Miscellaneous Work	00	01	03
22	Slack Attention Bad Spots (DN Line) + Miscellaneous Work	00	01	10
23	Miscellaneous Work	00	01	03
24	Slack Attention To Joints + Miscellaneous Work	00	01	11
25	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	00	01	10
26	Cleaning , Dressing ,Boxing Of Ballast (UP Line) + Miscellaneous Work	00	01	09
27	Cleaning , Dressing ,Boxing Of Ballast (Mid Line) + Miscellaneous Work	00	01	08
28	Miscellaneous Work	00	01	03
29	Miscellaneous Work	00	01	07
30	Miscellaneous Work	00	01	08
31	Miscellaneous Work	00	01	10
32	Slack Attention Bad Spots (UP Line) + Miscellaneous Work	00	01	09
33	Miscellaneous Work	00	01	09
34	Slack Attection Insulated Joints + Miscellaneous Work	00	01	09
<b>Total</b>		<b>00</b>	<b>31</b>	<b>223</b>

**2.9.4 Daily progress of Gang No. 3 + Gang No. 4/(BMY/BIA/R Divn.) of last one year (April'2017 to March'2018)**

**2.9.5 Daily progress of Gang No. 3/(BMY/BIA/R Divn.) of last one year (April'2017 to March'2018)**

6	Miscellaneous Work	00	00	02
7	Slack Attention To Joints + Miscellaneous Work	00	00	03
8	Miscellaneous Work	00	00	03
9	<b>REST</b>	00	00	00
10	Miscellaneous Work	00	00	03
11	Miscellaneous Work	00	00	02
12	Slack Attention To Joints + Miscellaneous Work	00	00	03
13	Miscellaneous Work	00	00	02
14	Miscellaneous Work	00	00	02
15	Gauging Work	00	00	02
16	<b>REST</b>	00	00	01
17	Miscellaneous Work	00	00	02
18	Slack Attention To Joints + Miscellaneous Work	00	00	03
19	Miscellaneous Work	00	00	01
20	Slack Attention To Joints (A OL + Miscellaneous Work	00	00	03
21	Slack Attention To Joints (DD Line)+ Miscellaneous Work	00	00	03
22	Slack Attention To Joints (A OL + Miscellaneous Work	00	00	03
23	<b>REST</b>	00	00	00
24	Miscellaneous Work + Miscellaneous Work	00	00	02
25	Slack Attention To Joints (L-26)	00	00	03
26	Rail Carrying (PQRS) + Miscellaneous Work	00	0	01
27	Miscellaneous Work	00	00	02
28	Through Packing/Attention (DN REC 1)	00	00	03
29	Slack Attention To Joints (Line No-45)	00	00	03
30	<b>REST</b>	00	00	00
31	Miscellaneous Work	00	00	02
		<b>00</b>	<b>00</b>	<b>65</b>

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
MAY -2017				
1	Miscellaneous Work	00	00	03
2	Miscellaneous Work	00	00	02
3	Slack Attention To Joints (DN REC DEAD END Engg Siding )	00	00	02
4	Gauging Work (A MXA) + Miscellaneous Work	00	00	03
5	Slack Attention To Joints (DN REC 1)	00	00	03
6	Miscellaneous Work	00	00	02
7	REST	00	00	00
8	Clearance Of Side Drain (DD LINE)	00	00	03
9	Cleaning , Dressing ,Boxing Of Ballast (ART LINE 2)	00	00	03
10	Cleaning , Dressing ,Boxing Of Ballast (ART LINE 2)	00	00	03
11	Cleaning , Dressing ,Boxing Of Ballast (ART LINE 2)	00	00	02
12	Cleaning , Dressing ,Boxing Of Ballast (ART LINE 4 CraneLine)	00	00	03
13	Cleaning , Dressing ,Boxing Of Ballast (ART LINE 2)	00	00	02
14	REST	00	00	01
15	Miscellaneous Work	00	00	01
16	Miscellaneous Work	00	00	01
17	Miscellaneous Work	00	00	01
18	Miscellaneous Work	00	00	02
19	Miscellaneous Work	00	00	02
20	Clearance Of Side Drain (LINE-45)	00	00	03
21	REST	00	00	00
22	Miscellaneous Work	00	00	01
23	Miscellaneous Work	00	00	02
24	Miscellaneous Work	00	00	02
25	Miscellaneous Work	00	00	02
26	Clearance Of Side Drain (Engg Line 55R to 47)	00	00	03
27	Slack Attention To Joints (A MXA)	00	00	03
28	REST	00	00	00
29	Miscellaneous Work	00	00	02
30	Clearance Of Catch Water Drain (DN REC 1)	00	00	03
31	Clearance Of Side Drain (UP REC 1)	00	00	02
TOTAL		00	00	62

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JUNE -2017				
1	Through Packing/Attention (I-J CABIN LINE) + Miscellaneous Work	00	00	03
2	Gauging Work ( A MXA) + Miscellaneous Work	00	00	03
3	Clearance Of Side Drain (ATFR)	00	00	03
4	REST	00	00	01
5	Miscellaneous Work	00	00	03
6	Clearance Of Side Drain (ATFR)	00	00	03
7	Slack Attention To Joints (SQT Line No 10)	00	00	03
8	Miscellaneous Work	00	00	02
9	Slack Attention To Joints (SQT Line No 10)	00	00	03
10	Miscellaneous Work	00	00	03
11	REST	00	00	01
12	Miscellaneous Work	00	00	02
13	Miscellaneous Work	00	00	02
14	Miscellaneous Work	00	00	03
15	Clearance Of Side Drain (LINE-45)	00	00	03
16	Clearance Of Side Drain (LINE-45)	00	00	03
17	Miscellaneous Work	00	00	03
18	REST	00	00	01
19	Miscellaneous Work	00	00	02
20	Miscellaneous Work	00	00	02
21	Miscellaneous Work	00	00	02
22	Miscellaneous Work	00	00	02
23	Miscellaneous Work	00	00	02
24	Miscellaneous Work	00	00	02
25	REST	00	00	01
26	Miscellaneous Work	00	00	02
27	Miscellaneous Work	00	00	02
28	Miscellaneous Work	00	00	02
29	Miscellaneous Work	00	00	02
30	Unloading Of Ballast From Dmt ( Line No 31)	00	00	02
TOTAL		00	00	68



Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JULY-2017				
1	Clearance Of Side Drain (Departure Line No.-5)	00	00	03
2	REST	00	00	01
3	Miscellaneous Work	00	00	03
4	Cleaning , Dressing ,Boxing Of Ballast (HC BIA) + Miscellaneous Work	00	00	03
5	Squarring / Spacing Adjustment Of Sleepers +Miscellaneous Work	00	00	03
6	Casual Sleepers Renewal ( DD LINE ) + Miscellaneous Work	00	00	03
7	Lubrication Of Plate Screws (DN THROUGH LINE 3)	00	00	03
8	Miscellaneous Work	00	00	01
9	REST	00	00	01
10	Points Xing/SEJ Renewal (DN THROUGH LINE 3) + Other Duty	00	00	03
11	Recoupment Of Fittings & Fastenings (I-J CABIN LINE) + + Other Duty	00	00	03
12	Squarring / Spacing Adjustment Of Sleepers (DN THROUGH LINE 3)	00	00	03
13	Through Packing/Attention (UP Through Engine Line C CAB TO E CAB)	00	00	03
14	Miscellaneous Work	00	00	02
15	Miscellaneous Work	00	00	03
16	REST	00	00	00
17	Miscellaneous Work	00	00	02
18	Miscellaneous Work	00	00	02
19	Miscellaneous Work	00	00	02
20	Miscellaneous Work	00	00	02
21	Miscellaneous Work	00	00	02
22	Miscellaneous Work	00	00	03
23	Miscellaneous Work	00	00	02
24	Miscellaneous Work	00	00	03
25	Miscellaneous Work	00	00	02
26	Miscellaneous Work	00	00	02
27	Miscellaneous Work	00	00	02
28	Miscellaneous Work	00	00	02
29	Miscellaneous Work	00	00	03
30	Miscellaneous Work	00	00	03
TOTAL		00	00	70

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
AUGUST -2017				
1	Miscellaneous Work	00	00	03
2	Miscellaneous Work	00	00	02
3	Miscellaneous Work	00	00	02
4	Miscellaneous Work	00	00	02
5	Miscellaneous Work	00	00	03
6	REST	00	00	01
7	Miscellaneous Work	00	00	03
8	Miscellaneous Work	00	00	03
9	Miscellaneous Work	00	00	02
10	Miscellaneous Work	00	00	02
11	Miscellaneous Work	00	00	02
12	Miscellaneous Work	00	00	01
13	REST	00	00	00
14	Miscellaneous Work	00	00	03
15	Miscellaneous Work	00	00	02
16	Miscellaneous Work	00	00	02
17	Miscellaneous Work	00	00	02
18	Miscellaneous Work	00	00	02
19	Miscellaneous Work	00	00	02
20	REST	00	00	00
21	Miscellaneous Work	00	00	02
22	Miscellaneous Work	00	00	02
23	Miscellaneous Work	00	00	02
24	Miscellaneous Work	00	00	02
25	Miscellaneous Work	00	00	01
26	Miscellaneous Work	00	00	03
27	Miscellaneous Work	00	00	03
28	Miscellaneous Work	00	00	03
29	Miscellaneous Work	00	00	03
30	Miscellaneous Work	00	00	02
31	Miscellaneous Work	00	00	03
TOTAL		00	00	65

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
SEPT. -2017				
1	Gauging Work (HC BIA) + Miscellaneous Work	00	00	03
2	Miscellaneous Work	00	00	01
3	REST	00	00	00
4	Miscellaneous Work	00	00	02
5	Miscellaneous Work	00	00	02
6	Miscellaneous Work	00	00	02
7	Miscellaneous Work	00	00	03
8	Miscellaneous Work	00	00	03
9	Miscellaneous Work	00	00	03
10	REST	00	00	0
11	Miscellaneous Work	00	00	01
12	Miscellaneous Work	00	00	02
13	Miscellaneous Work	00	00	03
14	Miscellaneous Work	00	00	03
15	Miscellaneous Work	00	00	03
16	Miscellaneous Work	00	00	02
17	Miscellaneous Work	00	00	02
18	Miscellaneous Work	00	00	02
19	Miscellaneous Work	00	00	02
20	Miscellaneous Work	00	00	02
21	Miscellaneous Work	00	00	02
22	Miscellaneous Work	00	00	02
23	Miscellaneous Work	00	00	02
24	REST	00	00	01
25	Miscellaneous Work	00	00	03
26	Miscellaneous Work	00	00	01
27	Drilling Of Holes (A OL)	00	00	02
28	Miscellaneous Work	00	00	02
29	Miscellaneous Work	00	00	02
30	Miscellaneous Work	00	00	02
TOTAL		00	00	60

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
OCT. -2017				
1	REST	00	00	00
2	Miscellaneous Work	00	00	03
3	Miscellaneous Work	00	00	03
4	Miscellaneous Work	00	00	02
5	Miscellaneous Work	00	00	03
6	Miscellaneous Work	00	00	02
7	Miscellaneous Work	00	00	02
8	REST	00	00	00
9	Miscellaneous Work	00	00	03
10	REST Guard Rail Removal / Opening / Renewal	00	00	03
11	Miscellaneous Work	00	00	03
12	Miscellaneous Work	00	00	03
13	Miscellaneous Work	00	00	03
14	Miscellaneous Work	00	00	02
15	Miscellaneous Work	00	00	03
16	Casual Fastening Renewal	00	00	03
17	Miscellaneous Work	00	00	03
18	Gauging Work (ELS LINE 8)	00	00	02
19	Gauging Work (ELS LINE 3)	00	00	03
20	Miscellaneous Work	00	00	02
21	Miscellaneous Work	00	00	02
22	REST	00	00	00
23	Miscellaneous Work	00	00	01
24	Miscellaneous Work	00	00	03
25	Slack Attention To Joints	00	00	03
26	Miscellaneous Work	00	00	02
27	Miscellaneous Work	00	00	01
28	Miscellaneous Work	00	00	03
29	REST	00	00	00
30	Miscellaneous Work	00	00	03
31	Miscellaneous Work	00	00	02
TOTAL		00	00	68

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
NOV. -2017				
1	Miscellaneous Work	00	00	02
2	Miscellaneous Work	00	00	02
3	Miscellaneous Work	00	00	02
4	Miscellaneous Work	00	00	02
5	REST	00	00	00
6	Miscellaneous Work	00	00	02
7	Through Packing/Attention (Line No 29)	00	00	03
8	Slack Attention To Joints (ELS LINE 3)	00	00	03
9	Miscellaneous Work	00	00	02
10	Cleaning , Dressing ,Boxing Of Ballast (UP REC 2)	00	00	03
11	Lubrication Of Rail Joints (UP REC 1)	00	00	03
12	REST	00	00	00
13	Miscellaneous Work	00	00	03
14	Miscellaneous Work	00	00	02
15	Miscellaneous Work	00	00	02
16	Miscellaneous Work	00	00	03
17	Miscellaneous Work	00	00	02
18	Miscellaneous Work	00	00	02
19	REST	00	00	00
20	Miscellaneous Work	00	00	02
21	Miscellaneous Work	00	00	03
22	Miscellaneous Work	00	00	02
23	Miscellaneous Work	00	00	03
24	Miscellaneous Work	00	00	02
25	Miscellaneous Work	00	00	01
26	REST	00	00	00
27	Miscellaneous Work	00	00	03
28	Miscellaneous Work	00	00	03
29	Miscellaneous Work	00	00	01
30	Miscellaneous Work	00	00	03
TOTAL		00	00	61

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
DEC. -2017				
1	Miscellaneous Work	00	00	02
2	Miscellaneous Work	00	00	02
3	REST	00	00	00
4	Miscellaneous Work	00	00	02
5	Miscellaneous Work	00	00	02
6	Miscellaneous Work	00	00	02
7	Miscellaneous Work	00	00	03
8	Miscellaneous Work	00	00	03
9	Miscellaneous Work	00	00	03
10	REST	00	00	01
11	Miscellaneous Work	00	00	03
12	Miscellaneous Work	00	00	03
13	Miscellaneous Work	00	00	03
14	Miscellaneous Work	00	00	03
15	Miscellaneous Work	00	00	03
16	Miscellaneous Work	00	00	02
17	REST	00	00	00
18	Miscellaneous Work	00	00	03
19	Miscellaneous Work	00	00	03
20	Miscellaneous Work	00	00	03
21	Miscellaneous Work	00	00	02
22	Miscellaneous Work	00	00	03
23	Miscellaneous Work	00	00	02
24	REST	00	00	00
25	Miscellaneous Work	00	00	01
26	Miscellaneous Work	00	00	02
27	Miscellaneous Work	00	00	03
28	Miscellaneous Work	00	00	03
29	Miscellaneous Work	00	00	02
30	Miscellaneous Work	00	00	02
31	REST	00	00	00
TOTAL		00	00	66

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JAN. -2018				
1	Miscellaneous Work	00	00	01
2	Miscellaneous Work	00	00	01
3	Miscellaneous Work	00	00	02
4	Miscellaneous Work	00	00	03
5	Miscellaneous Work	00	00	02
6	Miscellaneous Work	00	00	01
7	REST	00	00	00
8	Miscellaneous Work	00	00	02
9	Miscellaneous Work	00	00	02
10	Miscellaneous Work	00	00	02
11	Miscellaneous Work	00	00	02
12	Miscellaneous Work	00	00	02
13	Miscellaneous Work	00	00	01
14	REST	00	00	00
15	Miscellaneous Work	00	00	03
16	Miscellaneous Work	00	00	03
17	Miscellaneous Work	00	00	03
18	Miscellaneous Work	00	00	02
19	Miscellaneous Work	00	00	02
20	Miscellaneous Work	00	00	02
21	REST	00	00	00
22	Miscellaneous Work	00	00	03
23	Miscellaneous Work	00	00	03
24	Miscellaneous Work	00	00	02
25	Miscellaneous Work	00	00	03
26	Miscellaneous Work	00	00	02
27	Miscellaneous Work	00	00	03
28	REST	00	00	00
29	Miscellaneous Work	00	00	03
30	Miscellaneous Work	00	00	03
31	Miscellaneous Work	00	00	03
TOTAL		00	00	61



Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
FEB. -2018				
1	Slack Attention To Joints (HUMP Engine Line)	00	00	03
2	Recoupment Of Fittings & Fastenings (A MXA)	00	00	03
3	Recoupment Of Fittings & Fastenings (I-F CABIN LINE)	00	00	03
4	REST	00	00	00
5	Miscellaneous Work	00	00	03
6	Miscellaneous Work	00	00	03
7	Miscellaneous Work	00	00	02
8	Miscellaneous Work	00	00	03
9	Miscellaneous Work	00	00	03
10	Miscellaneous Work	00	00	02
11	REST	00	00	00
12	Miscellaneous Work	00	00	02
13	Miscellaneous Work	00	00	03
14	Miscellaneous Work	00	00	02
15	Miscellaneous Work	00	00	03
16	Miscellaneous Work	00	00	02
17	Miscellaneous Work	00	00	03
18	REST	00	00	01
19	Miscellaneous Work	00	00	02
20	Miscellaneous Work	00	00	03
21	Miscellaneous Work	00	00	03
22	Miscellaneous Work	00	00	03
23	Miscellaneous Work	00	00	03
24	Miscellaneous Work	00	00	03
25	Miscellaneous Work	00	00	01
26	Miscellaneous Work	00	00	03
27	Miscellaneous Work	00	00	03
28	REST	00	00	01
TOTAL		00	00	66

Date	Activity	Man days utilized for track maintenance			
		Mate	Key-man	Track man	
MARCH-2018					
1	Miscellaneous Work	00	00	03	
2	Miscellaneous Work	00	00	02	
3	Miscellaneous Work	00	00	02	
4	REST	00	00	01	
5	Miscellaneous Work	00	00	03	
6	Miscellaneous Work	00	00	02	
7	Miscellaneous Work	00	00	03	
8	Miscellaneous Work	00	00	03	
9	Miscellaneous Work	00	00	02	
10	Miscellaneous Work	00	00	01	
11	REST	00	00	01	
12	Miscellaneous Work	00	00	03	
13	Providing Joggled Fish Plate (A MXA)	00	00	03	
14	Providing Joggled Fish Plate (A MXA)	00	00	03	
15	Providing Joggled Fish Plate (A MXA)	00	00	03	
16	Providing Joggled Fish Plate (A MXA)	00	00	03	
17	Providing Joggled Fish Plate (UP REC 4)	00	00	02	
18	REST	00	00	00	
19	Miscellaneous Work	00	00	03	
20	Miscellaneous Work	00	00	03	
21	Miscellaneous Work	00	00	03	
22	Slack Attention To Joints (A MXA)	00	00	03	
23	Miscellaneous Work	00	00	02	
24	Miscellaneous Work	00	00	02	
25	REST	00	00	00	
26	Miscellaneous Work	00	00	02	
27	Miscellaneous Work	00	00	02	
28	Miscellaneous Work	00	00	02	
29	Miscellaneous Work	00	00	02	
30	Miscellaneous Work	00	00	02	
31	Miscellaneous Work	00	00	01	
TOTAL		00	00	67	

## 2.9.6

### **Daily progress of Gang No. 4/ (BMY/BIA/R Divn.) of last one year (April'2017 to March'2018)**

Date	Activity	Man days utilized for track maintenance		
Date	Activity	Man days utilized for		
		Mate	Key-man	Track man
<b>APRIL -2017</b>				
1	Through Packing/Attention(UP REC 3)	01	02	07
2	<b>REST</b>	00	00	02
3	Slack Attention To Joints (DN REC 2)	01	02	05
4	Slack Attention To Joints (UP REC 2)	01	02	06
5	Slack Attention To Joints (UP ENGINE LINE C CAB TO E CAB)	01	02	05
6	Slack Attention To Joints ( UP REC 3)	01	02	05
7	Slack Attention To Joints ( UP REC 4)	01	02	06
8	Slack Attention To Joints (DIESEL FUELLING LINE)	01	02	05
9	<b>REST</b>	00	00	02
10	Slack Attention To Joints (UP REC 2)	01	02	06
11	Slack Attention To Joints ( A MXA )	01	02	05
12	Slack Attention To Joints (UP REC 1)	01	02	06
13	Slack Attention To Joints (UP ENGINE LINE C CAB TO E CAB)	01	02	06
14	Slack Attention To Joints (I-F CABIN LINE)	01	02	06
15	Gauging Work (ELS LINE 3)	01	02	06
16	<b>REST</b>	00	00	03
17	Cleaning , Dressing ,Boxing Of Ballast (I-J CABIN LINE)	01	02	06
18	Slack Attention To Joints ( Line No 3)	01	02	05
19	Miscellaneous Work	01	02	03
20	Slack Attention To Joints ( DD Line )	01	02	05
21	Slack Attention To Joints (A OL)	01	02	06
22	Slack Attention To Joints (A OL)	01	02	05
23	<b>REST</b>	00	00	02
24	Slack Attention To Joints ( DN THROUGH LINE 2)	01	02	05
25	Slack Attention To Joints (Line-26)	01	02	05
26	Rail Carrying (PQRS 1)	01	02	05
27	Casual Rail Renewal (A MXA)	01	02	06
28	Through Packing/Attention (DN REC 1)	01	02	06
29	Slack Attention To Joints (Line-45)	01	02	05
30	<b>REST</b>	00	00	03
<b>TOTAL</b>		<b>25</b>	<b>50</b>	<b>148</b>

		track maintenance		
		Mate	Key-man	Track man
<b>MAY -2017</b>				
1	Through Packing/Attention(UP REC 3)	01	02	07
2	Through Packing/Attention(DD LINE)	01	02	06
3	Slack Attention To Joints (DN REC DEAD END Engg Siding DE)	01	02	06
4	Gauging Work (A MXA)	01	02	06
5	Slack Attention To Joints (DN REC 1)	01	02	06
6	Miscellaneous Work	01	02	03
7	<b>REST</b>	00	00	02
8	Clearance Of Side Drain (Loop-1)	01	02	06
9	Cleaning , Dressing ,Boxing Of Ballast	01	02	06
10	Cleaning , Dressing ,Boxing Of Ballast (ART Line)	01	02	06
11	Cleaning , Dressing ,Boxing Of Ballast (ART Line-2)	01	02	05
12	Cleaning , Dressing ,Boxing Of Ballast (ART Line-3)	01	02	05
13	Cleaning , Dressing ,Boxing Of Ballast (ART Line-3)	01	02	06
14	Cleaning , Dressing ,Boxing Of Ballast (CRANE Line)	01	02	05
15	Cleaning , Dressing ,Boxing Of Ballast (CRANE Line)	01	02	06
16	Cleaning , Dressing ,Boxing Of Ballast ((ART Line))	01	02	04
17	Cleaning , Dressing ,Boxing Of Ballast ((DD Line))	01	02	04
18	Slack Attention To Joints (UP REC 1)	01	02	04
19	Through Packing/Attention (UP Through Engine Line)	01	02	05
20	Clearance Of Side Drain (Line No 45)	01	02	05
21	<b>REST</b>	00	00	03
22	Clearance Of Side Drain (DD Line)	01	02	03
23	Recoupment Of Fittings & Fastenings (Line No 39)	01	02	05
24	Through Packing/Attention ( Loop-1)	01	02	04
25	Through Packing/Attention ( Loop-1)	01	02	06
26	Clearance Of Side Drain (Line No 45)	01	02	06
27	Slack Attention To Joints (AXA-1)	01	02	06
28	<b>REST</b>	00	00	03
29	Clearance Of Side Drain (UP REC-1))	01	02	05
30	Clearance Of Catch Water Drain (DN REC-1))	01	02	05
31	Clearance Of Catch Water Drain (DN REC-1))	01	02	06
<b>TOTAL</b>		<b>28</b>	<b>56</b>	<b>155</b>

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JUNE -2017				
1	Through Packing/Attention ( I-J CABIN LINE)	01	02	03
2	Gauging Work (A MXA)	01	02	05
3	Clearance Of Side Drain (AFTR-1)	01	02	04
4	REST	00	00	03
5	Clearance Of Side Drain (I-F CABIN LINE)	01	02	04
6	Clearance Of Side Drain (AFTR-1)	01	02	05
7	Slack Attention To Joints (SQT Line No 10)	01	02	05
8	Clearance Of Side Drain (UP REC-1))	01	02	05
9	Slack Attention To Joints (SQT Line No 10)	01	02	05
10	Slack Attention To Joints (Line No 39)	01	02	05
11	REST	00	00	03
12	Miscellaneous Work	01	02	02
13	Clearance Of Side Drain (I-F CABIN LINE)	01	02	03
14	Slack Attention To Joints (AXA-1)	01	02	06
15	Clearance Of Side Drain(Line No 45)	01	02	05
16	Clearance Of Side Drain(Line No 45)	01	02	04
17	Through Packing/Attention (AMXA)	01	02	05
18	REST	00	00	03
19	Clearance Of Side Drain(Line No 39)	01	02	05
20	Casual Sleepers Renewal (AMXA)	01	02	05
21	Rail Carrying (Line -42)	01	02	04
22	Casual Sleepers Renewal (DN REC 1)	01	02	05
23	Recoupment Of Fittings & Fastenings ( UP REC 1)	01	02	05
24	Slack Attention To Joints (SQT Line No 10)	01	02	04
25	REST	00	00	03
26	Clearance Of Side Drain(Loop-1)	01	02	05
27	Through Packing/Attention (LOOP-1)	01	02	04
28	Slack Attention To Joints (DN Through Line-1)	01	02	04
29	Unloading Of Ballast From Dmt ( Line No 42)	01	02	05
30	Unloading Of Ballast From Dmt ( Line No 32)	01	02	04
TOTAL		26	52	128

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
JULY -2017				
1	Clearance Of Side Drain) (Departure Line No 5	01	02	04
2	Slack Attention To Joints (A OL)	01	02	03
3	Miscellaneous Work	01	02	05
4	Cleaning , Dressing ,Boxing Of Ballast (A OL)	01	02	04
5	Squarring / Spacing Adjustment Of Sleepers	01	02	03
6	Casual Sleepers Renewal (DD LINE)	01	02	05
7	Slack Attention To Joints ( DN THROUGH LINE 3)	01	02	05
8	Miscellaneous Work	01	02	05
9	REST	00	00	04
10	Points Xing/SEJ Renewal DN THROUGH LINE 3	01	02	06
11	Recoupment Of Fittings & Fastenings ( Cabine Line1)	01	02	06
12	Squarring / Spacing Adjustment Of Sleepers	01	02	03
13	Through Packing/Attention (LOOP-1)	01	02	06
14	Slack Attention To Joints	01	02	05
15	Slack Attention To Joints	01	02	06
16	REST	00	00	04
17	Miscellaneous Work	01	02	06
18	Cleaning , Dressing ,Boxing Of Ballast	01	02	06
19	Slack Attention To Joints )	01	02	05
20	Slack Attention To Joints	01	02	06
21	Slack Attention To Joints (UP REC 1)	01	02	05
22	Casual Rail Renewal (A MXA)	01	02	06
23	REST	00	00	03
24	Through Packing/Attention	01	02	06
25	Recoupment Of Fittings & Fastenings (AFTR)	01	02	06
26	Slack Attention To Joints	01	02	06
27	Slack Attention To Joints	01	02	05
28	Miscellaneous Work	01	02	05
29	Clearance Of Side Drain & Providing Joggled Fish Plate	01	02	06
30	REST	00	00	03
31	Slack Attention To Joints	01	02	06
TOTAL		27	54	154

		Mate	Key-man	Track man
August -2017				
1	Through Packing/Attention	01	02	06
2	Clearance Of Side Drain)	01	02	06
3	Miscellaneous Work	01	02	06
4	Miscellaneous Work	01	02	02
5	Miscellaneous Work	01	02	02
6	REST	00	00	02
7	Miscellaneous Work	01	02	01
8	Miscellaneous Work	00	02	00
9	Miscellaneous Work	00	02	01
10	Miscellaneous Work	00	02	00
11	Miscellaneous Work	00	02	02
12	Miscellaneous Work	00	02	02
13	Miscellaneous Work	00	02	00
14	Miscellaneous Work	00	02	02
15	Miscellaneous Work	00	00	04
16	Miscellaneous Work	00	02	02
17	Miscellaneous Work	00	02	01
18	Gauging Work	01	02	05
19	Gauging Work	01	02	05
20	REST	00	00	03
21	Clearance Of Side Drain)	01	02	04
22	Miscellaneous Work	00	02	01
23	Gauging Work (A MXA)	01	02	06
24	Slack Attention To Joints (AXA-1)	01	02	06
25	Slack Attention To Joints (ART Line)	01	02	03
26	Miscellaneous Work	01	02	04
27	Miscellaneous Work	01	02	04
28	Miscellaneous Work	01	02	04
29	Miscellaneous Work	01	02	05
30	Through Packing/Attention (AMXA)	01	02	06
31	Bridge Maintenance (HC BIA)	01	02	05
TOTAL		18	56	100



Date	Activity	Man days utilized		
		Track maintenance		
		Mate	Key-man	Track man
SEPT. -2017				
1	Gauging Work	01	02	06
2	REST	00	02	02
3	Miscellaneous Work	01	02	05
4	Gauging Work	01	02	06
5	Slack Attention To Joints	01	02	06
6	Slack Attention To Joints	01	02	06
7	Cleaning , Dressing ,Boxing Of Ballast	01	02	06
8	Cleaning , Dressing ,Boxing Of Ballast	01	02	06
9	Miscellaneous Work	01	02	05
10	REST	00	02	02
11	Miscellaneous Work	01	02	05
12	Drilling Of Holes	01	02	05
13	Drilling Of Holes	01	02	05
14	Miscellaneous Work	01	02	04
15	Squarring / Spacing Adjustment Of Sleepers	01	02	06
16	Lubrication Of Plate Screws	01	02	04
17	Miscellaneous Work	01	02	05
18	Miscellaneous Work	01	02	05
19	Miscellaneous Work	01	02	03
20	Miscellaneous Work	01	02	05
21	Miscellaneous Work	01	02	06
22	Miscellaneous Work	01	02	05
23	Miscellaneous Work	01	02	05
24	REST	00	02	01
25	Rail Carrying	01	02	05
26	Miscellaneous Work	01	02	05
27	Slack Attention To Joints	01	02	06
28	Slack Attention To Joints	01	02	06
29	Cleaning , Dressing ,Boxing Of Ballast	01	02	06
30	Slack Attention To Joints	01	02	05
TOTAL		27	60	147

		Mate	Key-man	Track man
<b>OCT. -2017</b>				
1	<b>REST</b>	00	00	02
2	Miscellaneous Work	01	02	06
3	Miscellaneous Work	01	02	02
4	Miscellaneous Work	01	02	02
5	Miscellaneous Work	01	02	02
6	Casual Rail Renewal	01	02	07
7	Miscellaneous Work	01	02	01
8	<b>REST</b>	00	00	03
9	Casual Rail Renewal	01	02	07
10	Guard Rail Removal / Opening / Renewal	01	02	03
11	Miscellaneous Work	01	02	02
12	Miscellaneous Work	01	02	02
13	Miscellaneous Work	01	02	04
14	Miscellaneous Work	00	02	02
15	Miscellaneous Work	01	00	04
16	Miscellaneous Work	00	02	02
17	Miscellaneous Work	01	02	01
18	Gauging Work	01	02	05
19	Gauging Work	01	02	05
20	<b>REST</b>	00	00	03
21	Clearance Of Side Drain)	01	02	04
22	Miscellaneous Work	00	02	01
23	Gauging Work (A MXA)	01	02	06
24	Slack Attention To Joints (AXA-1)	01	02	06
25	Slack Attention To Joints (ART Line)	01	02	03
26	Miscellaneous Work	01	02	04
27	Miscellaneous Work	01	02	04
28	Miscellaneous Work	01	02	04
29	Slack Attention To Joints (AXA-1)	01	02	06
30	Slack Attention To Joints (ART Line)	01	02	03
31	Miscellaneous Work	00	02	01
<b>TOTAL</b>		<b>24</b>	<b>54</b>	<b>107</b>

Date	Activity	Man days utilized for track maintenance		
Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
<b>NOV. -2017</b>				
1	Miscellaneous Work	01	02	05
2	Miscellaneous Work	01	02	05
3	Check Rail Renewal	01	02	05
4	Miscellaneous Work	01	02	05
5	<b>REST</b>	00	02	02
6	Casual Sleepers Renewal	01	02	04
7	Through Packing/Attention	01	02	05
8	Slack Attention To Joints	01	02	06
9	Unloading Of Ballast From Dmt	01	02	05
10	Cleaning , Dressing ,Boxing Of Ballast	01	02	06
11	Lubrication Of Rail Joints	01	02	05
12	<b>REST</b>	00	02	02
13	Casual Sleepers Renewal	01	02	06
14	Lubrication Of Rail Joints	01	02	05
15	Lubrication Of Rail Joints	01	02	05
16	Lubrication Of Rail Joints	01	02	05
17	Cleaning , Dressing ,Boxing Of Ballast	01	02	04
18	Gauging Work	01	02	06
19	<b>REST</b>	00	00	02
20	Gauging Work	01	02	03
21	Lubrication Of Rail Joints	01	02	04
22	Lubrication Of Rail Joints	01	02	04
23	Lubrication Of Rail Joints	01	02	03
24	Lubrication Of Rail Joints	01	02	04
25	Lubrication Of Rail Joints	01	02	04
26	<b>REST</b>	00	00	02
27	Miscellaneous Work	01	02	03
28	Cleaning , Dressing ,Boxing Of Ballast	01	02	03
29	Miscellaneous Work	01	02	03
30	Gauging Work	01	02	04
<b>TOTAL</b>		<b>26</b>	<b>56</b>	<b>125</b>

Date	Activity	Man days utilized for	Key-man	Track man
		Track maintenance		
DEC. -2017				
1	Cleaning , Dressing ,Boxing Of Ballast	01	02	04
2	Slack Attention To Joints	01	02	06
3	REST	00	00	02
4	Miscellaneous Work	01	02	02
5	Cleaning , Dressing ,Boxing Of Ballast	01	02	04
6	Recoupment Of Fittings & Fastenings	01	02	03
7	Lubrication Of Rail Joints	01	02	05
8	Through Packing/Attention	01	02	05
9	Through Packing/Attention	01	02	05
10	REST	00	00	02
11	Lubrication Of Rail Joints	01	02	04
12	Slack Attention To Joints	01	02	04
13	Slack Attention In T/Outs	01	02	06
14	Slack Attention In T/Outs	01	02	05
15	Slack Attention In T/Outs	01	02	06
16	REST	00	00	02
17	Gauging Work	01	02	07
18	Slack Attention To Joints	01	02	05
19	Slack Attention To Joints	01	02	05
20	Slack Attention To Joints	01	02	04
21	Slack Attention To Joints	01	02	06
22	Through Packing/Attention	01	02	06
23	Slack Attention To Joints	01	02	05
24	REST	00	00	02
25	Recoupment Of Fittings & Fastenings	01	02	05
26	Lubrication Of Rail Joints	01	02	06
27	Slack Attention To Joints	01	02	04
28	Slack Attention To Joints	01	02	04
29	Slack Attention To Joints	01	02	04
30	Lubrication Of Rail Joints	01	02	05
31.	REST	00	02	02
TOTAL		26	54	135

		Mate	Key-man	Track man
<b>JAN. -2018</b>				
1	Providing Joggled Fish Plate	01	02	06
2	Gauging Work	01	02	06
3	Providing Joggled Fish Plate	01	02	05
4	Providing Joggled Fish Plate	01	02	05
5	Slack Attention To Joints	01	02	05
6	Slack Attention To Joints	01	02	05
7	<b>REST</b>	00	00	02
8	Slack Attention To Joints	01	02	05
9	Miscellaneous Work	01	02	04
10	Slack Attention To Joints	01	02	05
11	Slack Attention To Joints	01	02	05
12	Lubrication Of Rail Joints	01	02	05
13	Lubrication Of Rail Joints	01	02	04
14	<b>REST</b>	00	00	02
15	Slack Attention To Joints	01	02	05
16	Lubrication Of Rail Joints	01	02	05
17	Lubrication Of Rail Joints	01	02	05
18	Lubrication Of Rail Joints	01	02	04
19	Slack Attention To Joints	01	02	04
20	Lubrication Of Rail Joints	01	02	04
21	<b>REST</b>	00	00	02
22	Recoupment Of Fittings & Fastenings	01	02	05
23	Slack Attention To Joints	01	02	04
24	Slack Attention To Joints	01	02	04
25	Lubrication Of Rail Joints	01	02	05
26	Cleaning , Dressing ,Boxing Of Ballast	01	02	03
27	Slack Attention In T/Outs	01	02	05
28	<b>REST</b>	00	00	02
29	Slack Attention To Joints	01	02	05
30	Slack Attention To Joints	01	02	04
31	Slack Attention To Joints	01	02	04
<b>TOTAL</b>		<b>27</b>	<b>54</b>	<b>134</b>

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
FEB. -2018				
1	Slack Attention To Joints	01	02	04
2	Recoupment Of Fittings & Fastenings	01	02	04
3	Slack Attention To Joints	01	02	04
4	REST	00	00	03
5	Providing Joggled Fish Plate	01	02	05
6	Providing Joggled Fish Plate	01	02	05
7	Recoupment Of Fittings & Fastenings	01	02	03
8	Through Packing/Attention	01	02	05
9	Through Packing/Attention	01	02	05
10	Slack Attention To Joints	01	02	04
11	REST	00	00	03
12	Slack Attention In T/Outs	01	02	04
13	Providing Joggled Fish Plate	01	02	03
14	Miscellaneous Work	01	02	03
15	Recoupment Of Fittings & Fastenings	01	02	05
16	Slack Attention To Joints	01	02	05
17	Miscellaneous Work	01	02	03
18	REST	00	00	03
19	Miscellaneous Work	01	02	03
20	Gauging Work	01	02	03
21	Miscellaneous Work	01	02	03
22	Miscellaneous Work	00	02	01
23	Slack Attention To Joints	01	02	04
24	Slack Attention To Joints	01	02	05
25	REST	00	00	03
26	Slack Attention To Joints	01	02	04
27	Casual Rail Renewal	01	02	03
28	Providing Joggled Fish Plate	01	02	03
TOTAL		23	48	103

Date	Activity	Man days utilized for track maintenance		
		Mate	Key-man	Track man
MARCH -2018				
1	Slack Attention To Joints	01	02	04
2	Cleaning , Dressing ,Boxing Of Ballast	01	02	03
3	Cleaning , Dressing ,Boxing Of Ballast	01	02	03
4	REST	00	02	02
5	Slack Attention To Joints	01	02	04
6	Slack Attention To Joints	01	02	04
7	Miscellaneous Work	01	02	05
8	Slack Attention To Joints	01	02	04
9	Miscellaneous Work	01	02	05
10	Gauging Work	01	02	06
11	REST	00	02	02
12	Cleaning , Dressing ,Boxing Of Ballast	01	02	04
13	Providing Joggled Fish Plate	01	02	04
14	Providing Joggled Fish Plate	01	02	05
15	Providing Joggled Fish Plate	01	02	05
16	Providing Joggled Fish Plate	01	02	05
17	Providing Joggled Fish Plate	01	02	04
18	REST	00	02	02
19	Slack Attention To Joints	01	02	06
20	Slack Attention To Joints	01	02	05
21	Slack Attention To Joints	01	02	05
22	Slack Attention To Joints	01	02	05
23	Miscellaneous Work	01	02	03
24	REST	00	02	02
25	Miscellaneous Work	01	02	02
26	Curve Greasing	01	02	04
27	Curve Greasing	01	02	03
28	Curve Greasing	01	02	03
29	Curve Greasing	01	02	04
30	Slack Attention To Joints	01	02	03
31	Miscellaneous Work	01	02	04
TOTAL		27	62	120

## CHAPTER-III

### **3.0 CRITICAL ANALYSIS & RECOMMENDATIONS :-**

**3.1** The actual staff strength of Track Maintainer category under SSE (P. Way) units over Raipur Division is **1758** against the sanctioned strength of **2144** with vacancies of **386** as on 01.05.2018. The requirement of Track Maintainer has been assessed based on the present workload (Daily work progress of last one year), in view of mechanization of track, provision of outsourcing of some activities of P. Way, direct observations and discussion held with SSE/JE/Mate(P. Way). As major works of P. Way are being carried out through contract and repair works like slack attention to bad spots, lubrication of rails, casual renewal of Rail/Sleeper, rail/weld failure, other duty/with Artisan/Site protection/USFD work/Track Machine, patrolling duty, LC Gate Duty, deweeding of track, attending accident relief/run over cases etc. are attended by P. Way staff. Thus, the workload of SSE(P. Way) units has reduced and as such the present review of workload has been undertaken. **It is observed that for the last four years the average actual strength of Track Maintainer of Raipur Division is 1770.**

As per existing practice, Track maintenance activities in the field are maintained through either departmental resources or through contracts or a combination thereof, depending upon the situation. Activities which are intensive in nature and require more man days like; shallow screening, welding, loading/unloading, pre tamping, post tamping, LC overhauling, etc. are mostly executed through contracts. Activities like; slack picking, casual renewal, ballast dressing, jungle cleaning, drain cleaning, rail lubrication, bridge attention, patrolling, store watchman, etc. are being maintained by Trackman.

Moreover, while going through the daily work progress of sample DTMs, it is observed that, average 20 % of available man days are being utilized for De-weeding of Track, side drain cleaning, Filth removal, painting of board which can be outsourced up to 80% to achieve better progress and economy.

In view of above facts, the assessment of need base requirement of Track Maintainer for SSE(P. Way) units over Raipur Division has been assessed as under:

### **3.2 Assessment of requirement of Track Maintainer for SSE(P. Way) Units/Raipur Div. as per existing work load (Based on Daily Work Progress) :-**

The daily work progress of **02 sample DTM/Gangs (Gang No. 102 + 3 BP/R & Gang No. 3+4/BMY)** of SSE(P. Way) units (Raipur & BMY) of last one year (April'17- March'18) as provided by SSE is critically analysed for assessment of requirement of Trackman and are summarized as under:

**Table: A- Summary of Daily work progress of DTM/Gang 102 + 3 BP/R for last one year (01.04.17 to 31.03.18)**

Gang No.	Year' 2017 (Man days)									Year' 2018 (Man days)			Total Man days
	April	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
102	336	394	382	378	338	298	268	299	255	268	270	288	<b>3774</b>
3BP	250	308	270	269	280	302	239	297	281	294	260	223	<b>3273</b>



**Table: B- Summary of Daily work progress of DTM/Gang 3+4/BMY for last one year (01.04.17 to 31.03.18)**

Gang No.	Year' 2017 (Man days)									Year' 2018 (Man days)			Total Man days
	April	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
3	65	62	68	70	65	60	68	61	66	61	66	67	<b>779</b>
4	148	155	128	154	100	147	107	125	135	134	103	120	<b>1556</b>

### **Critical Analysis:-**

During the field observation it is revealed that-

- Out of 43 (28+15) on roll Track Maintainer of 2 sample gangs/DTM, 10 staff are not involved in gang activities and working outside the gang. It indicates that, after mechanization of track and provision of P.Way zonal contract, the role of Trackman has been reduced to certain extent
- Average Trackman on leave/sick/absent per day per DTM Gang is 6.

### **DTM Gang:**

As per existing work load of above 02 sample DTM Gangs, Avg. No. of Trackman utilized for track maintenance per day per DTM is  $(3774 + 3273)/2 = 7047/2 = 3524$  man days

Number of working days /annum for P. Way Gang is 294 has been taken vide Rly. Board L. No. 95/CE-I/GNS/2 Vol.II-Pt.II, dated 06.03.2006.

Avg. No. of Trackman required per DTM /day =  $3524 \text{ mandays} \div 294 \text{ wkg. days} = 11.98$ , Say **12** (excluding Mate/Keyman).

Avg. No. of Track Maintainer utilised for Mate/Keyman duty per DTM =  $01+03 = 04$ .

Beside the above Track maintenance activities, an average of **08** Trackman per day from per DTM are being utilized for patrolling duty(Monsoon, cold & hot), store watchman, assisting Artisan staff/welding team, waterman etc.

Hence, Total Trackman utilised per day per DTM (i.e 2 Gang) is  $12 + 04+08 = \mathbf{24}$ .

Net requirement of Track Maintainer per DTM (excluding Store gang) comes to  $24 + \text{LR @ } 12.5\% = 24 + 3 = \mathbf{27}$ .

The above calculation has been done as per actual work volume of DTM Gang. Hence it is suggested that calculated Trackman per DTM (i.e. 27) may be distributed into two Gangs existing as per need.

The total no. of DTM Gangs (excluding Store Gang) in Raipur Div. =57 (**Refer Para 1.5**).

After applying the same principle to Raipur Division as a whole, the total requirement of Trackman for 57 DTM Gangs will be  $27 \times 57 = \mathbf{1539}$ .

### **Store Gang:**

The requirement of Trackman for each Store Gang (as per discussion held with SSEs) for dealing store/office related activities will be  $10 + 02 \text{ LR} = 12$ .

The total no. of Store Gangs in 07 P. Way Units over Raipur Div. is 07. The net requirement of Trackman for store/MP Gangs will be  $12 \times 07 = \mathbf{84}$ .

### **LC Gate (Gatekeeper):**

Presently Trackman required for Engg. LC Gate Duty are utilised from DTM gang of SSE (P. Way) units.

The requirement of Trackman for each L/C Gate in continuous roster (03 shift) is  $03 + 01RG/LR = 04$ .

The requirement of Trackman for each L/C Gate in E.I. roster (02 shift) is  $02 + 01RG/LR = 03$ .

The total no. of LC Gates over Raipur Div. is 70. Out of 70, No. of LC Gate having three shift = 30, No. of LC Gate having two shift = 40.

The net requirement of Trackman (Gatekeeper) for LC Gate will be  $(30 \times 4) + (40 \times 3) = 120 + 120 = 240$ .

During course of work study, it is revealed that some LC Gate will be closed as construction of RUB/ROB is under process to eliminate these gates. Thus, after closure of these LC gate, the requirement of Gate Keeper will be reduced and surplus Trackmen may be redeployed as per need.

#### **USFD work:**

Presently Trackman required for USFD rail tester are utilised from DTM gang of SSE (P. Way) units.

Considering utilization of Trackman for accompanying with USFD testing of rails, the requirement of Trackman for each USFD rail tester is 06.

The total no. of USFD rail testers over Raipur Div. is 13. Out of 08 USFD, No. of DRT = 04, No. of SRT = 02 & No. of Weld Tester = 07

The net requirement of Trackman for USFD rail testers will be  $(4 \times 6) + (2 \times 4) + (7 \times 6) = 24 + 8 + 42 = 74 + LR @ 12.5\% = 74 + 9 = 83$ .

#### **Trolleyman:**

Requirement of Trackman for Trolleyman duty for each P-Way unit will be  $03 \times 04 = 12 + 02 LR = 14$ . (Normally, each P. Way Unit has 03 Trolleys and per trolley 04 Trolleyman required)

The total no. of SSE (P-Way) units in Raipur Division is 07. The net requirement of Track Maintainer for Trolleyman duty will be  $14 \times 07 = 98$ .

#### **ADEN Unit:**

Requirement of Trackman for ADEN unit as per present sanction cadre is 04. The total No. of ADEN units in Raipur Division is 04. The net requirement of Track Maintainer for ADEN units will be  $04 \times 04 = 16$ .

#### **Total Requirement of Track Maintainer:**

On being summarized of above calculation, the total requirement of Track Maintainer for DTM Gang (i.e. 2 Gangs), Store Gangs, LC Gate, USFD rail testers, Trolleyman duty over Raipur Div. will be  $1539 + 84 + 240 + 83 + 98 + 16 = 2060$ .

**The sanctioned cadre of Track Maintainer category over Raipur Division is 2144.**

**Hence, the total reduction in sanctioned cadre of Trackman of Raipur Division will be  $2144 - 2060 = 84$ .**

**Hence, it is recommended that 84 identified surplus vacant posts of Track Maintainer should be surrendered from Engineering Department of Raipur Division.**

### **3.3 Summary of calculation of requirement of Track Maintainer in Raipur Division (As per Para No. 3.2) :**

Sanctioned strength = 2144  
On Roll strength = 1758  
Vacancy = 386  
Staff requirement = 2060

***Thus, Identified Surplus Post = 2144 – 2060 = 84.***

The average actual Trackman strength during the last four years over Raipur Division is 1770. The entire workload of P.Way are being maintained with this staff strength. However, the work study has provided a scope for enhancing the trackman strength by another 300 posts making the total strength of trackmen to 2060 (1758 + 302) and thereby provided a huge buffer to cater the existing work load and any emergency situations.

### **3.4 Summary of Sanction, Present & Proposed staff strength of Track Maintainer category over Raipur Division :**

S#	Designation	Sanction	Actual	Vacancy	Proposed	No. of identified surplus post
1.	Track Maintainer-I	135	111	24	135	00
2.	Track Maintainer-II	270	251	19	270	00
3.	Track Maintainer-II	496	464	32	496	00
4.	Track Maintainer-IV	1243	932	311	1159	84
<b>TOTAL</b>		<b>2144</b>	<b>1758</b>	<b>386</b>	<b>2060</b>	<b>84</b>

### **3.5 RECOMMENDATIONS & SUGGESTIONS:**

On the basis of above observations and critical analysis, the following recommendations and suggestions are made:

- 3.5.1** Considering the existing work load, it is recommended that as per details given in Para 3.2, the requirement of Track Maintainer comes to 2060 against sanction of 2144 staff. Thus 84 identified surplus vacant posts of Track Maintainer should be surrendered from Engineering Department of Raipur Division.
- 3.5.2** The money value resulting after surrendering of 84 vacant posts of Track Maintainer may be utilised for creation of posts required for Track Machine maintenance work.
- 3.5.3** The balance vacant post of Track Maintainer category should be filled up for better monitoring of contractual and departmental civil engineering works.

### **SUGGESTIONS:**

- 3.5.4** Mobile Maintenance Gang may be set up to cater the emergency situation as per need.
- 3.5.5** A Small Track Machine Unit in Raipur Division may be set up for proper & efficient maintenance of small track machines of P-Way units.
- 3.5.6** To Minimize the absenteeism cases, all efforts such as motivation, interaction with the staff should be made.
- 3.5.7** The rates for P. Way works on contract may be revised from time to time so that the works contained in the manual to be executed efficiently through contractual.

## **CHAPTER-IV**

### **4.0 FINANCIAL EVALUATION & RESULTS:-**

#### **Savings due to surrender of 84 identified surplus posts of Track Maintainer :-**

<b>Design.</b>	<b>Level (7<sup>th</sup> CPC)</b>	<b>G.P. (6<sup>th</sup> CPC)</b>	<b>Pay Structure (7<sup>th</sup> CPC)</b>	<b>No. of Post to be surrendered</b>	<b>Mean pay of the level</b>	<b>Approx. Cost per Month per staff (Mean Basic pay+ D.A. @ 7%)</b>	<b>Total cost per month (in Rs.)</b>	<b>Total cost per year (in Rs.)</b>
Track Maintainer- IV	Level-1	1800	18000- 56900	86	37450	40070	3365880	40390560
<b>TOTAL</b>				<b>84</b>				

Thus, total recurring savings to the tune of Rs. 40390560 say **Rs.404 Lakhs** can be achieved due to surrender of **84** posts of Track Maintainer from Engineering Department of Raipur Division and surrender Memorandum may be issued by Sr. DPO/R/SECR.

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