

# **SCRAP DISPOSAL**

A case study on Belur Scrap Yard  
Eastern Railway

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# Scenario then

- Belur Scrap Yard Depot deals only with scrap.
- Entire depot was full of scrap hidden behind & amidst bushes and even buried underground.
- Heaps of scrap were lying in mixed condition.
- Bulk of Scrap lying in depot was in bad condition – rusted & pitted.
- CI sleepers from divisions were being received with heaps of mud attached.

# Scenario then

- Purchasers used to take delivery of CI scrap after hammering, leaving dry earth behind.
- Delivery of Lead Acid Batteries were also being taken after breaking the batteries.
- Huge shortages in stock – pending stock sheets.
- Stock Verification was overdue.
- Scrap Mafia – fearful workforce

# Challenges

- A portion of the depot premises was to be cleared of scrap for construction of MFC.
- Segregation of scrap for disposal.
- Assessment of correct weight for lot formation.
- Non-availability of M&P.
- Generating confidence among staff.

# Challenges

- Tackling Auction boycott – continued for 3 months.
- Carrying out Systemic improvements.
- Stock verification of scrap items.

# Sale Statistics of past

## BESY Depot

All figures are in crores of Rs.

<b>Year</b>	<b>Direct Sale</b>	<b>Auction Sale</b>	<b>Total BESY</b>	<b>Total ER</b>
2007-08	9.40	96.35	105.75	220.12
2008-09	20.85	104.57	125.42	243.20
2009-10	10.15	99.19	109.34	241.40

# Strategy

- Immediate job on hand was to vacate the area earmarked for construction of MFC.
- Around 5 Acres were marked for this purpose.
- One JCB with labour was hired for a month for clearing this area of scrap. (8 hours per day x 30 days, payment on per hour basis)
- This took 45 days' time.
- Area was cleaned and leveled.
- SOP provisions – Item 9(B) of Model SOP on stores matters – Item 5 of Works Matter.

# SOP Provisions

- 9(B) – Hiring of Transport for carrying material, hiring material handling equipment, Contracts for material/scrap handling, loading/unloading, Shipping clearance/export contracts, other works like repair, maintenance and other Miscellaneous contracts through Tender/quotation –

Powers as given in the Works Matter Part – A and Miscellaneous Matters Part – C shall be applicable.

- Item 5 of SOP on Works Matter Part – A is relevant here.



# Strategy

- Receipt of scrap through wagons was stopped as lot of muck was being received from the wagons.
- Scrap was being received through lorries only even from LLH workshop.
- Receiving of scrap from open line was totally stopped for disposal on 'As is where is basis'.
- New cards were opened for all the items in other ward.

# Strategy

- To start with temporary bins were constructed from the scrap material available in the depot.
- Fresh arising was received in new cards and kept away from the old stock.
- Concept of Lot Register was introduced.
- This helped in stock verification also.
- From heaps of old scrap, LMS was segregated with the help of hired crane for dispatches to RWF.

# Methodology

- In the initial 3 months, when no auctions were taking place, disposal was maximized through dispatches to RWF.
- It was only when dispatches of scrap rail from HWH Division and later on from UDL yard to RWF started, boycott of auction ended.

# Methodology

- The area required for MFC was cleared in 45 days' time and substantial amount of scrap lying buried underground was recovered from this area.
- This proved to be an incentive for repeating this exercise to other areas of the depot as convincing the Finance department became easier.

# Methodology

- This helped in mitigating the old unconnected shortages as sizeable quantity could be recovered after digging the soil – fish plates, tie rods, leaf springs, CI sleepers, bearing shells, buffer plunger, etc.
- Sizeable quantities of Wheel sets, wheel discs, wheel tyres, bogie trolleys were recovered after bushes were cleared.

# Methodology

- Old heaps were disposed off by selling through auction after properly fixing the RP giving due weightage to the condition of the lot.
- In the sale catalogue, location of the lot was mentioned clearly indicating proper landmarks on all the sides of the lot.
- Scrap from Mixed lot was sold by mentioning costly items.

# Methodology

- After disposal of scrap visible above the ground, disposal of scrap buried underneath was started after allowing digging up to rail level.
- Hired JCB was also used for leveling the ground, filling up of low areas.

# Sample Catalogue

Turning and Boring mixed with soil and mud, Rusted empty drums, Fan guard, Plate, Sheet, Angle, Chanel, Light guard cover, Pin, Screw, Nuts and Bolts, Washer, GS cap, MS round, Broken CI of sorts, MS and CI pipes of sorts, mirror frame, FL fittings, dust bin, window frame, iron frame with or without rubber and wooden attached, fan blade, steel chair and almirah, locker, fire extinguisher, iron chunk and various miscellaneous materials of sorts of P.Way items mixed with soil and mud etc. Condition- 1] Cutting allowed only for chunk above 50 Kgs in weight. 2] If other than materials in description is found in the lot it is excluded and can not be lifted. As for example CST-9 Plate, DO Plate, Rail, ST Sleeper, Wheel Disc, Bogie Trolley and any other materials more than 50 Kg wt. can not be lifted. SYD, VM and NYD-BESY new lots can not be lifted. 3] Delivery of the materials to be started from one end of specific lot., 4] Lifting process will be done in such a way so that the offer material of a specific portion of the lot is completely lifted at first and then the purchaser will move forward to the next portion of the same lot., 5] Digging up to track-ground level is allowed., 6] Purchaser has to level the ground simultaneously as soon as material of any portion of the lot is lifted. 7]JCB allowed for releasing of materials from mud and soil, 8]Bulldozer, guity, panja and labour upto 30 Nos are allowed 2 days in advance before fixing of delivery programme. 9] Night staying of unmanned JCB and other tools allowed. Location-1] From East side of NYD road upto boundary wall in width and from North side Bin No. 2 to 5 towards South back side of time office in length. 2] West side NYD road under blackberry tree opposite Bin No. 3 and 4. 3] From West end Bin No. 16 towards east upto end of HWH shed godown in length, both side of line no. 16 in width.



# Systemic Improvements

- Sale of Batteries by numbers.
- Introduction of Lot register.
- Construction of new concrete bins – outside as well as inside the godown.

# South side of Line No. 4



BEFORE



AFTER

# Front side of Receipt Section



BEFORE



AFTER

# Inside TS Godown



BEFORE

AFTER



# Receipt section near Line No. 15



BEFORE

AFTER



# Road side of VM shed



BEFORE

AFTER



# Road side of North Yard



BEFORE

AFTER



# VM Shed



BEFORE

AFTER





# North Yard Line No. 8




BEFORE

AFTER



# Improvement in Sale Statistics

All figures are in crores of Rs.

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2008-09	20.85	104.57	125.42	243.20
2009-10	10.15	99.19	109.34	241.40
<b>2010-11</b> 	<b>37.19</b>	<b>134.50</b>	<b>188.87</b>	<b>386.98</b>
<b>2011-12</b>	<b>24.59</b>	<b>153.55</b>	<b>178.14</b>	<b>352.98</b>
2012-13	16.02	100.32	116.34	244.59

THANK  
YOU