

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**No.2007/W-1/Genl./Conference**

**New Delhi, dt.01.06.2010**

**General Manager/Con.  
Northeast Frontier Railway,  
Guhati.**

**Managing Director,  
RVNL, IRCON, RITES  
New Delhi.**

**Chief Administrative Officer/C  
All Indian Railways.**

**Principal Chief Engineer,  
All Indian Railways.**

**Director  
IRICEN/Pune.**

**Executive Director/Track & Bridge  
RDSO/Lucknow.**

**Sub: Minutes Of CAO/Cs/PCEs conference held in Railway Board on 10/11.5.2010.**

Please find enclosed herewith copy of the minutes of CAO/Cs/PCEs Conference held in Railway Board on 10.05.10 & 11.05.10. This is for information and necessary action please.

  
**(Virender Kumar)  
Director Works-II**

**Copy to:-**

**AM/CE, Adv. (L&A) and Adv. (Proj) for kind information please.**

**ED(B&S)-I, ED(B&S)-II, ED(CE)G, ED(CE)/P, ED(L&A)-I, ED(L&A)-II, EDWP,  
EDTrack (M), EDTrack (MC), EDTrack (P), OSD/ME & OSD/J&K.**

**Minutes of CAO(C)s & PCEs Conference held on 10th & 11th May, 2010.**

**(List of Targetted Projects – Annex.-I)**

**(List of participants - Annex.II)**

	CAO(C)s & PCEs Joint Conference was held on 10 <sup>th</sup> and 11 <sup>th</sup> May, 2010 to discuss the progress of projects targetted for completion during 2010-11 and other agenda items.	
1.0	<b>Address by ED/Works</b>	
1.1	Executive Director/Works welcomed the participants in the first joint conference of PCECAO(C)s having participation from RDSO, IRCON,RVNL,RLDA & RITES. Director/IRICEN was also present.	
1.2	Executive Director/Works complimented the Railways for good performance during 2009-10 when achievement under new line and gauge conversion were higher than the targets fixed. Doubling, However, had a lesser performance and continues to be an area of concern.	CAO(C)/All Indian Railways
1.3	It was mentioned that all time high target of 1000 km new line has been fixed when our average has been about 200 km. This would call for innovative approach and fast decision making. The target for gauge conversion has been scaled down to 800 km. and doubling to 700 km.	CAO(C)/All Indian Railways/ RVNL
1.4	Executive Director/Works mentioned that idea of joint conference is to get resolved issues between open line and construction as lot of help will be required from open line for accomplishing the daunting task given to construction organization.	PCE/CAO(C) All Indian Railways
2.0	<b>Address by Addl. Member (CE)</b>	
2.1	AMCE welcomed all the participants for the Conference and mentioned that such Joint Conferences help in resolving concerns of Railways (Construction & Open Line) besides aligning activities as per the overall priority of Railway.	
2.2	Deployment of track machines have to be done judiciously and need based. It is seen that some machines are being deployed in sections which are not very important and the important routes are being renewed and maintained manually. Such practice is not acceptable. Further instructions have been issued to do track works by machines on A, B & D Spl. routes from 1st April, 2010. This should be strictly complied.	PCE/ All Indian Railways

2.3	Creation of posts and recruitment of track machine staff is not keeping pace with induction of machines. This needs to be picked up and completed in time bound manner as targets for mechanization have been fixed. Also Railways should ensure timely placement of indents and coordinate with respective RRBs for inclusion of such posts in the combined notices now being issued by RRBs.	PCE/ All Indian Railways
2.4	Parallel run of Track Management System has been implemented on Agra Division. Shortly the registers of PWIs will be withdrawn and all the inspections will be recorded directly on the Track Management System. There is also a discussion forum for disseminating knowledge on TMS on the IRICEN website. While it is heartening to know that the PWIs are regularly posting queries on this website, there have been no queries from any officer. This indicates that sub divisional/divisional and headquarter officers are not involving themselves in the implementation of TMS which is not an encouraging trend. For any successful change of system, the top management has to involve itself fully.	PCE/ All Indian Railways
2.5	USFD remains a cause of concern. Railways can go for outsourcing of USFD up to 20% of total workload to ensure that no backlog accrues. NR should finalize the tender for vehicle mounted USFD as early as possible. Railways to step up procurement of digital DRTs/SRTs for better quality of USFD.	PCE/ All Indian Railways
2.6	Targets for manning of level crossings have been increased from 377 in 2009-10 to 2364 nos. in 2010-11. All efforts are to be made to complete the works and creation of posts.	PCE/ All Indian Railways
2.7	Bridge Workshops should give more emphasis on fabrication of bridge girders. Targets laid down for 10-11 for fabrication of steel bridge girders in railway bridge workshops should be achieved. Workshops should increase fabrication of steel bridge girders by 15-20% every year. A total target of 17100 MT has been kept for fabrication of steel bridge girders in 10-11.	PCE/ All Indian Railways
2.8	Act Apprentices: As per directives issued by Railway Board, railways can engage course completed Act Apprentices in group 'D' in view of acute shortage of artisans and group D staff, increase in production etc.	PCE/ All Indian Railways
2.9	Special layouts to be replaced with PSC layouts. Non standard layouts either can be converted to standard layouts or provide PSC layouts by special arrangements.	PCE/ All Indian Railways
2.10	Summer has already set in. Required precautions in LWR/CWR	

	territories should be taken. Hot weather patrolling to be ensured whenever temperatures are likely to be beyond stipulated limits.	PCE/ All Indian Railways
2.11	For unloading of EURs a lot of time is being taken by Railways and turn-round is affected badly. Cycle time is long. Railways have to monitor this at highest level.	PCE/CAO All Indian Railways
2.12	Overloading and functioning and follow up action on suspect stocks identified by WILD are to be kept under watch. Bad cases need to be reported to Board.	PCE/ All Indian Railways
3.0	<b><u>Adv(Projects)'s Address</u></b>	
3.1	On Dhanbad-Howrah and Ahmedabad-Bombay routes Double Decker trains are to be introduced. New coaches with MMD slightly lower than that of Garib Rath coaches has been designed. These coaches are raised at sides and in central portion. There is an infringement at COP at speeds greater than 75 Kmph in kinematic condition. Trial run with wooden frame on dummy coaches may have to be done to ensure that there are no infringements. If necessary suitable work for removed of the infringements may have to be got sanctioned.	PCE/ All Indian Railways
4.0	<b><u>Adv(L&amp;A)'s Address</u></b>	
4.1	378 Stations were identified for development as Adarsh Station in 2009-10. Target for completion of these stations was March 2010. So far, only 290 stations have been developed as Adarsh stations. While progress of development of Adarsh stations of ECoR, ECR, NFR, SCR, SR and WCR has been encouraging, progress of CR, NCR, NR and WR is not satisfactory. PCE's should monitor progress of Adarsh Station at their level and should ensure that the remaining stations are completed by June, 2010 positively. During 2010-11, 97 more stations have been identified for development as Adarsh stations. These Adarsh stations should be completed by December, 2010.	PCE/ All Indian Railways
4.2	Against a target of Rs. 611 cr. for 2009-10, accrual of earnings from land resources has been Rs.649.14 cr. which is a remarkable effort. Whereas, remarkable achievement has been reported by NR, NCR, NWR, SR, SER, SWR and WCR, performance by CR, ER, ECR and NER has not been satisfactory. Targets for 2010-11 have been circulated to Zonal Railways. Railways should ensure	PCE/ All Indian Railways

	that these targets are met with.	
4.3	67 Stations were identified for development of Multi-functional Complexes (MFCs) during 2009-10. Out of these, 13 have been entrusted to Zonal Railways excluding SWR, NCR, WCR. The progress of MFCs by Railways is not satisfactory and needs to be pulled up. PCEs should ensure that the MFCs being developed by Railways are commissioned by March 2011. It has also been reported that handing over sites of MFCs to PSUs is getting delayed for some or other reason. This needs to be looked into by Principal Chief Engineers. Land free from any encumbrance should be entrusted to the executing agency.	PCE/ All Indian Railways
4.4	Progress of sanctioned works (under PH-51, 52, 53 & 64) is not satisfactory as a result there are large no. of old works still shown under progress leading to blockade of capital. Monitoring of important works and those pertaining to Budget Pronouncements should be done at PCE level. Zonal Railways should report the progress of sanctioned works under PH-51, 52, 53 & 64 on monthly basis to Board's office.	PCE/ All Indian Railways
4.5	Railways were directed vide Railway Board letter No. 2009/LML/12/14 dated 3.2.2010 and also during GM Conference in March 2010 to review all land acquired/transferred in last 40 years and reconcile the details of open and construction organization. This exercise was to be done in a period of 4 months. PCE are requested to monitor the progress of reconciliation of land records.	PCE/CAO All Indian Railways
4.6	<p>Land Bank – Presently, there is a lot of pressure on land. Besides meeting with requirement of Railways own operational purposes, land is required for multifarious activities like setting up of rail coach and component factories, loco component factories, wagon factories, coach rehabilitation and wagon repair workshops, Multi-Modal Logistic Parks, Auto hubs, Cold storages &amp; Perishable Cargo Centers, refrigerated container factory, eco-parks, health care facilities, bottling plants for clean drinking water, etc. Zonal Railways should prepare concordance table so that there is no duplicity of usage for the same piece of railway land.</p> <p>Large tracts of land have not been reported by Railways. Railway Board comes to know about these only when there is a reference. Railways were advised vide Railway Board letter No.2009/LML/12/14 dated 4.2.2010 and also during GM Conference in March 2010 to enlist all plots of vacant land of area more than 1 acre and sent the details to Railway Board for inclusion in land bank within a period of one month. A certificate was also required to be submitted by Railways for concluded this exercise and that there were no vacant plots left to be included in</p>	PCE/ All Indian Railways

	<p>land bank. Reports have been received only from ECR &amp; WCR and are still awaited from other Railways.</p> <p>There are several cases where Railways have been found to be lacking interest in land matters. To name a few are as given below;</p> <p>(i) 837 acres of land in Belapur – Shegaon section of CR: The Land is lying idle without knowledge of CR. Board agreed to relinquish it to farmers but no action has been taken.</p> <p>(ii) SER – 600 acres of land acquired by Railway but lying unutilized and un-noticed.</p> <p>(iii) ECoR – 100 acres of land acquired by Railway but lying unutilized and un-noticed.</p> <p>14 sites more than 20 acres each for hospitals and 19 sites more than 5 acres each have been identified recently. It is unfortunate Railways did not come out with proposals for development through RLDA in spite of repeated chasing in the past.</p>	
4.7	Each and every officer should check availability of land boundary pillars during their inspections and inspection note should incorporate items on land management in their inspection.	PCE/ All Indian Railways
4.8	<p>It is felt that there is delay on the part of zonal railways while furnishing reply to CA-III references and other important Board's references. Even the quality and content of replies from zonal railways is not satisfactory. Reply to Board office should be prompt, accurate and only after approval of PCE. Letters to Railway Board should bear the signature of minimum SAG level officer.</p> <p>Further, Zonal Railways should avoid making references to Railway Board for issuing guidelines on very trivial issues which otherwise could very well be decided by Zonal Railways themselves.</p>	PCE/ All Indian Railways
4.9	Land in metro cities is very precious commodity and optimum utilization of such land should be made. Vide Railway Board's letter No.2009/LML/13/1 dated 23.1.2009, Zonal Railways were advised to prepare perspective plan for proposed land use for vacant railway land in Metros namely, Delhi, Kolkata, Chennai, Hyderabad/Secunderabad and Mumbai and submit the same for perusal and approval of the Board. Perspective Plan is yet to be received from all Zonal Railways. Northern Railway has submitted only a part plan for a small piece of land instead of all land in Delhi area.	PCE/ All Indian Railways
4.10	Now a days public is quite aware and aspires better Passenger amenities. Railway should rise to the occasion. Lots of funds are	PCE/ All Indian

	being given. Money should be spent judiciously. Proper utilization of funds should be made so that people are happy.	Railways
4.11	Officers should be careful about demand of people and propose accordingly. Response for public representations is not up to the mark and lacks proper attitude on the part of officers sending reply.	PCE/ All Indian Railways
5.0	<b><u>Address by M.E.</u></b>	
5.1	At the outset ME congratulated Railways for achieving targets of most of the items of both Construction and Open Line and expected that railways will continue to do the good work.	
5.2	<p>Issues raised by AM(CE), Adv.(L&amp;A) and Adv.(Projects) are very important and to be given due attention. It has been observed that instructions being issued by Board are not being taken very seriously in field.</p> <p>Board derives its strength from Railways. Railways provide information for putting up matter to Hon'ble MR or Parliament. Despite issue of Board's instructions, action is not taken. Generally, instructions are issued after taking opinions from Parliamentarians, Parliamentary Committees, Minister and other departments. Significance of the instructions has to be realized and given due importance.</p>	PCE/CAO All Indian Railways
5.3	Move for change/innovation has to come top downwards. Railways have to ensure that TMS is adopted successfully. PCE, CTE, DRM, Sr. DEN will have to involve fully for successful implementation.	PCE/ All Indian Railways
5.4	Derailments constitute 47% of total consequential train accidents. Out of these, normally 40% are on account of track. Hon'ble M.R. has also expressed her concern over derailments. With sturdy track structure in place, there is no reason that derailments should take place on track account. Railways are required to identify vulnerable stretches including yard lines, suburban stretches, rail fracture/weld failure prone sections etc. to take up necessary corrective action. Conscious efforts in this direction will definitely help in reduction of derailments drastically.	PCE/ All Indian Railways
5.5	During 2009-10, accidents on Engg account have increased to 34 from 31 in 2008-09. The increase is on CR (4 to 6), ECR (3 to 6), ECoR (1 to 2), NR (3 to 5), SCR (2 to 3) and WR (1 to 2). Extra care need to be taken while working on track or adjacent to it. Accidents at worksite should be eliminated totally. Reduction in RF/WF and timely detection of flaws should be our mission areas.	PCE/CAO All Indian Railways

5.6	Track renewals should be executed at full pace as targeted. Necessary funds shall be made available at the time of RE. This being our primary activity, no letup is acceptable.	PCE/ All Indian Railways
5.7	The performance on front of replacement of bridge timbers by steel channel sleepers has not been good. Since old and unserviceable bridge timbers are potential threat to safety, elimination of these timbers should be given priority. Only NR, NCR, NER, SECR & SWR could achieve targets. Other Railways needs to pull up and eliminate all the backlog during the current year.	PCE/ All Indian Railways
5.8	EUR utilization is poor and is a matter of concern. PCEs should look into it.	PCE/ All Indian Railways
5.9	On 80th TSC recommendations on protection against liner biting and corrosion, Board have issued detailed orders. Railways should take prescribed actions without fail to fight corrosion. This will not only help in increasing service life of track components but also improve safety.	PCE/ All Indian Railways
5.10	More emphasis is needed on procurement of fittings for TFR works. It should be planned in time and close watch be kept on supplies as TFR works are taking unduly long time for completion. Further delay in replacement of unserviceable fittings may lead to damage to PSC sleepers too. Last year, IR could achieve progress of about 60% of targets. Barring ECoR & SWR, all other Railways could not achieve laid down targets and on NER, NFR, NWR, SR, WR & WCR progress was less than 40% of targets. The progress of Through Fittings Renewals is also not satisfactory. Poor progress is mainly because of poor planning in material procurement. Action plan and time line is to be prepared for each item. TFR is helpful against corrosion also. Any failure in this regard will not be tolerated.	PCE/ All Indian Railways
5.11	South Central Railway has successfully implemented of E-Procurement System for Track supply items and other Zonal Railways should also expeditiously implement the same by taking necessary assistance from CRIS.	PCE/ All Indian Railways
5.12	Total annual requirement of steel bridge girders per year is estimated at about 35000MT whereas production during 09-10, which was highest ever, is about 12000MT. There is an urgent need to increase production of steel bridge girders in bridge workshops and the target of 17100MT for 10-11 should be achieved. CWMs in SAG grade should be posted in bridge	PCE/ All Indian Railways



	workshops. Act Apprentices: Absorption of course completed Act Apprentices not being done by railways. PCEs to look into this.	
5.13	Use of NDT Equipments: Structural Scan Equipments and Rail cum Road Vehicles have been provided to all the parent railways. Besides this, other equipments such as Acoustic Emission testing equipment is also available with 3 railways namely CR, NR and SR. Other equipments such as DPT, Magnetic Particle Test are also available with the railways. Railways should make use of full potential of these equipments.	PCE/ All Indian Railways
5.14	Several equipments are lying idle in workshops/depots e.g. equipment procured for NDT of bridges. Railways should review all equipments in various workshops/depots and ensure their utilization for the intended purpose.	PCE/ All Indian Railways
5.15	For improved mobility, judicious planning for removal/relaxation of permanent speed restrictions and raising of sectional speeds is called for. There are 117 nos of restrictions which can be easily removed and 578 nos. can be removed with some efforts. There are 2019 nos. of restrictions whose removal/relaxation is relatively difficult but possible. Railway should plan for removal of all the easy and medium PSRs within 2 years. Railway should also plan for removal of hard restrictions by processing the proposals for necessary sanction wherever required.	PCE/ All Indian Railways
5.16	There are nearly 24800 route track KM which are having speed of 100 to 105 kmph. There should not be any constraint in raising speed to 110 kmph on all these routes. I would call upon you to plan for raising of the speeds of such sections during current year itself. For increasing speed to 110 kmph on E routes, reclassification of route to D or D SPI will be required. Railways can send such proposals for Board's approval.	PCE/ All Indian Railways
5.17	It was decided that for works undertaken for raising of speed and removal/relaxation of permanent speed restriction, 50% of the time saved will be made available as additional ER for execution of various works. Feedback about time saved and additional time allowance provided should be given for deciding whether such additional works be taken up or not.	PCE/ All Indian Railways EDCE(P)
5.18	Introduction of higher axle load i.e. 25 t axle load and CC+8+2 t load trains have resulted in increase in earnings of Railways. Further gains are possible with higher speeds achieved with adequate powering. But the dynamic impact of Rolling Stocks on track and bridges due to new loading is a matter of concern. Results and follow up action on WILDs be monitored by Engineers	PCE/ All Indian Railways

	also. Close vigilance is required in curbing the further overloading. As yet our infrastructure inputs have not kept pace with.	
5.19	Pilot Project for running of CC+8+2 t loading has now extended to nearly 28000 route km. We as a maintenance man have to monitor and analyze the effects of this increased loading and take suitable corrective action well in time. This will call for keeping record of figures of items like frequency of tamping, crushing of rubber pads, failures of GJs, SEJs, crossings and switches, wear pattern in curves, points and crossings, deflection of girder bridges etc. Railways should give feedback in form of data on these items both in physical and financial terms instead of routine remarks like increased wear, tamping requirement & crushing of rubber pads etc.	PCE/ All Indian Railways
5.20	1880 route km on different Railways were targeted for making them fit for 25 t during the year 2009-10 for strengthening and upgradation. I am told that up-gradation work only on 194 km has been completed. This is a poor show. Works once sanctioned should be executed expeditiously. Track machines should be used for faster execution. SER and SWR are having majority of such routes. SCR should complete bridge works on one route We should complete all upgradation works by 2011-12 positively. Railways to plan execution accordingly.	PCE/ All Indian Railways
5.21	There is a need to develop horticulture in Metros like Bombay, Delhi and Secunderabad, where Railway has land for this use. Some officers and supervisors should be sent for training to Central Forest Research Institute, Dehradun so that they can further train staff in their railways to start horticulture at commercial scale. Horticulture, can be developed as profit centres.	PCE/ All Indian Railways
5.22	PCEs should read the MCNTM report on gang strength. In fact as per this report, lesser manpower is required for regular activities of track maintenance and additional manpower required for ancillary activities is what we used to create through casual labour. Railways should justify the creation of posts on these lines.	PCE/ All Indian Railways
5.23	During 2009-10, we did very well on front of scarp disposal and approx. 8.8 lakh MT of scrap was offered by open line. After taking into consideration the available balances of scrap and second hand materials as on 01/04/2010, likely arisings during 2010-11 and the achievements of 2009-10, final targets for scrap disposal have been fixed. The IR targets for approx 8 lakh MT for Open Line and 1.21 MT for construction has been fixed. Railways should ensure that these targets are not only achieved but surpassed. Railways	PCE/ All Indian Railways

	are having 4.64 lakh MT of scrap and another 2.45 lakh MT as SH materials released during 2009-10 or earlier. These should be offered within 4 months except small quantities required for use as SH. Balance offering from current year releases be planned for subsequent months.	
5.24	Thermit welding in construction projects should be brought to absolute minimum level and only inescapable welding done with AT. Any mass scale adoption has to be done only with prior approval of Board.	CAO/ All Indian Railways
5.25	While extensive use of Flash Butt Welding is being done in construction of New Lines, Doubling and Gauge Conversion Projects, there is a need for elimination of AT welding joints by Mobile Flash Butt welding of rails over all Zonal Railways as envisaged in the Corporate Safety Plan. Zonal Railways should extensively use Mobile Flash Butt Welding on TWR to improve the reliability of assets. Zonal railways should plan for replacement of all AT weld joints from the track by in-situ flash butt joints. Some concern about quality of mobile FB welds has been raised in some Railways. We have to sort out such issues and ensure good quality of flash butt welding.	PCE/CAO All Indian Railways
5.26	No. of in service AT weld failure is a matter of concern. It is learnt that most of the AT weld which is failing prematurely, especially within a month or so after the execution, is generally on account of inadequate fusion of weld due to improper heating. Though instructions have been issued to use the compressed air petrol so that pre-heating can be achieved quickly, exclusion of AT weld is to be supervised by some railway official. Railway should analyze each and every weld failure w.r.t the name of the firm, name of the welder, portion of batch etc. and generate a data base to take appropriate action against the defaulting firm and in turn by defaulting firm, against the defaulting vendors.	PCE/CAO All Indian Railways
5.27	Mechanization of track works should be increased and manual contracts should be reduced. All track works on A, B and D Special routes must be executed with Track Machines only. There should be no further contracts for manual works on these routes. Instructions in this regard have already been issued. Now we have entered into second round of mechanized deep screening and hence the problems of obstructions faced in first round have also been reduced. Mechanized deep screening also helps in improving track geometry.	PCE/ All Indian Railways
5.28	Conventional inspections only will not suffice and Senior Officers should spend their 30 to 40% of their time for future planning. Don't resist change and be a part of change. Inspection of senior officers	PCE/ All Indian

	should not be limited to prescribed checklists but should be comprehensive and more inclusive covering all aspects of Railway working. Ingenuity should be used during inspection to see the problem areas and likely solutions. Quality inspection should be done and Junior officers should also be trained for the same.	Railways
5.29	The first RGM being supplied to SCR must be commissioned by Aug.2010. Number of sidings are yet to be completed: 21 on SCR, 1 on SR, 6 on SWR, 7 on ECoR, 3 on NCR, 12 on NR and 1 on ECR. These work should be expedited and completed well in time for commissioning of RGM.	PCE/ All Indian Railways
5.30	Railway Board is looking into permitting of apprentices for track machines. The apprentices trained in Bridge workshops can be recruited for track, works and track machines besides bridges.	PCE/ All Indian Railways ED/T(MC)
5.31	Position of targetted works submitted by Railway has not shown S&T activities which are essential for completion and commissioning of projects.Railways must ensure that S&T & Elect. activities are also completed simultaneously with Civil Works.	CAO/ All Indian Railways/ RVNL
5.32	Some of the Railways are showing completion of Earth work in 4th quarter for targetted works which may lead to spill over of target to next year. Earth work for all targetted works must be completed at the earliest and not later than 3rd quarter in any case.  Some of the Railways are indicating completion of activities in 2nd/3rd quarter but completion of project in 4th quarter. Completion of these projects is to be preponed.	CAO/ All Indian Railways/ RVNL
5.33	Works should be executed ensuring good quality and should be opened at 80% of sanctioned speed.  Sections opened with 80% of sanctioned speed are to be immediately taken over by Open Line.	CAO/ All Indian Railways/ RVNL
5.34	It is noticed that most of the projects particularly over SR, SCR & SWR are having completion in 4 <sup>th</sup> quarter and flash butt welding may become critical especially as same agency is contracted for flash butt welding. Scheduling of welding should be planned accordingly. EDTK/P was directed to examine the issue of high joints and inadequate mobilization by M/s ITC.	CAO/ All Indian Railways/ RVNL EDTK/P
5.35	No. of projects are increasing every year and IRCON, RITES, RVNL and RLDA will get more and more works. Railway should extend all cooperation and consider them as their partner for	PCE/CAO/ All Indian

	speedy and effective project implementation.	Railways
6.0	<b>Points raised by EDs/Railway Board &amp; RDSO</b>	
6.1	One or two sets of PQRS can be allotted for mechanized laying in construction projects. CAOs should come forward and propose the projects and lengths to be laid by PQRS. CAO/NF Railway indicated he can take one set of PQRS. Other Railways should also review and submit their proposals.	CAO/ All Indian Railways/ RVNL
6.2	Railways have not placed requisite indents for SE/JE(TM). Against a total of 821 vacancies only 206 posts have been notified. Now the recruitment of Track Machine Maintainers (Artisan) is being notified. Railways should coordinate and ensure placement of adequate indents vis-a-vis vacancies.	PCE/ All Indian Railways
6.3	There have been incidences of severe damage to track machines due to collision by another machine or light engine on NCR, WR, SCR and SWR in the recent past. With the increase in population of track machines, safety in operation of track machine is becoming more and more important. This would require looking into human aspects of training, competency, medical, rest etc., and machine aspects of maintenance particularly of brake system, maintenance of the coaches, braking of coaches, protection of work sites and stabled machines and efficient communication at the machine sites.	PCE/ All Indian Railways
6.4	CAO/C are the coordinating officer for reporting progress of Traffic Facility Works. It is observed that some of the Railways (NR, ECR, SR, SWR etc.) are not reporting progress of all works on the pretext that execution of some of works is with Open Line. Railway must invariably report work-wise progress of all Traffic Facility Works irrespective of executing agency.  Revised format for reporting Traffic Facility Works was circulated as per this work-wise progress of only those works which are appearing in Pink Book is to be reported in format Vi(a) & summary position for works appearing in Law Book in format VI (b).	PCE/CAO All Indian Railways
6.5	Concrete sleeper plant at Rewari should be provided with the siding as existed earlier and licensing of land required for siding should be expedited.	PCE/ NWR
6.6	ED/RDSO requested that tenders for steel bridges should be clubbed as far as possible for ensuring good quality and speed of	PCE/CAO All Indian

	construction.	Railways
7.0	<b>Coordination issues between Open and Construction and others points raised by CAOs/PCEs.</b>	
7.1	PCE/CR requested that PWM duty list be revised so as to give them pay equal to PWI as per recommendation of the Pay Commission. It was clarified that this has already been done vide Correction slip no. 118 to IRPWM dated 30/07/09.	PCE/ All Indian Railways
7.2	CAO/C/CR reported that adequate traffic blocks are not being given.	PCE/CR
7.3	PCE/ER stated that Second hand PSC sleepers are not available for TSR secondary work. Therefore, TSR secondary work should be converted into TSR primary works. Railways were asked to send these proposals.	PCE/ All Indian Railways
7.4	CAO/C/ER requested for availability of adequate ballast and machines for the construction projects.  It was discussed and decided that small track machines which have capacity for lifting, lining and tamping and can be transported by road and operated by single operator should be deployed on construction projects.  CAO(C)/WR requested that Railway Board should issue instructions permitting first one or two rounds of packing by small off track tamping machines on contract which can be transported by road. ME directed that instructions for the same should be processed.	EDTK(MC)
7.5	PCE/ER mentioned that only 60 kg. Rail should be used in construction projects in view of marginal increase in cost and almost double life of rail. It was decided that rails to be provided as per correction slip No.117 of IRPWM. Projects which are in advance stage may however be provided with track structure as per sanctioned estimate.	PCE/CAO All Indian Railways
7.6	PCE/ECR mentioned that Training to bridge staff is being given at Plant depot, Mughalsarai. But this is not included in the list of Board's recognized training institutes. EDCE(B&S) will pursue the matter with MPP dte.	EDCE(B&S)

	<p>Detention sub-code of the COIS are to be modified so as to show cases of block bursting and detention on account of single line working or block grant separately.</p> <p>Speed certificates issued by RDSO are referring to C&amp;M-I standards. It will be better to refer to IRPWM standards as most of them are in line with C&amp;M-I report for higher speeds.</p>	
7.7	<p>CAO/ECR suggested some special colour scheme such as green etc. for 25t loading-2008 girders. This should be examined by RDSO.</p> <p>He also requested for powers to award single tender to CAO for last mile projects of all plan heads. Presently, such power is delegated for doubling and traffic facility plan head.</p> <p>He asked for clarification on length of loop lines as different Railways are following different norms.</p>	<p>ED/Bridge RDSO</p> <p>EDCE(G)</p>
7.8	<p>PCE/ECOR mentioned that construction is providing unmanned level crossings in new projects.</p>	ED(W)
7.9	<p>PCE/NCR requested that Mates, Keymen &amp; Gatemen should be provided with CUG phones for better communication and ensure safety. Railway may send the proposal.</p> <p>42 nos. of BRN are required for conversion into EUR rake and the railway may be permitted to carryout conversion. There is already a problem as to two rakes have been condemned.</p>	<p>EDCE(P)</p> <p>EDTK(P)</p>
7.10	<p>CAO/C/NCR mentioned that on ROBs where TVU is exceeding 3 lakh, State Govt. is insisting for provision of 4 lane ROB on cost sharing. ME directed that necessary instructions for such cases may be issued.</p>	ED(B&S)-II
7.11	<p>PCE/NWR mentioned that Board has allotted 54 km of 2<sup>nd</sup> hand rails to construction whereas Open Line requires 76 km for TRR secondary. EDTK(P) assured that rails for construction will be arranged from other place.</p>	EDTK(P)
7.12	<p>PCE/NE Railway stated that work of T-28 has been affected as the BFR wagons have been sent for POH and this stock is not available on NER for replacement. ED/Tk(MC) informed that the case has already been taken up with the Traffic Dte. and will be pursued further.</p>	EDTK(MC)

7.13	<p>CAO/C/NER mentioned that two projects have been opened at 80% of sanctioned speed which are not being taken over by Open Line. PCE/NER stated that unmanned level crossings have been provided on these projects. ME directed that these sections should be immediately taken over. CAO/C/NR also requested for permission to provide unmanned level crossing on Taran Taran-Goindwal in view of limited traffic, low bank height.</p> <p>The letter issued by EDCE(B&amp;S)-II for providing no level crossing in new construction is creating lot of confusion and needs to be withdrawn. It was advised that railway need to consider limited height surveys in lieu of unmanned level crossing and if it has severe cost implication then manned level crossing to be considered. In unavoidable case, dispensation be sought from Board in advance.</p> <p>For projects in progress, there should be judicious mix of RUB/limited height RUB and manned level crossing depending upon topographical and other considerations. However, unmanned level crossing be avoided.</p>	<p>PCE/NER</p> <p>ED(B&amp;S)-II PCE/CAO All Indian Railways</p>
7.14	<p>CAO/C/NFR requested that instructions regarding platform level to be kept in gauge conversion projects may be issued as divisions are insisting on providing only high level platform.</p>	ED(W)
7.15	<p>PCE/NFR requested for wooden sleepers for bridge. He was advised to use steel channel sleepers. PCE/NR requested for wooden sleepers for Ganga Bridge at Kanpur.</p>	EDTK(P)
7.16	<p>CAO/C/NR mentioned that 100 km. of new line and doubling is being commissioned but despite repeated follow up with posts are not getting created and wherever created there are no bodies to man these posts.</p>	EDCE(G)
7.17	<p>CAO/C/NR requested that apart from minimum eligibility criteria, bid capacity clause should also be specified so that based on just one/two work any tenderer may not bid for unlimited works.</p>	EDCE(G)
7.18	<p>PCE/SCR requested that provision of 90R rails in gauge conversion should be reviewed as CRSs are not permitting opening of line of 90R rails.</p> <p>SCR mentioned that overloading is taking place in the Railway. CC+8+2 trains are being run on routes, which are not yet approved by Board. Railway was asked to send details of such unauthorized running. Reply to Board's letter in this regard is still awaited.</p>	<p>ED(W)</p> <p>EDCE(P)</p>
7.19	<p>PCE/SCR informed that ordered quantity of PSC sleepers will be completed by all the CSPs in SCR by Sept.'10. SCR will increase</p>	EDTK(Mod)



	the quantity under +30% clause. PCE/SCR informed that this quantity will be consumed by open line and construction in SCR.	
7.20	PCE/SECR requested for allowing maintenance of track by contract as there is shortage of manpower. PCE/SECR requested that they are not getting any men for new assets. It was directed that re-employment for a period of two years may be explored and maintenance contract may be fixed as MCNTM committee already permits maintenance by contract against the man days loss.	EDCE(G) EDCE(P)
7.21	CAO/C/SECR mentioned about encroachment problem affecting doubling projects.	
7.22	<p>PCE/SER mentioned that lot of overloading is taking place. Overloading up to 30% wagons in a rake and 12 t excess weight has been noticed on SER. Penalty clause has been rendered ineffective after 2007 notification which permits readjustment of loads and in the name of adjustment/uploading everything is being permitted.</p> <p>EDCE/P mentioned that SER has not sent even a single monthly overloading report to Board. Railway should ensure submission of monthly reports on regular basis. Also the changes required in the penalty clause for overloading may be sent formally to Board.</p> <p>PCE/SER requested that diversion orders for one lakh PSC sleepers from SER to ER or ECR may be issued.</p>	<p>PCE All Indian Railways</p> <p>EDTK(Mod)</p>
7.23	<p>In Hotgi-Bagalkot section, blanket has failed within 6 months of commissioning of line. CAO/SWR explained that matter has already been referred to RDSO. The problem is due to bad soil based just underneath the blanket. The solution is removal of black cotton soil in 2 to 3 m depth and replacement by good soil. This has already been adopted in new projects now. ME directed that RDSO should examine and suggest solutions.</p> <p>It was also submitted by SWR that ballast provided as per IRPWM does not give required cushion particularly on new lines where tendency of puncturing of ballast into formation is high and loss of ballast in forest area for leading from stacks to formation is also required to be taken into account. ED/RDSO was directed to examine and advise changes in ballast requirement if any.</p>	<p>Sr. ED/GE/ RDSO</p> <p>ED/Track/ RDSO</p>
7.24	PCE/SWR informed that Concrete Sleeper Plant at Hubli (set up under pilot project scheme) has completed the ordered quantity of 2,50,000 sleepers. Possibility for placement of further orders may be examined.	EDTK(Mod)
7.25	PCE/SWR stated that SWR being a new Zone does not have sufficient staff in feeder category and has requested for one time	EDTK(MC)

	direct recruitment against the promotion quota in track machines. ME stated that the case is under consideration of Board.	
7.26	CAO/SWR submitted that cable shifting particularly in doubling works is affecting work adversely and requested that against power of Railway to sanction 2% of project cost towards preliminary activities and FLS, diversion of utilities should also be permitted. ME directed that inclusion of cable shifting in preliminary activities be processed.	ED(W)
7.27	CAO/SWR requested for clarification on length of loop line to be provided as divisions are insisting for 735 m which is not possible at many places without re-grading in view of steep slope in approaches.	EDCE/G
7.28	PCE/SR mentioned that for additional assets no revenue posts is getting created in Gazetted cadre. It was informed that revenue charged Gazetted posts are created at Board's level only and Rly should send self contained proposal duly vetted and approved by GM for further processing and sanction.  It was reported that Board had asked for details of revenue posts which are in operation on continuous basis for last 8 years or more but are charged to projects so that same may be regularised in revenue but sanction of such posts to revenue is still awaited. ME directed EDCE/G to go through and process sanction of long continuing revenue posts which are being charged to projects.	EDCE/G
7.29	PCE/SR mentioned about authentication of RVNL plans for submission to CRS. It was directed to follow system of authentication of plans in other RVNL projects.	PCE/CAO All Indian Railways
7.30	Expansion work of Arakonnamp Engg. Workshop: Railway should propose the work in supplementary demands for grants 10-11.	PCE/SR EDCE/B&S-I
7.31	CAO(C)/SR stated that there is a shortage of Unimat as a number of turnouts are required to be linked in various projects and requested for allotment of additional Unimat to SR. ME directed that the Railways requirement should be looked into.	EDTK(MC)
7.32	CAO/C/SR and CAO/C/SWR mentioned that non-availability of caution particularly for doubling works is affecting the work adversely.	PCE/CAO SR/SWR
7.33	Sabarmati bridge workshop- adequate work orders should be obtained to achieve target of 3600MT for 10-11. CAO(C)/SER needs 30.5m Open Web girders to 25t loading 2008. This work order should be taken from the railway and fabrication done.	PCE/CAO All Indian Railways

	Fabricated material is required in 11-12.	PCE/WR
7.34	<p>PCE/WR requested that Act Apprentices Quota should be there for divisions and these should be absorbed in IOW/PWI cadre also.</p> <p>He also mentioned that there is very less grant in PH-64 and boundary wall works to prevent encroachments cannot be taken up. He was told that boundary walls can also be made under revenue.</p>	PCE/CAO All Indian Railways
7.35	<p>PCE/WCR mentioned that as per Railway Board's instructions coaches having 5 years residual life are to be converted into camping coaches. WCR is facing problem in obtaining such coaches and requested to permit conversion of coaches with 3 years residual life as CME has assured to extend the life of the coach. Railway should submit their proposal ensuring that minimum 7 to 8 years life will be obtained from a modified coach.</p>	PCE/WCR EDTK(MC)
7.36	<p>PCE/WCR informed that he has to dispatch approx. 1 lakh PSC sleepers to Northern Railway. Since BRN rakes are not available in WCR, possibility of transporting PSC sleepers by BOX Wagons may be examined. Additional engineering allowance for execution of RVNL works was also requested.</p>	EDTK(Mod)
7.37	<p>MD/IRCON stated that MFCs are being developed through debt or funds of IRCON and as per business model these cost will be recovered through the rental income of MFCs. It was mentioned that Railways are seeking additional free/operational area, and location is being changed and in some cases site given is full of encumbrances like quarter, office etc.</p> <p>ME directed that it is PCEs responsibility to ensure that land is given free of encumbrances and plan is approved on priority keeping local architectural and homogeneity with the existing station building. PCEs were also directed to review MFCs with the RITES on which activities are not taking place.</p>	PCE/ All Indian Railways
7.38	<p>MD/IRCON requested for taking over of two concrete sleeper plants along with requisite M&amp;P which was constructed by IRCON. PCE/ECR was directed to ensure taking over of completed assets by 31.5.10.</p>	PCE/ECR
7.39	<p>RVNL requested for taking over maintenance activity on project which is operational since Dec.'09. RVNL also confirmed that sectional speed on this section will be raised shortly. PCE/NWR was directed to examine and take necessary action. RVNL also requested for timely permission for pre NI and NI on SECR for which PCE/SECR was directed to coordinate and expedite permission.</p> <p>Since RVNL works are suffering for pre NI/NI activities at many</p>	PCE/NWR PCE/SECR

	places, ME directed that execution of yard work in major yards should be done by Railway.	PCE/CAO All Indian Railways
7.40	RLDA requested for availability of certified land plans for locations identified to be developed by RLDA over NFR and NR. PCE/NR & NFR were directed to examine and arrange for authenticated land plans at the earliest.	PCE/ NR&NFR
8.0	<b>Other issues common to all Railways</b>	
8.1	<p>Almost all Railways have projected additional fund requirement for targeted and non-targeted projects. There is a requirement of additional 1050 cr. for New Lines, 567 cr. for Gauge Conversion &amp; 735 cr. for doubling for targeted works alone. For non-targeted works there is an additional requirement of 3100 cr.</p> <p>Funds are severe constraint and all efforts are being made to arrange funds for targeted works. Non-targeted works should, however, be planned and progressed as per availability of resources.</p>	ED(W)
8.2	<p>Time frame for surveys was also discussed and feedback of Railways was asked about time required for conducting surveys. It was decided that surveys upto 50 km. length should be completed in six months time, upto 100 km. nine months &amp; more than 100 km. in one year time.</p> <p>Limit for expenditure on PET survey is also being examined for being raised along with activities to be done in PETS.</p>	CAO All Indian Railways  ED(W)
8.3	<p>Need for Mechanization in construction project was emphasized. It was informed that even for small work SR/SWR/SCR are permitting only RMC/dedicated batching plant concrete where quality control and consistency is excellent.</p> <p>It was informed that presently more than 80 cities are being covered by RMC of M/s L&amp;T. Road based mobile batching plant are also available which can be used for remote/multiple site projects. Concrete bridge code also permits use of RMC and all Railway should examine and incorporate provision of concrete from RMC/dedicated batching plant as far as possible.</p> <p>Apart from concrete, use of transit mixers, concrete pumps, rotary drill and dynamic load test/integrity testing of piles should be encouraged and catered for in contracts wherever possible.</p> <p>ED/W/RDSO should examine details of various construction machinery presently available in India and circulate to all</p>	PCE/CAO All Indian Railways

	concerned.	
8.4	<p>Shortage of supervisory staff particularly in IOW cadre was cited as one of the constraint for speedier and effective supervision. Due to shortage in their own cadre, PCEs are not able to spare adequate IOWs to construction.</p> <p>CAO(C)s requested that contract employment in supervisory grade be permitted as is being followed in para-medical staff in Medical Deptt. ME directed to examine practice followed by Medical Department.</p>	ED(W)
9.0	Interaction with IRSE probationers :	
	<p>ME had interaction with IRSE probationers of 2007 batch who were deputed to visit Railway Board as a part of their training. ME mentioned regarding Punctuality, Integrity, Professional honesty, Competence, Health etc. as the essential qualities which Young Engineers entering in the working posts should possess. ME expressed concern for the four absentism from such important trainings</p>	Director/ IRICEN
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<b>Discussion on Targeted Projects for 2010-11</b>					
<b>S.No</b>	<b>Rly</b>	<b>Plan head</b>	<b>Name of the Project(s)</b>	<b>Total Kms</b>	<b>Target</b>
<b>CR</b>					
1		NL	Chandurbazar-Narkher of Amravati-Narkher	94	March, 2011
			Completion will be done with 3 crossing stations and entire line will be opened. Railway need Rs. 50 crore extra.		
2		NL	Lonad-Phalton	27	March, 2011
			CAO/C, CR confirmed that balance land acquisition will not affect the completion.		
3		DL	Panvel-Apta (Part of Panvel-Pen)	15	Jan., 2011
			The planning was reviewed and railway was advised to expedite earthwork etc. to be completed in the 3rd qtr. for meeting the decided target. Rs. 40 crore additional will be required.		
4		DL	Pen-Kasu of Pen Roha DL	13	Jan., 2011
			Railway confirmed to meet the target. Minor bridges to be pulled up.		
<b>ECoR</b>					
1		NL	Bhawanipatna-Junagarh (24.30 Km) - under Lanjigarh Rd. - Junagarh (56 Km)	13	Jan., 2011
			(i) The planning was reviewed and railway was advised to pre-pone completion of earthwork etc. to 3rd qtr. (ii) It was advised by Railway that acquisition of land is satisfactorily in progress and targets fixed shall be met. (iii) Lanjigarh-Bhawanipatna will be completed by June, 10.		
2		NL	Khurda Road - Begunia(32.00 Km) of Khurda Road - Bolngir (289 Km)	36	Dec., 2010
			(i) Railway is advised to examine the details of 2 major bridges and review the target based on contract duration etc. (ii) Railway may plan completing the earthwork within 3rd qtr. itself.		
3		DL	Sasan-Rengali (8.74 Km) under Sambalpur-Rengali (22.70 Km)	4	June, 2010
			Railway confirmed to meet the target.		
4		DL	4th line between Kottavalasa-Simhachalam (17.00 Km)	17	Jan., 2011
			Railway confirmed to meet the targets who shall also monitor the rails for the project.		
<b>ECR(N)</b>					
1		NL	Biraul - Kusheshwarasthan (16 Km), part of Sakri-Hasanpur Road (76 Km)	16	15.03.2011

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
			(i) Construction of bridge No.41 is to be expedited. Tenders for major bridge, track works need to be expedited. Land of bird sanctuary has been acquired and now issue has been raised that work could not be done in sanctioning area. (ii) Rs.15 crore extra is required.		
2		NL	Runisaidpur-Jubbasahani (30 Km) part of Muzaffarpur-Sitamarhi-NL (64.512 kms)	30	Feb., 2011
			Sand blowing has been taking place in the wells on river Bhagmati. 2 girders out of 18 have already been launched.		
3		GC	Sitamarhi - Bairgania ( 28 Km) part of Jaynagar -Darbhanga-Narkatiaganj - Bhikhanatori ( 268 Km)	28	Sept., 2010
			Railway expressed requirement of addl. Fund of Rs.50 crore besides allotment of ballast rakes from Pakur area to adhere to the targets.		
4		DL	Karhagola - Kursela ( 16 Km) part of Kursela - Semapur ( 34 Km)	16	Dec., 2010
			Railway confirmed to complete the work by Dec., 2010.		
5		DL	Umeshnagar - Khagaria ( 7 Km), part of Begusarai - Khagaria (40.23 Km)	7	Dec., 2010
			Track linking is in progress and doubling shall be completed by Dec., 2010.		
6		DL	Begusarai - Lakho ( 6 Km), part of Begusaria - Khagaria (40.23 Km).	6	Jan.,2011
			Planning was discussed and it was agreed that linking etc. will be expedited by Railway to complete the project by Jan., 2011.		
<b>ECR(S)</b>					
1		NL	Nawadih -Dhanwar (15 KM) (Part of Koderma-Giridih-102.5km. NL)	15	Feb., 2011
			Planning was discussed and accordingly target was firmed for Feb., 2011.		
2		NL	Barkakana-Kuju ( 15 Km) (Part of Kodermar-Ranchi NL 200 Km)	15	Nov.'2010
			Railway confirmed to complete all the works in 3rd qtr. To complete the project by Nov., 2010.		
3		GC	Phulwarisharif-Patliputra (6 Km) (Part of Patna Ganga Bridge Project 19 Km)	6	Jan'2011
			Progress of ROB at Belur Road was discussed and accordingly target of Jan'11 was confirmed.		
4		DL	Targena-Jehanabad (15.2 Km) (Part of Patna -Gaya-92 Km DL)	15.2	Dec'10

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
			Work on major bridges are in progress and target of Dec., 2010 was firmed up. Rs. 20 crore extra is required.		
5		NL	Daniawan-Biharsharif (38.28 Km)	38.2	Will spill over.
			Land acquisiton of 2 villaged has not been done for want of chakbandi map due to which work cannot be completed in 2010-11.		
6		DL	Bela-Jehanabad (27 Km) (Part of Patna -Gaya-92 Km DL). This section has been taken up in lieu of Daniawan-Biharsharif (38.28 km.)	27	March, 2011
			In view of progress ECR proposed for completion in lieu of Daniawan-Biharsharif (38.28 km). Rs.35 crore extra will be required.		
7		DL	Kuju-Mandu (10.5 Km) (Part of Koderma-Ranchi NL 200 Km). This section has been taken up in lieu of Daniawan-Biharsharif (38.28 km.)	11	March, 2011
			In view of progress ECR proposed for completion in lieu of Daniawan-Biharsharif (38.28 km)		
<b>ER</b>					
1		NL	Ghormara-Dumka	40	Sept, 2010
			The progress was reviewed and a target of Sept, 2010 was confirmed.Dispensation shall be required for U/M L.C.S.		
2		NL	Rampurhat-Pinargaria	19	Feb., 2011
			Section shall be opened for goods traffic in Feb., 2011 with passenger opening targeted for March, 2011. Railway should advance track linking activity to complete in 3rd Quarter.		
3		NL	Deoghar-Chandan	15	Nov., 2010
			Section shall be opened for goods traffic in Nov.,2011 with passenger opening targeted for Dec., 2011. The progress of 4 major bridges to be closely monitored.		
4		NL	Mandarhill-Hansdiha	25	Jan., 2011
			(i) Tenders for earthwork and 5 minor bridges will need close monitoring. (li)Section shall be opened for goods traffic in Jan.,2011 with passenger opening targeted for Feb., 2011.		
5		NL	Bishnupur-Gokulnagar	18	May, 2010
			Railway confirmed to meet the target. Work is almost completed.		
6		GC	Bardhman-Balgona	25	March, 2011
			(i)The blocks was permitted only in April,10. 4 major bridges execution will be affected due to monsoon season ahead. Out of 190 pites, so far 80 have been done bridges are working. (ii) To expedite completion of box bridges, precast may be used. (iii) Ballast shall be coordinated from Pakur.		
7		GC	Krishnanagar-Shantipur	15	Sept., 2010



S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
			Progress was discussed and target of Sept., 2010 was finalised.		
8		DL	Dhanauri-Kiul	4	May, 2010
			Yard modelling and S&T works in Kiul under Danapur division will be commissioned.		
9		DL	Pandabeswar-Chinpai	21	Sept.,2010 (target was June,10)
			Section shall be opened for goods traffic in 30.09.2010 with passenger opening targeted for 31.12.2010. Superstructure of Br.2057 (2x45.7) is the most critical.		
10		DL	Barasat-Sondalia	12	Sept.,2010
			(i) Railway informed that 0.7 acres land acquisition is involved near level crossings for which funds has been deposited with the State Govt. (ii) Section shall be opened for goods traffic by 30.09.2010 with passenger opening targeted for 31.12.2010.		
11		DL	Kalinarayanpur-Birnagar	4	June, 2010
			Section shall be opened for passenger traffic in 30.06.2010.		
12		DL	Baruipur-Magrahat	15	Nov., 2010
			Section shall be opened for passenger traffic in Jan., 2011		
13		DL	Khamargachi-Jirat	5	Aug., 2010
			Section shall be opened for goods traffic in Aug.,2010 with passenger opening targeted for Sept.,2010.		
14		DL	Nalikul-Tarakeswar	17	March, 2011
			Section shall be opened for goods traffic in Feb., 2011 with passenger opening targeted for March, 2011.		
15		DL	Azimganj-Jiganj (7 km)- The land for only 7.5 acre is pending to handed over. It is given in 2-3 months, Section will be opened by March'11.	7	March'2011
<b>NCR</b>					
1		NL	Lalitpur-Udaipura of Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho (541 km.)	35	15.03.2011
			Construction of RUB and 6 minor bridges tender to be finalized on priority to adhere to the targets. Track linking to be completed by 31 Dec' 2010.		
2		NL	Agra-Fatehabad-Bah of Agra-Etawah (110 km.)	72	15.03. 2011
			Bhandai-Bah of Agra-Fatehabad Section (72 km) is targeted for engine rolling by 28.02.2011 and opening for goods traffic by 15.03.2011. Bhandai-Fatehabad is targeted for passenger traffic by 31.03.2011. For unmanned L.C, Railway may approval for condonation.		

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
3		DL	Panki-Bhaupur- 3rd line (11 Km)	11	Sept.,2010
			Section targeted for goods traffic by 30.09.2010 and passenger traffic in the 3rd qtr.		
4		DL	Tundla – Yamuna Bridge (21 Km)	21	31.12.2010
			Sub sections Yamuna-Kuberpur (10 km) and Kuberpur-Etmatpur (7 km) will be opened for goods traffic by 31.08.10 and 31.01.11 respectively. Three major bridges to be completed by Dec' 2010.		
<b>NER</b>					
1		NL	Bathua Bazar – Panchdeori (11 kms) of Hathua - Bhatni	11	under review due to land acquisition.
			Problem in land acquisition arising due to demand for employment by local people in these 17 villages.		
2		NL	Mahrajanj – Bishunpur Mahuari (5 kms) of Mahrajanj - Mashrakh	5	Feb., 2011
			(i) Land in about 1.5 km under dispute which needs to be closely monitored. (ii) CAO/C, NER apprised that upto 19 km can be completed during the year. (iii) Land for extension 19 km except 3.5 km has been acquired.		
3		GC	Aunrihar – Jaunpur (60 kms) (spill over)	60	June, 2010
			(i) CAO/C, NER confirmed to complete the work by June, 2010. (ii) CAO/C, N.Rly. also confirmed to complete works at Jaunpur station being executed by N.Rly. to meet the targets.		
4		GC	Kaptanganj - Thawe (99 kms) of Kaptanganj-Thawe-Siwan-Chhapra	99	March, 2011
			To complete 99 km additional fund about Rs.130 crore is required. It was finalised that 50 km may be planned in first phase in view of progress of work and fund position. Ballast tenders should be finalised on priority.		
5		DL	Bankata - Bhatni (21 kms) of Ziradei-Bhatni	21	Dec.,2010
			Railway confirmed to complete the work as per target.		
6		DL	Khalilabad - Munderwa (15 kms) of Sahjanwa - Munderwa	15	Dec., 2010
			1 block section is targeted for June, 2010 and second block section is targeted for Dec., 2010.		
7		DL	Govindnagar - Basti (5 kms) of Munderwa-Babhnan	5	Nov., 2010
8		DL	Mau - Indara (08 kms)	8	Oct.,2010
			Railway confirmed to meet the target.		
<b>NFR</b>					
1		NL	New Coochbehar-Golakganj (58 Km) of New Maynaguri-Jogighopa	58	March, 2011

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
			CAO/C, NFR apprised that land losers are impeding the work demanding increased compensation in Coochbehar and Assam portions. Matter is being pursued with district authorities to resolve the issue.		
2		GC	Aluabari-Siliguri (76 Km)	76	March, 2011
			Railway requested for additional fund of Rs.110 crore for meeting the targets. Fabrication and erection of steel girders 30.5 m(10 spans), 45.7 m (6 spans) and 61 m (2 spans) will be monitored to complete by Oct'10 as planned.		
3		GC	Katihar-Tejnarayanpur (34 Km)	34	Dec., 2010
			CAO/C apprised that land acquisition in 4 locations and RDSO inspection of welded girders will require expedition for meeting the targets. Additional fund of Rs.35 crore will be required for meeting the targets.		
4		DL	New Guwahati-Digaru(30 Km)	30	Dec., 2010
			Additional of Rs.28.5 crore will be required during the year. Earthwork in hard rock cutting is planned to be completed upto Oct.,2010 and section will be opened for passenger traffic in Dec., 2010		
5		DL	Malda-Old Malda(1 Km)	1	June, 2010
			RDSO inspection of girder is required. Work is planned for opening for passenger traffic by June, 2010.		
<b>NR</b>					
1		NL	Abohar-Fazilka (42 km)	42	June, 2010
			Section is targeted for opening for passenger traffic by 31.08.10.		
2		NL	Tarn Taran-Goindwal (21 km)	21	Dec., 2010
			Railway confirmed to meet the target.		
3		NL	Jhajjar-Rohtak of Rewari-Rohtak (30 km)	30	Dec., 2010
			Section is targeted for opening for passenger traffic in Feb., 2011		
4		DL	Jalandhar-Jammu Tawi (Part) - Chhan Arorian-Budhi (12 km)	12	March, 2011
			The work is planned for completion by March, 2011 subject to vacation of stay on construction of balance work of Ujh bridge by Hon'ble High Court of J&K.		
5		DL	Panipat-Khukrana (8 km)	8	Feb. 2011
			Fabrication from bridge workshop need to be monitored.		
6		DL	Budhi-Kathua (12 km)	12	June, 2010
			Railway confirmed to meet the target.		
7		DL	Basantar-Sambha (5 km)	5	Will spill over.
			As the work is required to be done along with doubling at Basantar bridge, sanctioned during 2010-11, the work will spill over.		

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
8		DL	Chakki Block Hut-Chakki Bank (2 km)	2	Dec.,2010
			Railway confirmed to meet the target.		
<b>NWR</b>					
1		NL	Ajmer-Pushkar	25	Jan., 2011
			Land acquisition issue for RTDC portion has been resolved and work targeted for completion by Jan., 2011.The linking is to be advanced.		
2		GC	Ratangarh-Bikaner	141	Feb., 2011
			The block of Dongargarh-Bikaner has been planned for Sept./Oct, 2010. Sleeper has started arriving. However, sleeper & rails are likely constraints.		
3		GC	Mavli-Nathdwara	16	Oct., 2010
			Railway confirmed to meet the target.		
4		DL	Harsauli-Rewari	39	Sept., 2010
			The progress of minor bridges be expedited by launching precast slabs. The target including NI was finalised as Sept., 2010.		
<b>SCR</b>					
1		NL	Jagityal - Mortad	48	March,2011
			(i) Earthwork etc. planned in 3rd & 4th qtr. be executed in first 2 qtrs. (ii) Railway expressed difficulty to execute allotment of second hand rails from Jabalpur. It was decided that 52 kg new rails shall be provided for 48 kms. In view of CC+8+2 coal rakes providing 60 kg considered. (iii) Railway advised that plan is to go in for one train system.CRS had made certain observation on ECoR in this regard whcih may be examined.		
2		NL	Khanapur - Homnabad	38.8	Feb..2011
			Constraint of building was observed and all the railways were advised to stagger their completion for reliability in meeting their target and consult with Welding agencies.		
3		NL	Gadwal - Raichur NL (Gadwal - Pandurangaswamy Road)	28.8	Dec. 2010
			(i) Activities such earthwork etc. planned for 3rd qtr. shall be completed well before the target of Dec.'10. (ii) 300 m land acquisition is where built up area shall also be relocated at the earliest.		
4		NL	Nossam - Banaganapalli	45	March, 2011
			The contracts for major bridges no. 40 & 46 both 13x18.3 m to be failures in proposal. Track linking tender should be called & finished early.		
5		NL	Vishnupuram - Jahanpad	21	Dec., 2010
			Additional fund of about Rs.15 crore during current year of the work.		
<b>SECR</b>					

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
1		NL	Champa Bypass line (i) 7 km stretch where land acquisition is involved farmers are opposing work and demanding for job compensation in lieu. (ii) Work has been targeted for Dec'10 subject of availability of land.	9	Dec., 2010
<b>SER</b>					
1		GC	Matnasibpur - Masagram (10 km) of Rainagar - Masagram NL. (i) Large no. of minor bridges remaining to be completed is a critical activity and they may be expedited with pre-cast arrangement. (ii) Regarding issue of Masagram about being a terminal station, the decision shall immediately be firmed up between ER and SER keeping in view the sanctioned details of the project.	10	March,2011
2		DL	Barbil-Barajamda DL (10 km). Railway explained that yard plan of BJMD finalised recently. Deepak siding line cropped as the siding has been lie connected in the approval plan.	10	Dec., 2010
3		DL	Padapahar – Jamkundia (9 km) of Padapahar – Banspani DL Railway informed that issue of land in a 300 m patch has been resolved and the land is expected to be received by May end.	9	Oct., 2010
4		DL	Adra-Joychandipahar DL (4.4 km) Railway confirmed to meet the target.	4.4	Sept.,2010
5		DL	Tikiapara - Santragachi - 4th line (5.6 Km) The work is in very bad shape due to frequent termination of contracts. Railway should finalise and select a relish contractor.	5.6	March, 2011
<b>SR</b>					
1		NL	Nagore - Karaikal (10 kms) section of Tiruchchirappalli - Thanjavur - Nagore - Karaikal (157Kms) with extension Nagapattinam-Velankanni-Tiruthuraipundi via Tirukkuvalai(43 Kms.) Railway confirmed to meet the target.	10	Sept.,2010
2		NL	Salem - Namakkal (51 kms) Section of Karur - Salem NL (85 kms) (i)Planning was discussed and it was decided to complete works in the 2nd and 3rd qtr. to complete the section in Dec.'10. (ii)Welding activity may be planned on cess with help of mobile welding plants.	51	Dec.,2010
3		GC	Tirunelveli - Tenkasi (72 kms) section of Quilon - Tirunelveli - Tiruchendur & Tenkasi - Virudhunagar - GC (357	72	Dec.,2010

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
			Railway was advised to resolve welding activities for completing the target by Dec.'10.		
4		GC	Mayiladuturai - Tiruvarur (38 kms) section of Mayiladuthurai -Thiruvarur-Karaikkudi and Tiruturaipundi - Agastiyampalli (224 kms)	38	Dec., 2010
			ME noted that activity of receipt of rail shall be flagged for continuous monitoring. In view of constraint of funds, the project targets may be firmed up vis-à-vis fund availability. Additional Rs. 40 crore is required.		
5		GC	Dindigul - Palani (58 kms) section of Dindigul - Pollachi - Palaghat - Pollachi & Coimbatore - GC (224.88 Kms)	58	March, 2011
			Fund constraints in meeting the target was discussed. It was discussed that in view of shortage of funds, the targets may be reframed vis-à-vis fund availability during 2010-11. For Dindigul-Palani - Railway need total 120 cm during the year against amount of Rs. 65 crore.		
6		DL	Netravati - Kankanadi (3 kms) of Calicut - Mangalore DL (221 kms)	3	Sep.,2010
			With completion of bridge on Netravati river, yard regrading will be required and accordingly, completion has been fixed for Sept.'10.		
7		DL	Mavelikara - Chengannur (12.3 kms)	12.3	Sept.,2010
			Railway submitted that all the execution issues have been resolved and work shall be completed by Sept., 2010.		
8		DL	Ennore - Attipattu (6 kms) of Attipattu - Korukkupet Third line (18 Kms)	6	Aug.,2010
			ME directed CAO/C/SR for a technical paper on the technique of piling which has been very effective in solving the settlement problem.		
8		DL	Kayankulam - Cheppad (8 kms)	8	Sept.,2010
			Railway confirmed to meet the target.		
9		DL	Cheppad - Haripad (5 kms)	5	June,2010
			Railway confirmed to meet the target.		
10		DL	Chengalpattu - Villupuram (103 kms)	53	March,2011
			4 stretches totalling 53 km are being targeted. However, due to caution order and fund constraints, Railway may review to complete 2 stretches.		
11		GC	Pollachi - Palghat (58 kms) section of Dindigul - Pollachi - Palaghat - Pollachi & Coimbatore - GC (224.88 Kms)	58	Dec.,2010
			Railway was advised to concentrate in completing Dindigul-Palani section which is targeted.		
<b>SWR</b>					

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
1		NL	Kadur-Kanvihalli (32 km)	16	March, 2011
			(i) Viaduct tender is not taken up in absence of sanction of estimate. (ii) Only Kadur-Sakrayapatna (16 km) will be completed which may be planned with or without stations.		
2		GC	Anandapuram-Talguppa	40	Dec.,2010
			Railway confirmed to meet the target.		
3		GC	Chintamani-Chikballapur	43	March, 2010
			Railway advised that State Govt. has demanded 25 no. RUBs on 50% cost sharing. The project is targeted for completion by March, 2011. In case additional work of RUBs as per State Govt.'s request is also approved, the completion schedule may get affected.		
4		DL	Devanur-Ballakere	12	Feb.,2010
			(i) Land acquisition has been badly delayed and at certain stretches resistance from local people is very intense. CAO/C expressed concern that in view of intense resistance in providing land, the project may even require short closure. (ii) In Devanur-Birur section, DL is possible only from Devanur to Ballakere. Balance is possible only after land is available in Kadur-Birur section. 4(1) not issued.		
5		DL	Ramangaram-Settihalli (18 km)	18	Sept.,2010
			Railway confirmed to meet the target.		
6		DL	Mysore-Naganahalli	8	Sept.,2010
			Railway confirmed to meet the target.		
7		DL	Kambarganvi-Mugad (14 km) of Dharwad Mugad	14	Oct.,2010
			Railway confirmed to meet the target.		
<b>WCR</b>					
1		NL	Ramaganjmandi - Jhalawar section of Ramaganjmandi - Bhopal new BG line	30	March,2011
			Railway confirmed to meet the target. Ballast supply and major bridges no. 19 to be speeded up.		
<b>WR</b>					
1		DL	Akodia-Mohammedkhera-Shujalpur - Patch DL (13.15 Kms.)	13	Sept.,2010
			Track linking in progress and shall be completed with engine rolling by June, 2010. The work shall be completed along with electrification by Sept., 2010.		
2		DL	Amalner-Dharangaon (25 Kms.) of Udhna-Jalgaon (306.93 Km.)	25	March, 2010

S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
			3 major bridges are involved which shall be completed in time to meet the targets.		
3		DL	Gandhidham-Adipur ( 08.0 Kms.)	8	July, 2010
			Track linking is already in progress to meet the target of July'10		
4		DL	Gandhidham-Kandla Port (12.0 Kms.)	12	March, 2011
5		DL	Kalapipal-Phanda (Parbati-Baktal)	5.8	March, 2011
			5.8 km doubling is planned for March, 201 though due to involvment of major bridges, concern on slippages were expressed.		
<b>RVNL</b>					
1	SECR	DL	Bilaspur-Urkura (Bhatapara-Urkura 59 Km)	42	(i) Hathbandh-Tilda - Sept.'10 (ii) Tilda-Baikunth (5 km) - Nov.'10 (iii) Baikunth-Silyari(26 km) - March'11
			16 km Bhatapara-Hathbandh completed in 2009-10 to be commissioned by June'10. Yard remodelling depends up on granting of blocks per day so that conectivity from one yard to othe yard can be done.		
2	NCR	DL	Palwal-Bhuteshwar third line		Palwal-Hodal(30 km) - Feb.'11
			Provision of connectivity of third line in Palwal yard is critical activity.		
3	ECoR	DL	Khurda-Barang		(i) Bhubaneswar-New Barang-Mancheswar (6 km) - Dec'10 (ii) Khurda-Bhubaneswar (19 km) & Mancheswar-Bhubaneswar (7 km) - March'11
4	ECoR	DL	Cuttack-Barang		(i) Bhubaneswar-Gopalpur (9 km) - Dec'10 (ii) Gopalpur-Cuttack (5 km) - March'11
5	ECoR	DL	Rajatgarh-Barang		17 km to be completed by Dec'10.
			Construction of Flyover bride at Barang: The alignment of flyover will pass over 32 Nos. of staff quarters at Barang in lieu of dismantling.		



S.No	Rly	Plan head	Name of the Project(s)	Total Kms	Target
6	SCR	DL	Guntakal-Raichur		22 km Nacharla-Aspari to be completed by Sept.'10
7	SCR	DL	Gooty-Pullampet	90	(i)Kamlapuram-Muddanur (32 km) - Nov'10 (ii) Kondapuram-Tadipatri - Jan'11
8	SER	DL	Panskura-Kharagpur (3rd line)		Panskura-Balichak (21 km) - Jan'11
9	SECR	DL	Saikaroad-Anuppur doubling		(i) Nigura-Chhulha (20 km) Oct'10
			Ballast supply (81000 cum). Progress of 18000 cum per month has been planned.		
10	WR	GC	Bharuch-Dahej	62.36	Bharuch-Dahej(62 km) - March'11

## List of participants of CAO(C)/PCE's Conference

### From Railway Board -

<u>S.No.</u>	<u>Name of officer (Sh.)</u>	<u>Designation</u>
1	Sh. Rakesh Chopra	ME
2	Sh. S.K. Malik	AMCE
3	Sh. V.K. Gupta	Adv. (L&A)
4	Sh. T. Gupta	Adv. (Projects)
5	Sh. V.K. Govil	ED (B&S)-I
6	Sh. Alok Kumar	EDCE/G
7	Sh. B.D. Garg	EDCE/P
8	Sh. Jagdeep Rai	ED/L&A-I
9	Sh. P.K. Agarwal	ED/L&A-II
10	Sh. Rajiv Chaudhry	EDWP
11	Sh. Navin Chopra	ED/Track (M)
12	Sh. A.K. Lahoti	ED/Track (MC)
13	Sh. Satish Kumar	ED/Track (P)
14	Sh. Rajesh Agarwal	Director/WCS
15	Sh. Virender Kumar	Director/W-II
16	Sh. Anand Kumar Singh	Director/W-I
17	Sh. P.K. Sharma	OSD/J&K
18	Sh. M.K. Jain	Director/B&S-I
19	Sh. P.K. Sharma	Director/CE(P)
20	Sh. S.M. Pandey	Director/Tk(MC)
21	Sh. Rajiv Dhankar	Director/TMS
22	Sh. Alok Kumar	Jt. Director/B&S-II

### From Railways -

<u>S.No.</u>	<u>Name of officer (Sh.)</u>	<u>Designation</u>
1	Sh. P.K. Saxena	PCE/CR
2	Sh. Kamlesh Kumar Sharma	CAO/C/CR
3	Sh. S.C. Jha	PCE/ECR
4	Sh. Pramod Kumar	CAO/C/North/ECR
5	Sh. Madhuresh Kumar	CAO/C/South/ECR
6	Sh. Lajkumar	PCE/ECoR
7	Sh. Bahmani	CAO/C/ECoR
8	Sh. V. Srihari	PCE/ER
9	Sh. A.K. Harit	CAO/C-I/ER
10	Sh. A.K. Mittal	CAO/C-II/ER
11	Sh. D.D. Dewangan	PCE/NCR
12	Sh. C.P. Tayal	CAO/C/NCR

<u>S.No.</u>	<u>Name of officer (Sh.)</u>	<u>Designation</u>
13	Sh. Manoj Kumar	PCE/NER
14	Sh. Dharam Pal	CAO/C/NER
15	Sh. G.S. Tiwari	PCE/NFR
16	Sh. Radheshyam	CAO/C/NFR
17	Sh. H.K. Jaggi	CE/Coord./NWR
18	Sh. Santokh Singh	CAO/C/NWR
19	Sh. A.K. Gupta	PCE/NR
20	Sh. R.K. Gupta	CAO/C-II/NR
21	Sh. Dharm Singh	CAO/C-I/NR
22	Sh. Chander Prakash	CAO/C/P&P/NR
23	Sh. Pradeep Kumar	PCE/SCR
24	Sh. S.K. Sharma	CAO/C/SCR
25	Sh. V.K. Sangal	PCE/SECR
26	Sh. B.D. Kumar	CAO/C/SECR
27	Sh. B.K. Khare	PCE/SER
28	Sh. Sudhir Mittal	CAO/C/SER
29	Sh. D.G. Diwate	PCE/SWR
30	Sh. S. Vijayakumaran	CAO/C/SWR
31	Dr. G. Narayanan	PCE/SR
32	Sh. R. Ramanathan	CAO/C/SR
33	Sh.Pankaj Jain	PCE/WCR
34	Sh. G.C. Agarwal	PCE/WR
35	Sh. S.K. Jain	CAO/C/WR
36	Sh. Neeraj Jain	CE/Metro

From others -

<u>S.No.</u>	<u>Name of officer (Sh.)</u>	<u>Designation</u>
1	Sh. A.K. Goel	Director/IRICEN
2	Sh. Mohan Tiwari	MD/IRCON
3	Sh. Deepak Sablok	Director/IRCON
4	Sh. Satish Agnihotri	MD/RVNL
5	Sh. S.K. Agarwal	ED/RVNL
6	Sh. D.R. Gupta	GM/RLDA
7	Sh. P.K. Agarwal	GM/RITES
8	Sh. A.K. Singhal	ED/Track/RDSO
9	Sh. Sonvir Singh	ED/Track/RDSO
10	Sh. M.K. Gupta	ED/Bridge/RDSO

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