

• **BG SECTION AT A GLANCE**

Section	KM		Length (RKM)	Rail Type	Sleeper Type	Sectional speed (KMPH)
	From	To				
<b>BG</b>						
SPJ Yard	31.80	36.82	5.02	52 kg	PSC	100
SPJ-DBG	0.00	37.42	37.42	52 kg	PSC	100
MFP-SGL	92.96	186.96	94.00	52 kg	PSC	100
SGL-RXL	29.19	0.00	29.19	52 kg	PSC	100
SGL-NKE	186.96	246.60	59.64	52 kg	PSC	100
NKE-PNYA	246.60	303.50	56.90	52 kg	PSC	100
MNE-SHC	2.00	42.00	40.00	52 kg	PSC	80
DBG-SKI	0.00	19.46	19.46	52 kg	PSC	100
SKI-JYG	0.00	49.20	49.20	52 kg	PSC	80
KGG-SPJ	1.35	85.33	83.98	52 kg	PSC	110
DBG-SMI	37.42	105.55	68.13	52 kg	PSC	100
SMI-BGU	105.55	134.20	28.65	52 kg	PSC	100
BGU -CAO	134.20	163.66	29.46	52 kg	PSC	80
CAO -RXL	163.66	187.73	24.07	52 kg	PSC	50
RUSD-SMI	41.50	64.51	23.01	52 kg	PSC	100
MFP-RUSD	0.00	41.50	41.50	52 kg	PSC	50/60
SKI-BIRL	76.59	40.96	35.63	52 kg	PSC	30
SHC-DMH	99.45	77.30	22.15	52 kg	PSC	100
DMH-BNKI	77.30	36.58	40.72	52 kg	PSC	50
<b>Total (BG)</b>			<b>788.13</b>			
<b>MG ( In operation)</b>						
SHC-RGV	42.00	104.60	62.60	60R	CST-9	30
BNKI-BHGJ	0.00	27.30	27.30	60R	CST-9	20
SKI-NMA	19.46	70.80	51.34	60R/90R	CST-9/others	40
JJP-LKQ	0.00	43.00	43.00	60R	CST-9/others	25
<b>Total (MG)</b>			<b>184.24</b>			
<b>Blocked for Gauge Conversion</b>						
RXL-BLV	187.73	196.26	8.53	Blocked since 31.07.13.		
BLV -STF	196.26	204.40	8.14	Blocked since 01.04.14.		
BNKI-PRNA	36.58	01.13	35.45	Blocked since 21.11.12.		
RGV-FBG	104.60	152.74	48.14	Blocked since 20.01.12.		
STF-NKE	204.40	228.37	23.97	Blocked since 01.04.15..		
NKE-BKF	0.00	35.53	35.53	Blocked since 24.04.15.		
<b>Total (GC)</b>			<b>159.76</b>			
<b>Grand Total (BG+MG+GC)</b>			<b>1132.13</b>			

## PERFORMANCE PROGRESS REPORT

S. No.	Items	For the month		Cum. Up to the month		Target upto the month	Target for Whole Year
		Current year	Prev Year	Current Year	Previous Year		
1	Track renewal (CTR units)	3.43	0.205	6.428	3.427	6.66	10
2	Ballast Supply (Thou. cum)	12.368	6.900	49.38	45.66	46.66	70
3	Ballast inserted in track (000)	4.128	6.900	41.14	45.66	46.66	70
4	Turn round of hoppers (days)	-		-	-		-
5	Deep Screening (Kms.)	-		-	-		-
I	By M/C	0.000	3.50	0.00	28.66	23.53	35
II	Manually	0.000	0.000	1.5	2.373		0
	Total	0.000	3.50	1.5	31.033	23.53	35
III	Mid Term Maintenance	-		-	-	-	-
IV	With Track Renewal	-		-	-	-	-
6	Accident on Engg. Account (No)	-		-	-	-	-
I	Prima facie cause	-		-	-	-	-
II	Final cause	-		-	-	-	-
7	Laying of PSC turnout sleepers (Total) in sets	-		-	-	-	-
I	By M/C	-	0	-	0	-	-
II	Manually	0	0	-	10.75	19.33	29
8a	Output of CSM Machine (kms.)	78.60	60.55	506.37	654.88	460	690
8b	Output of Unimat (Nos of TO)	34	34	143	49	400	600
9	Record by OMS-2000 (Km)	251	405.75	2877	2892.54	2667	4000
10	Rail/Weld failures (Total Nos.)	-		-		-	-
I	Rail Failure	0	2	2	13	0	0
II	Weld Failure	0	9	11	33		
III	-	-		-	-	-	-
IV	Avoidable	-		-	-	-	-
11	Output of USFD Machine (Km)	310.80	303.60	2437.71	2262.90	2925	4388
12	Welding (no. of joints) in 000	-		-	-	-	-
I	FBWP	-		-	-	-	-
II	AT welds	148	28	688	573	525	787
III	FBW Mobile / at site	-			-		

13	Rehabilitation of bridges (Nos)	0		02	-	4	06
14	Replacement of girder bridges by ballasted deck	-			-		
15	Strengthening of major bridge approaches (Nos.)	-			-	1.33	02
16	Scrap offered to stores (in MT)	642.444	154.433	1107.24	804.303	333.33	500
17	Tree Plantation (in Lakhs)	0.016	0.00025	0.1374	0.38125	83.33	125
18a	Toe load measurement of ERC (Km)	30	8.50	310	156.60	123.33	185
18b	Greasing of ERC (Km)	60.80	25.83	307.51	302.33	266.66	400
18c	Painting of rail corrosion prone area (Km)	40.20	10.28	171.50	129.60	126.66	190
18d	Sealing of liner contract area (km)	0	25.83	205.66	302.33	266.66	400
18e	Shifting of liner contact area by destressing (km)				-		
19	Construction of boundary wall (RM)	0	0	0	10	1000	1500
20	Provision of channel sleepers	0	0	0	0	0	0
21	Formation treatment (km)	0	-	0	-	0	0
22	Destressing of LWR/CWR	0	0	0	1.50	0	0
(i)	With Rail Tensor	0	-	0	-	0	0
(ii)	Without Rail Tensor	0	-	0	-	0	0
(iii)	Total	0	-	0	-	0	0

➤ **STAFF STRENGTH**

Category	Sanctioned Strength	Men on Roll	Vacancy
Group-C	4018	2646	1372
Group-D	0	0	0
Total	4018	2646	1372

➤ **QUARTER**

Type-I	Type-II	Type-III	Type-IV	Type-V	Gang Qtr/ Out House	Total
3851	1945	199	53	18	204	<b>6272</b>

➤ **TRACK/ROUTE KILOMETRES**

<b>Particulars</b>	<b>BG</b>	<b>MG</b>	<b>Blocked for GC</b>	<b>Total</b>
Route Kilometers	788.13	184.24	159.76	1132.13
Track Kilometers	872.75	237.95	192.55	1303.25

➤ **NUMBER OF BRIDGES**

<b>Type</b>	<b>BG</b>	<b>MG</b>	<b>Total</b>
Important Bridges	14	01	15
Major Bridges	169	100	269
Minor Bridges	642	434	1076
<b>Total</b>	<b>825</b>	<b>535</b>	<b>1360</b>

➤ **LEVEL CROSSINGS**

<b>Gauge</b>	<b>Class</b>						
	<b>Spl.</b>	<b>A</b>	<b>B</b>	<b>C (Manned)</b>	<b>C (Unmanned)</b>	<b>D</b>	<b>Total</b>
BG	11	16	45	277	256	0	605
MG	2	4	11	56	233	9	315
<b>Total</b>	<b>13</b>	<b>20</b>	<b>56</b>	<b>333</b>	<b>489</b>	<b>9</b>	<b>920</b>

## Allotment & Expenditure under Demand No. 16 (Nov'2015)

<b>Allotment &amp; Expenditure under Demand no -16 ( during 15-16) As on 30.11.15</b>								
SN	Plan head	Allocation	Budget allotment 15-16	Exp Up to Oct 15	Expenditure during Nov' 15	Up to date Exp	Balance fund15-16	Remarks % utilisation)
1	2	3	4	5	6	8	9	10
1	16	CAP	2898	441	0	441	2457	76.50
		DF-1	0	0	0	0	0	
		DF(3)	49051	19945	19353	39298	9753	
		DF-4	0	0	0	0	0	
		DF	49051	19945	19353	39298	9753	
		<b>Total</b>	<b>51949</b>	<b>20386</b>	<b>19353</b>	<b>39739</b>	<b>12210</b>	
2	29	SF	66625	49138	3651	52789	13836	79.23
3	30	SF	3000	0	0	0	3000	0.00
4	31	DRF	160000	40408	19256	74321	85679	46.45
5	32	DRF	40375	6436	337	6773	33602	16.77
6	51	CAP	16500	4818	3319	8137	8363	80.09
		DRF	27227	24248	2636	26884	343	
		<b>Total</b>	<b>43727</b>	<b>29066</b>	<b>5955</b>	<b>35021</b>	<b>8706</b>	
7	52	DF-1	0	0	0	0	0	65.73
		DF(2)	5761	4797	0	4797	964	
		DF(3)	0	0	0	0	0	
		DF	5761	4797	0	4797	964	
		DRF	11400	7571	647	8218	3182	
		CAP	14800	7747	247	7994	6806	
		<b>Total</b>	<b>31961</b>	<b>20115</b>	<b>894</b>	<b>21009</b>	<b>10952</b>	
8	53 ( )	DF(1)	250522	43236	23777	67013	183509	29.85
		DF-2	0	0	0	0	0	
		DF-3	0	0	0	0	0	
		<b>Total DF</b>	<b>250522</b>	<b>43236</b>	<b>23777</b>	<b>67013</b>	<b>183509</b>	
		DRF	17377	12954	0	12954	4423	
		<b>Total</b>	<b>267899</b>	<b>56190</b>	<b>23777</b>	<b>79967</b>	<b>187932</b>	
9	64	DF-1	0	86	0	86	-86	61.38
		DF-2	0	0	0	0	0	
		DF(3)	3504	2159	1187	3346	158	
		DF(4)	760	874	0	874	-114	
		<b>Total DF</b>	<b>4264</b>	<b>3119</b>	<b>0</b>	<b>4306</b>	<b>-42</b>	
		DRF	950	0	0	0	950	
		CAP	6657	2981	0	2981	3676	
		<b>Total</b>	<b>11871</b>	<b>6100</b>	<b>0</b>	<b>7287</b>	<b>4584</b>	

• **TRACK STRUCTURE**

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	From	To				
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<b>Total (GC)</b>			<b>159.76</b>			
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## JURISDICTION OF P.WAY OFFICIALS

Sr.DENs	ADENs	Designation	Jurisdiction		
			Between stations	KM	
				From	To
Sr. DEN/C	-	-	-	-	-
Sr.DEN/I	ADEN/DB G (I)	SE(P.Way)/DBG	DBG(in)-TRS (in)	36/11	13/7
			SPJ(ex) –DBG(ex)	2/0	36/11
		SE(P.Way)/JNR	DBG(ex) – JGA(in)	38/2	75/8
			JGA(ex) – SMI(in)	75/8	105/8
	ADEN/DB G (II)	SSE(P.Way)/JJP	MFP(ex)-SMI(ex)	0/9	64/6
			SKI(ex) – NMA(in)	20/5	70/12
		SSE(P.Way)/SKI	JJP(ex) – LKQ(in)	0/0	43/6
			TRS(ex) – JYG (in)	13/7	48/9
		SSE(P.Way)/SKI	SKI(ex) – Biraul (in)	75/8	105/8
Sr.DEN/II	ADEN/NKE	SE(P.Way)/ RXL	SMI(ex) – GRH(ex)	105/8	151/4
			GRH(in) – RXL(in)	151/4	188/7-8
		SSE(P.way)/NKE/ East	RXL(ex) – NKE(ex)	188/7-8	227/9
			NKE(ex) – BKF(in)	0/1	35/10
	SE(P.Way)/ NKE/West	NKE(in)-BRU(ex)	245/10	265/7	
		BRU(in)-PNYA(ex)	265/7	303/5-6	
	ADEN/ BMKI	SSE(P.Way)/ MKI	KVC(in) – CAA(in)	92/15	138/6
			CAA(ex) – SGL(ex)	138/6	183/7
		SSE(P.Way)/ SGL	SRA(ex) – BTH(ex)	183/7	209/2
			BTH(in) – NKE(ex)	209/2	245/10
	SGL(ex) – RXL(ex)	0/13	28/7		
Sr.DEN/III	ADEN/SPJ	SE(P.Way)/ SPJ	UJP-SPJ-KPGM	31/10	36/13
			SPJ Yd.	83/5-6	0/11
			SPJ(in) –MKPR(ex)	0/11	2/0
			SPJ (ex) - NRN(in)	83/5-6	62/0
		SE(P.Way)/ HPO	NRN(ex) - SLNA	62/0	30/0
			SLNA(ex) – KGG(ex)	30/0	1/4-5
		SSE(P.Way)/ KGG at SHC	MNE(ex)-SHC(ex)	2/0	38/12
	SSE(P.Way)/TD/SPJ	-	-	-	
	ADEN/SHC	SSE(P.Way)/ SHC	SHC(in)-SOU(in)	38/12	69/10
				98/0	99/0
		SE(P.Way)/ BNKI	SHC(ex) – MRIJ(in)	98/0	53/1
			MRIJ(ex)-BNKI(ex)	53/1	40/4
			BNKI(in)-BHGJ(in)	0/0	27/5
SE(P.Way)/ RGV		BNKI(in)-PRNA(ex)	40/4	1/1	
		SOU(ex) – RBQ Halt	69/11	111/0	
	RBQ Halt –FBG(ex)	111/0	152/8		
DEN/HQ.	ATEN	JE-I(P.Way)/ Training School	-	-	