

2022/34

पूर्व तट रेलवे / EAST COAST RAILWAY
सतर्कता विभाग / VIGILANCE DEPARTMENT

महाप्रबंधक, सतर्कता का कार्यालय
प्रथम तल, रेल रादन, चंद्रशेखरपुर, भुवनेश्वर.-१७
Office of the General Manager (Vig)
1st Floor, Rail Sadan,
Chandrasekharpur, Bhubaneswar- 17.

No- GM/V/ECOR/PC/307/19/syst. Imp/22/ 2977

Dt. 20.10.2022

To

The Principal Chief Engineer
East Coast Railway
Bhubaneswar

Sub:- Systemic improvement in connection with collection of ballast and it's execution.

During an investigation into collection of ballast in depot and its execution, it was found that the initially handing over of ground to the concerned agency for collection of ballast got delayed for a period of 04 months. Reviewing the total currency period, it is observed that a total of approximately 315 days (i.e., approximately 1 year) were delayed due to non-availability of ballast rakes/Hoppers. Even during the period of unloading, intermittent spells of more than 60 days has been interfered due to non-rotation of rakes on whatsoever account like Power, Block, and Crew etc.

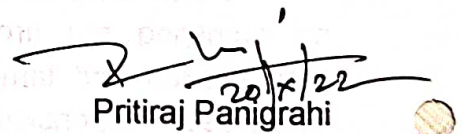
When the ballast is measured and stacked, it should be priority to concentrate on emptying the ground as early as possible because it is susceptible to manipulation and tampering through agency/outsideers etc. Once ballast stack is measured, responsibility is shouldered on the executives to guard the same. Manpower as watchmen will also be an additional cost on Railways. Events of thefts cannot also be ruled out. At any point of time, the ground is subject to verification thus this aspect needs to be considered in detail.

In the instant case, the time span for processing & passing of bills from Budget section to encashing in Contractor's account was found to be slightly higher i.e., 13 to 17 days. This could be due to non-familiarity with the implementation of new online systems, but needs to be monitored at divisional level.

Thus, it is recommended that



- A. Availability of ballast rakes should be continuous where loading into wagons from a ballast depot has started. Any depot opened for loading into wagons and unloading in section should be prioritized for expeditious completion in a division suitably.
- B. In case of shortage of rakes simultaneous unloading from 2/3 depots at a time in a division should be avoided as far as possible. If rotation of rakes in a cycle can be met, the same can be adopted with personal approval of Sr. DEN/Co-ord of the division.
- C. Monitoring of movement of ballast rakes and arrangement of blocks for unloading may be accommodated in the form of JPO prepared by Sr.DOM, Sr.DEN (Co) and other related B.Os at division.
- D. The time period between emptying of ground after loading into wagons for collection and Ground clearance at the level of ADEN should be as minimum as possible.
- E. The depot sketch as per guidelines issued from the PCE's office dated 04.04.2014 is not reflected from ballast collection register of the section, which should be mandatorily followed, clearly showing approx. measurements (LXB) permitted in each ground depot and distance of all corners of the stacking ground from ballast siding line, distance from railway boundary, directions of adjacent block sections on both directions, etc.
- F. Necessary Test checks have been done by all executives in the MB but certificates are not in line with the letter issued by PCE's office dated 04.04.2014. A general, advisory letter dated 15.03.2022 reiterated from this office & circulated by Dy.CE/G/BBS vide Lr dated 30.03.2022 to all field units need be complied with strictly in future.


20/5/22

Pritiraj Panigrahi
Dy. Chief Vigilance Officer (Engg.)
East Coast Railway
Bhubaneswar

Copy to SrDEN/CO/SBP, WAT, KUR for kind information & necessary action.