

12/c

EASTERN RAILWAY
(CONSTRUCTION DEPARTMENT)

No. CAO/Con/W/2092/578

Date: 12.10.09.

Dy CE/C/W/I & II/HQ
Dy CE/C/JB, Plg, PRD/HQ
Dy CE/C/SDAH-I & II,
Dy CE/C/HWH-I, II & III
Dy CE/C/ASN-I, II & III
Dy CE/C/BGP, JMP
Dy CSTE/C/HQ, Dy CEE/C/HQ
Dy CEE/C/HWH, SDAH

Sub: Planning for execution of doubling works.

It has been observed that **proper planning is not being made** by you particularly for executing the **doubling works**. Following are the some **improper planning** observed which not only take extra time and cost but also affects safety.

- i) **Blanketing material is being unloaded at running line** which make the running line **due for deep screening**. During GM meeting, **PCE has objected for same** during Construction Meeting held on 31.08.09. Unloading of same also needs traffic block with power for 2-5 days for which traffic deptt. is unable to provide required block and also charge heavily, besides cancellation of trains.
- ii) **P.Way material particularly sleepers are unloaded before completing the formation work** causes lot of problem for placing the sleepers in position and several sleepers get buried in formation which cause losses and pose the problem of material accountal. All these take lot of time and a simple work on track linking becomes complicated & costly work.
- iii) Modification to yard is being carried out two-three times which is not only time taking but also costing and also infringe safety during NI work etc

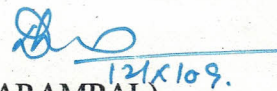
It is therefore, advised to plan doubling work in proper manner of your section as detailed below:-

- i) As advised earlier vide letter no. CAO/Con/WT/Circular dt. 17.07.07, work of two block sections should be planned to take up at a time which is normally a length of 12 to 18 km and can be managed easily.
- ii) Engg. plan for the mid crossing station should be prepared for Phase-I providing the Engg. Siding at both the ends and accordingly SIP should also be prepared and obtain CRS's sanction for providing the Engg siding. Then work should be executed and completed as per Master Plan.

11/c

- iii) Now the earthwork, blanketing etc. should be executed from one end to provide Engg. siding to unload the blanketing material and it should be transported further by road either by tractor or small truck etc.
- iv) After completing the blanketing with proper compaction etc. the ballast should also be trained out either directly by Road or unloading in the Engg. siding and carried to the formation and train out or otherwise it may be done directly from the Material Train and track is lifted in stages to provide the full cushion of 30 cm.
- v) When formation is ready P.Way material should be unloaded on formation directly and sleeper placed in position.
- vi) Welded panel of 20 rails are also available. Same can also be planned to use.
- vii) After providing full ballast cushion and initial packing, and alignment etc, same should be packed, by machine for CRS's inspection.

The above instruction should be followed strictly in all prospective works and tender Schedules should also be prepared accordingly to compute the work is minimum time and cost.


12/10/9.

(DHARAMPAL)
Chief Admn. Officer/Con

Copy to : CE/C-I, II, III
CSTE/Con
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for info & mla.