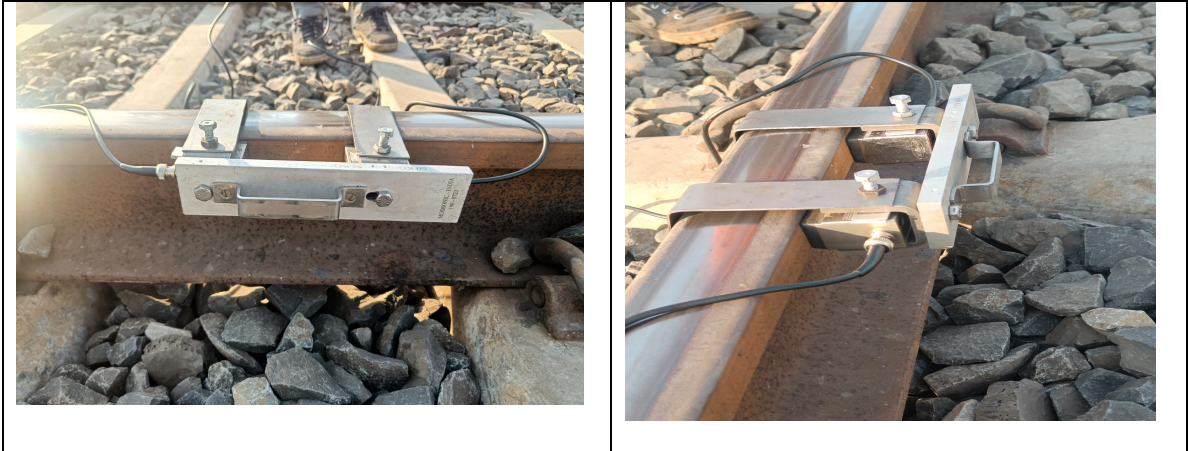


ACHIEVEMENTS IN 2024-25 (APR-24 To MAR-25)





| | |
|----------|--|
| A | Innovative Work :- |
| 1 | An arrangement has been done in test RIG for USFD testing of rails. This RIG is used to test rail where scabbing/Wheel burned has been occurred. Correct alignment is essentially required for such testing. Due to this arrangement alignment is maintained properly during testing resulting in proper USFD testing at such locations. |



| | |
|----------|--|
| 2 | <p>Provision of smart sticks has been made to night patrolmen for self defence in forest areas. It is made with Aluminium having 1.20 mtr height, 1.20 kg weight operated by battery of 6000 mAh. Functions available –</p> <p>Modes of flush light – Seven modes of lights can be used as per requirement</p> <p>Panic alarm – loud siren sound</p> <p>Electric shock - At bottom, system of electric spark and shock for protection against animal(10000 volt)</p> |
|----------|--|



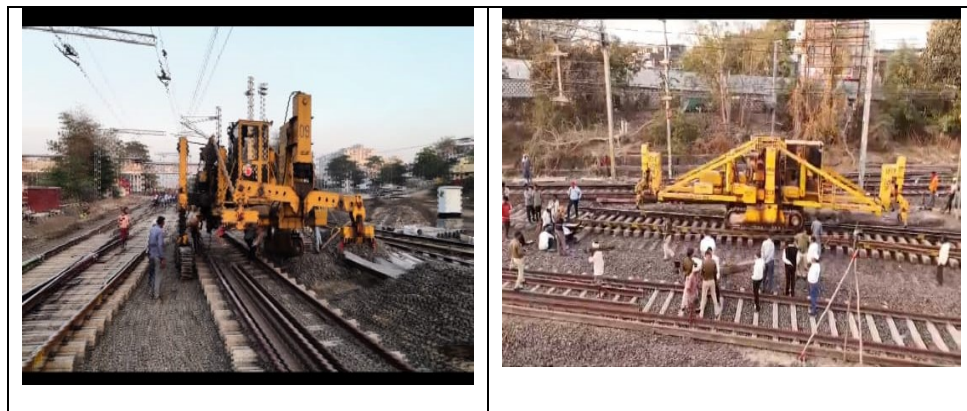
| | |
|----------|---|
| B | Major Yard Remodeling / Improvement :- |
| 1 | Existing 2 Nos. Turnout 60kg 1 in 8½ point no. 108A & 108B connecting Line no. 4 & 5 have been converted into 1 in 12 60 kg turnouts at Dongargrah yard. One point (108B) laid by T-28 Machine and another point no (108A) laid by manually. |
| 2 | At HDM yard Pt. No. 41A (1 in 8.5) on loop line & at SYE yard Pt. No. 31B (1 in 8.5) on loop line is not perfectly symmetrical split and not having equal lead radius both side, resulting in kink and excessive versine variation in cross-over. The reason behind it that crossing of symmetrical split is out of its position longitudinally and laterally. Lateral position of crossing corrected manually by taking Engg. Block 5 Hrs and TRD block 1 Hr and Two number JCB's and 40 labours used for layout correction for each point. |

| | |
|---|--|
| At HDM | |
| Before | After |
|  |  |
| At SYE | |
| Before | After |
|  |  |

| | |
|---|---|
| 3 | 1 Nos. crossover length corrections have been done with T-28 machine at NAB yard. In crossover connecting point Nos. 41A & 41B (both 1in12) overall length was short by 1.89 mtr, which is corrected by shifting point No. 41B by 1.89 mtr. In crossover connecting point Nos. 31A (1in12) & 31B (1 in 8½), Point No. 31B was not perfectly laid as symmetrical split which was corrected by shifting the point 680 mm laterally in crossing portion. This resulting into relaxation of TSR from 15 kmph to 30 kmph in loop line. |
|---|---|



| | |
|---|---|
| 4 | The work of 2 No. crossover layout corrections have been done with T-28 machine at Itwari & Rewral yards. In crossover connecting point Nos. 65A & 65B and 153 A & 153B respectively has been done. |
|---|---|



| | |
|----------|--|
| 5 | <p>The work of extension of DEMU shed at Gondia has been completed. Following works has been carried out :-</p> <ol style="list-style-type: none"> 1. Four lines laid with PSC sleepers with 60 kg rail having total length of 2.0 Km. 2. Four Nos. 60 kg 1 in 8½ turnouts laid (Point No. P1, P2, P3 & L5A) with fan shaped layout & CMS crossings. These are hand operated points. |
|----------|--|

| | |
|----------|---|
| C | Speed Raising Work :- |
| 1 | Sectional Speed raised in 109.09 km. in 07 Nos. section. The details of raising of sectional speed are as under:- |

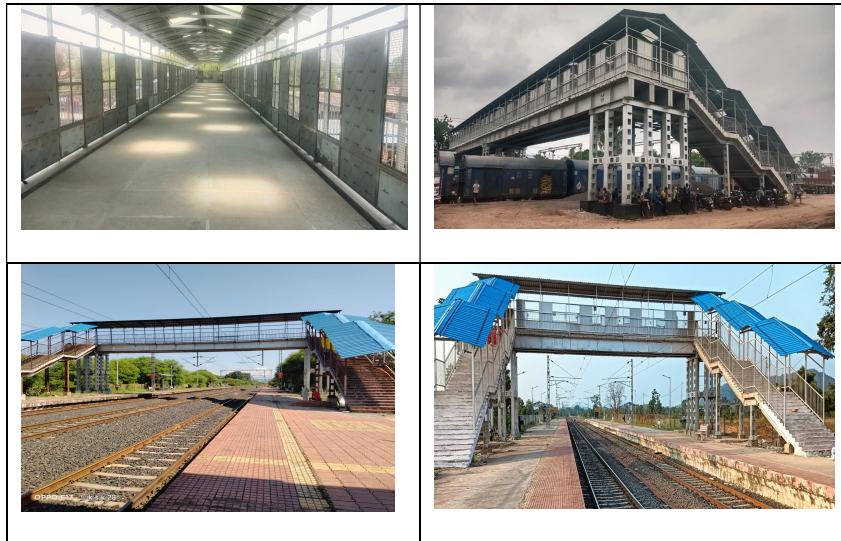
| Group | Name of Section | Length (Track Km) | Speed raised | | Speed Raised | Time Saved in Min. |
|-------|-----------------------------------|-------------------------|--------------|------------|-----------------|--------------------------|
| | | | From Kmph | To Kmph | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (8) |
| A | Gangajhari - Kachewani 3rd Line | 7.62 | 80 | 110 | JUN-24 | 1.55 |
| A | Tharsa – Salwa 3rd Line | 13.25 | 90 | 110 | JULY-24 | 1.60 |
| A | Dhanoli-Gudma (3rd Line) | 20.26 | 90 | 110 | NOV-24 | 2.45 |
| A | Salwa-Kamptee (3rd Line) | 10.20 | 80 | 110 | NOV-24 | 2.08 |
| A | Gondia-Balaghat | 42.20 | 100 | 110 | NOV-24 | 2.30 |
| A | PANIAJOB - BORTALAO (3rd Line) | 8.91 | 80 | 110 | FEB-25 | 1.82 |
| A | KAMPTEE - KALUMNA (3rd Line) | 6.65 | 100 | 110 | FEB-25 | 0.36 |
| | TOTAL | 109.09 | | | | 12.16 |

| | |
|----------|---|
| D | Removal / Relaxation of Speed restriction |
| 1 | 4 Nos. PSR have been Removed in the division. The details are as under :- |

| Sr. No | Section | Kilometer | UP/ DN/ SL | Length in meter | Reason of PSR | Restricted Speed kmph | Speed after removal | Time saved |
|-----------|----------|---------------------|------------------|-----------------------|---|-----------------------------|---------------------------|---------------|
| 1 | BMC-BDKD | 1298/19- 1299/03 | SL | 411.3 | Girder Br. 101 | 45 | 60 | 0.40 |
| 2 | BMC-BDKD | 1299/8- 1300/02 | SL | 274.2 | Girder Br. 104 | 45 | 60 | 0.36 |
| 3 | BTL-WRI | 1048/22 – 1049/3 | SL | 412 | Multiple cracks in pier of Br.No.12 | 75 | 110 | 0.447 |
| 4 | G-NGP | 1088/35- 37 | UP | 65 | Defective layout point No. 153A & 153B | 110 | 130 | 0.167 |

| | |
|----------|--|
| E | Passenger Amenity Works |
| 1 | The work of 10 Nos. FOB has been completed at Jhilmili, Rajnandgaon, Rajoli, Lodhikheda, Ramakona, Bhimalgondi & Charegaon station. Further extension of FOB at Murhipar station has been done from PF-1, 2 & 3 to PF-4. The details are as under :- |

| SN | Station | Major Section | Connecting PF | Span |
|----|-------------|-----------------------|----------------------------------|------------|
| 1 | Jhilmili | Chhindwara – Nainpur | PF-1 & PF-2 | 21.11 mtr. |
| 2 | Rajnandgaon | Nagpur –Durg | All PF from one end to other end | 60.0 mtr. |
| 3 | Rajoli | Nagbhir – Chandafort | PF-1 & PF-2 | 25.60 mtr |
| 4 | Lodhikheda | N.Itwari - Chhindwara | PF-1 & PF-2 | 30.42 mtr. |
| 5 | Ramakona | N.Itwari - Chhindwara | PF-1 & PF-2 | 30.42 mtr. |
| 6 | Bhimalgondi | N.Itwari - Chhindwara | PF-1 & PF-2 | 25.60 mtr. |
| 7 | Charegaon | Gondia – Nainpur | PF-1 & PF-2 | 30.50 mtr. |
| 8 | Nagarwada | Balaghat – Nainpur | PF-1 & PF-2 | 25.00 mtr. |
| 9 | Chaurai | Nainpur-Chhindwara | PF-1 & PF-2 | 26.00 mtr. |
| 10 | Lamta | Nainpur-Gondia | PF-1 & PF-2 | 26.56 mtr. |



| | |
|----------|--|
| 2 | The work of raising of platform (PF-1) from low level to high level at Wadsa station in G – CAF section has been completed. |
|----------|--|



| | |
|----------|--|
| 3 | The work of flooring by Vacuum Dewatering Concrete (VDC) has been done at Tharsa station P.F No.1 .of size 160 mtr X 7.50 mtr. |
| 4 | The work of FOB girder launching (Span 36 mtr) has been done at Kelod station. |



| | |
|----------|---|
| 5 | 5 Nos. FOB painting have been completed at Sausar,Chindwara, Piperdahi, Seoni & Salwa stations. |
|----------|---|



| | |
|----------|---|
| F | Bridge Work |
| 1 | The work of Rehabilitation of 3 Nos. of Bridges have been done by constructing wing wall at Bridge No.31 between Kanhan – Kamptee, by extention of Bridge No.152 UP at GJ Yard and by strengthening piers of Bridge No.12 between Balaghat - Katangi section. |



| | |
|----------|---|
| 2 | The work of strengthening to abutment & wing wall of Bridge no. 29 DN between KNHN – KP on A route has been done by pressure grouting and Pointing. |
|----------|---|



| | |
|---|--|
| 3 | At bridge no. 31 DN (ORN-3 bridge) between KNHN – KP, tilted ballast retaining wall dismantled and gap between 3rd line bridge & DN line bridge is covered with RCC slab with clear joint. |
|---|--|



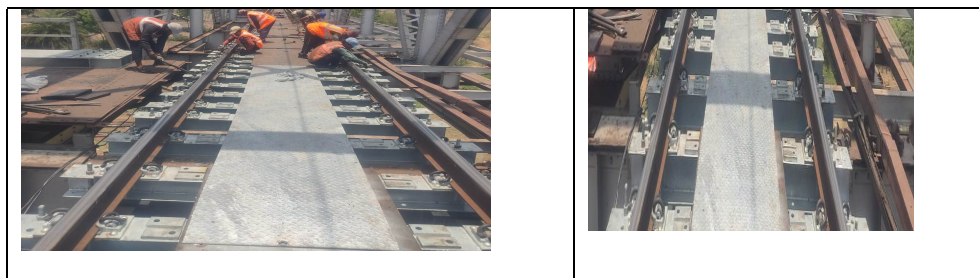
| | |
|---|--|
| 4 | The work of strengthening of 9 Nos. RCC bridge girder (3 span X 3 girder) has been done with polymer plaster & epoxy grouting at bridge No. 7/KRD between KAV – KRD. |
|---|--|



| | |
|---|---|
| 5 | The work of re-building of small opening bridges Nos. 9A & 9C in TMR – TRDI section have been done by construction of RCC box in place old arrangement. |
|---|---|



| | |
|----------|---|
| 6 | The work of TBTR has been completed to the extent of 5834 Nos. at Bridge No.348UP, 116 DN, 29 DN, 116UP, 319UP, 319DN, 212DN, 320DN, 332DN, 116UP, 332UP, 15UP, 15DN, 336UP, 336DN, 34DN, 34UP, 340UP, 340DN in Durg – Nagpur section & Br.No.159 in Gondia – Chandafort section by renewal of existing channel sleeper with H Beam sleeper. |
|----------|---|



| | |
|----------|--|
| 7 | Side pathway has been provided at 33 Nos. bridges in the division. |
|----------|--|

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|--|------|--------|----------|--------|----------|---|--------|-----|--------|--------|---|--------|----|--------|-------|---|--------|-----|-------|-------|---|--------|----|------|------|
| 8 | The work of TFR on bridge No. 340 DN with 21 sleepers, have been done by renewal of rubber pad, hook bolt, clip bolt & guard rail bolt. | | | | | | | | | | | | | | | | | | | | | | | | | |
| G | Track Safety | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | <p>Total progress of 87.61 CTR Unit (Primary – 78.21 Secondary- 9.40) has been done against the target of 147.82 CTR Units. The details of CTR items are as under:-</p> <table><tr><td>SN</td><td>Item</td><td>Unit</td><td>Target</td><td>Progress</td></tr><tr><td>1</td><td>TRR(P)</td><td>Tkm</td><td>140.00</td><td>120.51</td></tr><tr><td>2</td><td>TSR(P)</td><td>Km</td><td>125.00</td><td>35.89</td></tr><tr><td>3</td><td>TRR(S)</td><td>Tkm</td><td>28.00</td><td>14.15</td></tr><tr><td>4</td><td>TSR(S)</td><td>Km</td><td>2.63</td><td>4.66</td></tr></table> | SN | Item | Unit | Target | Progress | 1 | TRR(P) | Tkm | 140.00 | 120.51 | 2 | TSR(P) | Km | 125.00 | 35.89 | 3 | TRR(S) | Tkm | 28.00 | 14.15 | 4 | TSR(S) | Km | 2.63 | 4.66 |
| SN | Item | Unit | Target | Progress | | | | | | | | | | | | | | | | | | | | | | |
| 1 | TRR(P) | Tkm | 140.00 | 120.51 | | | | | | | | | | | | | | | | | | | | | | |
| 2 | TSR(P) | Km | 125.00 | 35.89 | | | | | | | | | | | | | | | | | | | | | | |
| 3 | TRR(S) | Tkm | 28.00 | 14.15 | | | | | | | | | | | | | | | | | | | | | | |
| 4 | TSR(S) | Km | 2.63 | 4.66 | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 80.96 km (72.22 Km. by BCM Machine & 8.74 Km by Manually) deep screening has been done against the target of 140.00 km. Further, 98 Nos. deep screening of Turnouts (16 nos. by BCM & 82 nos. by Manually) has been done against the target of 130 Nos. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 184.10 Th. Cum ballast has been procured against the target of 200 Th. Cum and 179.07 Th. Cum ballast has been inserted against the target of 200 Th. Cum in the track wherever required. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 2177.23 Km plain track tamping has been carried out by CSM, MPT & Duomatic track machines against the target of 3530 km. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 608 Nos Turnout tamping has been carried out by UNIMAT-4S, PCTM & MPT track machine against the target of 1150 Nos. | | | | | | | | | | | | | | | | | | | | | | | | | |

| | |
|----------|--|
| 6 | 11480.60 Km USFD testing of Rail & Welds has been tested with no overdue in rail testing. The details of USFD testing is as under :- |
|----------|--|

| SN | Item | Cum Progress Up to the month |
|----|-----------------------|---------------------------------|
| 1 | Rail testing in km | 8351.92 |
| 2 | Weld testing in km | 1331.43 (39943 Nos.) |
| 3 | SEJ testing in km | 665.50 (5324 Nos.) |
| 4 | Turnout testing in km | 1131.75 (4527 Nos.) |

| | |
|----------|--|
| 7 | Total 3160 Nos Rail / Weld defects, detected during USFD testing of Rails & Welds, have been removed. All DFWR Welds of Nagpur Division have been removed. The details of defects removal is as under :- |
|----------|--|

| Rail Defects | | Weld Defects | |
|--------------|-----------------|--------------|-----------------|
| Defect | Up to the month | Defect | Up to the month |
| IMR | 69 | IMRW | 5 |
| OBS(R) | 855 | OBSW | 198 |
| Total | 924 | DFWO | 2012 |
| | | DFWR | 6 |
| | | DFWN | 15 |
| | | Total | 2236 |

| | |
|-----------|--|
| 8 | Visual examination of all the fish plated joints has been done to the extent of 11980 Nos. |
| 9 | 423.07 Kms. destressing of LWR work have been done against the target of 300.00 km. |
| 10 | 35606 Nos. unguarded rails, sleepers between the block section have been collected and stacked in the yard by use of UTV machines. |
| 11 | Overhauling work of 97 Nos. LCs has been completed. |
| 12 | Deficiencies at 198 Nos. of LCs such as (repairs to road, renewal of Check rail, rectification of speed breakers and renewal of faded LC boards etc.) have been removed. |

| | |
|-----------|--|
| 13 | Reconditioning of 208 Nos. Tongue rails & 361 Nos. CMS crossings has been done. |
| 14 | Through turnout sleeper set renewal has been done at point No. 31A & 41B (both 1in12) in Sindewahi yard in NAB – CAF section. |
| 15 | 10 Nos. Thick Web SEJ have been laid on A route DUG – NGP section. |
| H | ROB/RUB :- |
| 1. | 7 Nos. Manned LCs has been eliminated by construction of ROB/RUB. The details are as under :- |

| SN | MLC No. | Major Section | Block Section | Km. | State | Method of elimination By |
|----|---------|-----------------|---------------------|------------|-------|--------------------------|
| 1 | 479 | DURG - GONDIA | Paniajob – Bortalao | 943/7-9 | CG | ROB |
| 2 | 507 | GONDIA – NAGPUR | Gondia Yard | 1002/5-7 | MS | LHS |
| 3 | 485 | DURG - GONDIA | Darekasa – Salekasa | 959/19-21 | MS | RUB |
| 4 | 570 | GONDIA – Nagpur | Kalumana – Nagpur | 1128/6-8 | MS | RUB |
| 5 | 572 | GONDIA – Nagpur | N.Itwari – Nagpur | 1128/33-35 | MS | RUB |
| 6 | 511 | DURG - GONDIA | Gondia - Gangajhari | 1008/21-23 | MS | LHS |
| 7 | 510 | Gondia - Nagpur | Gondia - Gangajhari | 1005/09-11 | MS | LHS |



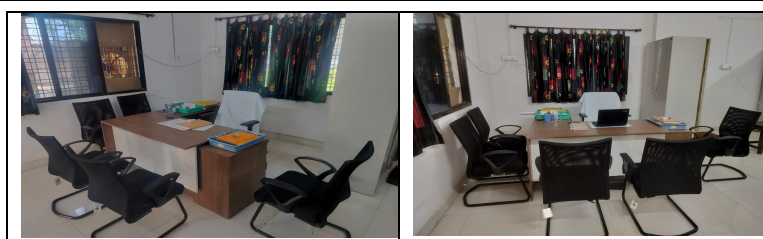
| | |
|----------|--|
| I | System Improvement |
| 1 | To fulfil the additional water requirement of Gondia settlement, 6 Nos. Rotary bore graveled based of dia 450 mm has been completed at Birsola filter plant. |



| | |
|----------|---|
| 2 | De-launching of reliving girder at LC No. 507 UP & DN line has been done which was inserted for box pushing work. |
| 3 | At Tharsa railway colony complete old water pipe line has been renewed with new one to the extent of 2500 mtrs during the month. Also water connection have been given at LC No. 551 & at track machine siding. |
| 4 | 4 No. Pre-fabricated Toilets with the use of CSR fund has been provided at Jhilmili, Chaurai, Pallari & Seoni station in Chindwara – Nainpur section. |



| | |
|----------|--|
| 5 | Total 93 Nos. Laptops has been provided to all SSE/Pway in-charges, SSE/JE sectional and all SSE/USFD to facilitate the entry of day to day work in TMS and to analyse the data in the field. Further, old furniture has been replaced with new one in all the SSE/Pway units. |
|----------|--|



| | |
|----------|---|
| 6 | 1 No. Tool cum Rest room Gang No. 37 & 38 in front of Kelod station building of size 6 x 4 mtr. |
|----------|---|



| | |
|---|--|
| 7 | Renovation of RPF barrack at Sausar has been completed by renovating Aluminum window, painting in wall, floor Tiles etc. |
|---|--|



| | |
|---|--|
| 8 | A Video conference has been conducted with all Sr.DEN/DEN, all ADENs & all SSE/P.Way/IC in which USFD defect position specially IMR defect discussed. IMR defects in ISEJs have been increased. To avoid IMR generation in ISEJs it is instructed that packing to be done fortnightly in ISEJs and record to be kept. During inspections of officers this record to be analyzed. |
| 9 | The work of 4.17 Km Safety fencing done along the track. |

| | |
|----------|---|
| J | Environment Friendly |
| 1 | 3 Nos. water bodies have been created one each at Rajoli near Railway colony, Sindewahi station building & at Gangajhari near station building. |



| | |
|---|---|
| 2 | The work of 28 Nos. Rain Water Harvesting have been completed at S&T hostel and Training centre at Nainpur station, goods shed at Wadsa, Mangal Mandap Motibagh in Nagpur settlement, at staff quarter AGN, staff quarter at DGG, Central colony DGG, Electrical sub-station building NITR, Electrical General Office building NITR, Booking lobby building KAV, Gang rest room NITR & Dongargraha railway colony (Quarter No. 314/2-315/1.308/1-4, 309/1-4), P-Way office NITR, New transit building Mount road Nagpur & Gondia railway colony (Quarter No. 313/1-2, 315/1-3 & 317/1-1), P-Way office Nagbhid, Saunsar new S&T office & Store building at Nainpur & Saunsar, Pass office at Dongargraha, Gang rest room building Kamptee, Station building at Waraseoni, Katangi & Amgaon(Quarter No. T/115,T/116,T/117, & T/118) Motibag, Qtr No. 110/1-4 at Tumsar railway colony. |
|---|---|



| | |
|---|--|
| 3 | The work of creating 480 sq.m long garden at SSE/Pway office Saunsar station has been done . |
|---|--|



| | |
|---|---|
| 4 | Water audit has been completed at station and railway colony at Nainpur Gondia, Chandafort, Bhandara Road & Chhindwara. |
| 5 | Tree plantation has been done to the extent of 0.688 lakhs in the division. |

| | |
|---|--|
| 6 | <p>Conversion of the railway pond has been done at Gondia for which the following works were carried out: -</p> <ol style="list-style-type: none">1. Interlocking paver block surfacing = 2980 M²2. MS Safety Railling = 330.0 Mtrs3. RCC Drain constructed = 94.50 Mtrs.4. Stone Pitching = 800 Square Meter. |
|---|--|

| | |
|----------|----------------------------|
| K | Miscellaneous Works |
|----------|----------------------------|

| | |
|---|---|
| 1 | <p>The work of Box pushing at ITR yard east end at Diptisignal railway colony for LHS has been completed in record period. The track geometry at this location is very complicated consisting of curved track, point & crossing zone even though the total box pushing of 37 mtr has been done in a record period of 12 days.</p> |
|---|---|



| | |
|---|--|
| 2 | <p>4 Nos. reliving girder of span 20 mtr have been launched for LHS work at LC No. 510, 511 on UP & DN line between Gondia – Gangajhari.</p> |
|---|--|



| | |
|---|---|
| 3 | New PQRS Depot has been developed at Bhramhapuri Yard in Gondia-Chandafrot section consisting of one line of 650 mtr. with auxiliary track of of 440 mtr. Length by extension of existing Engineering siding. |
|---|---|



| | |
|---|--|
| 4 | At LC No. 554 at Chacher yard new reinforced Cement Concrete road of length 75.00 X width 8.00 mtr has been constructed. |
|---|--|



| | |
|---|--|
| 5 | The work of platform surfacing to the extend of area 2100.00 sq.mtr. done on platform No. 2 & 3 at Tharsa station by using vaccum dewatering concrete plate. |
|---|--|



| | |
|---|---|
| 6 | Water proofing treatment at 18 units staff quarters at KNHN settlement has been done. |
| 7 | The work of roof top (area 204 Sqm.) Rain Water Harvesting have been completed at newly constructed 2 unit Type-II staff quarters in AGN settlement. |
| 8 | Total 700 mtr yard drain has been provided at Rajnandgaon yard (between L/5&6 – 300 mtr & between L/2&3 – 400 mtr. |
| 9 | Total 21 Nos. primary station name boards have been renewed with standard Retro Reflective boards at following stations. (1) SAL – 4 , (2) CHCR – 6 , (3) TAR – 4 , (4) RRL – 6 , (5) NITR – 1 |



| | |
|----|--|
| 10 | At Kalumna station on Platform No. 1, 2 & 3 painting of 27 Nos. platform shelters work have been done. |
|----|--|



| | |
|----|--|
| 11 | Exterior painting work at all station building from Itwari station to Khat station have been done. |
|----|--|



| | |
|----|--|
| 12 | Total 725 Nos.(Gondia yard – 325 nos. Gudma yard – 150 nos. Darekasa yard - 200 nos. Amgaon – 50 Nos.) dilapidated dowels of P&C PSC sleepers have been renewed with new screws. |
| 13 | 54 Nos of Grass root level safety seminars conducted at all field units. Detailed deliberations and demonstrations were made with a view to improve quality and more safety consciousness among field staff while ensuring safety. |



| | |
|----|--|
| 14 | The work of 650 mtr. re-carpeting of colony road has been done at Punjabi line and Polyclinic Motibag railway colony. Cumulative progress has gone up to 4623 mtr. |
|----|--|



| | |
|----|---|
| 15 | Construction of approach road at Pipardahi railway station in NIR – CWA section to the extent of 370 mtr X 4 mtr has been done. |
|----|---|



| | |
|----|--|
| 16 | Cement Concrete approach road has been provided at Chaurai station to connect main road to Chaurai railway station and Kanhan station approach road. |
|----|--|



| | |
|----|--|
| 17 | New truck shed along with store room has been provided for rolling stock disaster management facilities for break down truck at Motibagh near NGRM in Nagpur settlement. |
|----|--|



| | |
|----|--|
| 18 | New booking counter has been created in one room at panel building after necessary modification at Ramtek station. |
|----|--|



| | |
|----|--|
| 19 | Existing store rooms have been converted into VIP launch with the provision of two standard toilets at SERCRSA stadium, Motibagh in Nagpur |
|----|--|



=21=

| | |
|----|--|
| 20 | During the month Total 776 Sqm floor tiles In 17 Nos. staff quarter at NITR have been provided. Further, Total 83 Sqm False ceiling have provided. |
|----|--|



| | |
|----|--|
| 21 | <p>During the month renovation work at Health Unit NITR have been done in which following works have been completed.</p> <ol style="list-style-type: none">1. Total 223 Sqm old dilapidated roof sheets have been renewed with colour coated profile sheet.2. Total 50 Sqm floor tiles have been provided.3. Total 70 Sqm False ceiling have provided. |
|----|--|



| | |
|----|---|
| 22 | The work of dismantling of 2 Nos. old lattice light towers of height 27 mtr. at Tumsar Road yard NGP end. |
|----|---|



| | |
|----|---|
| 23 | In staff quarters following improvement works carried:- |
|----|---|

| SN | Work | Progress |
|-----|------------------------------------|-----------|
| 1. | Septic Tank repaired | 434 Nos. |
| 2. | Sump repaired | 601 Nos. |
| 3. | WC Pan replaced | 84 Nos. |
| 4. | Decayed doors replaced | 922 Nos. |
| 5. | Decayed windows replaced | 395 Nos. |
| 6. | Leaky roofs repaired in no. of Qtr | 877 Nos. |
| 7. | Cleaning of Over Head Tanks | 1422 Nos. |
| 8. | Dustbins provided | 76 Nos. |
| 9. | False ceiling | 116 Nos. |
| 10. | Grills in Varandah | 37 Nos. |

Sr. Divisional Engineer (Co)
S.E.C.Railway, Nagpur