केन्द्रीयरेलविद्युतीकरणसंगठन
Central Organization for Railway Electrification
1, Nawab Yusuf Road, Civil Lines, Prayagraj – 211001
Website: www.core.indianrailways.gov.in
Email: dyceemp@gmail.com

No. ELCORE /MP/34(Copper)Scrap-Part-I **Dated. 24.03.2023**

Chief Project Director
RE/SBC , SC, MS,LKO
NJP,KKK,ADI,JP&UMB

Sub: Utilization of copper cut pieces available in RE projects.
Ref:-1. CAO/CORE's letter No. ELCORE/OHE Policy/Pt XVI dated 19.11.2020.

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This office vide letter under ref-1, has already issued letter for utilizing Copper Wire pieces of length more than 400 meters at suitable location such as cross-over , siding, yard with splices if required as per the guidelines of ACTM, so as to minimize wastage.

It has come to notice to this office that some of the siding works are still under progress in different RE/Projects.

In this regards it once again requested to take suitable action for utilization of Copper Wire (Contact & catenary wire) pieces of length more than 400 meters at suitable location such as cross-over , siding, yard with splices if required as per the guidelines of ACTM, so as to minimize wastage.

DA : Enclosed.

24.03.2023

(Kalyan Singh)
Dy. Chief Electrical Engineer/MP-I
For Chief Administrative Officer
CORE/Prayagraj.

Copy to:
1. **CEE/MP/CORE :** For kind information please.

केन्द्रीय रेल विद्युतीकरण संगठन
नवाब यूसुफ रोड, सिविल लाइन्स, प्रयागराज - 211001
Central Organisation Railway Electrification
Nawab Yusuf Road, Civil Lines, Prayagraj-211001

No. ELCORE/T/OHE/Policy/Pt.XVI

Dated: 19.11.2020

Chief Project Director
Railway Electrification
Ahmadabad, Ambala, Bengaluru
Chennai, Danapur, Jaipur, Lucknow,
New Jalpaiguri, Secunderabad

Sub:- Utilisation of material available in Railway stock.

Ref:- This office letter of even no dated 18.05.2020 and 05.10.2020

It is understood that a large quantity of usable material is available with projects in Railway Electrification stores. Since the work of electrification is at its prime and in the next few years most of the RE projects will be closed, therefore, it is imperative now that material available with project stores be utilized in ongoing projects to the extent possible.

Following action plan may be adopted for this purpose:

(i) Available Railway stores should be used in **new tenders including siding** etc. to the maximum possible extent. Supply from contractors should be included only if railway material is not available in the project or in other RE projects.

(ii) In ongoing contracts, efforts should be made to **utilize railway material first within the extant provision** of the contract.

(iii) **Positive variation of any material** in ongoing contracts **should be avoided** unless such material, available with the project and other RE projects, is fully exhausted.

(iv) **Spare material required by Zonal Railways** should be given **from available railway material in stock**, following due extant procedure. However, for contact, catenary & PTFE, which have been supplied from Railway stores, specific approval is to be taken from CORE/HQ in each case of transfer to Zonal Railways.

(v) With completion of work in a project, the depot, if any, should be closed and all the **railway material should be shifted to a centralized depot**. For this, each project may nominate a well located depot as a centralized depot for keeping the said material.

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(vi) Please note that no surplus material shall be retained in any ongoing contract. Thus **all the surplus material supplied by the contractor in a contract should be taken back by the contractor after the reconciliation**.

(vii) For this purpose, railway material means the material which is already in railway ledger and **material supplied by the contractor in ongoing contract shall not be included with such railway material**.

(viii) Further, it is understood that **contact and catenary pieces of more than 400 M** are also available in various project depots. All efforts should be made to utilize such available material at suitable **locations such as cross-overs, siding, yard etc.** with splices, if required as per the guidelines of ACTM, so as to minimize wastage.

The above guidelines may be used suitably within the extant procedure rules and guidelines. Project should also explore other ways and means to utilize available railway stores including copper to the maximum possible extent so that wastage is minimized and depots can be closed timely.

19/11/20

(Arun Kumar)
CAO/CORE/Prayagraj

O/C