केन्द्रीय रेल विद्युतीकरण संगठन
CENTRAL ORGANISATION FOR RAILWAY ELECTRIFICATION
(Office of the Principal Chief Materials Manager)
1, Nawab Yusuf Road, Civil Lines, Prayagraj-211001
Fax No. 0532-2407797

No. CORE/S/Scrap Policy/12

Dated: 22.04.2020

Chief Project Directors
Railway Electrification
Ambala, Ahmedabad, Bhubaneswar/Bangalore, Danapur/Kolkata,
Lucknow/Jabalpur, Jaipur/Jodhpur, Secunderabad/Chennai, New Jalpaiguri.

Sub: Disposal of copper cut pieces scrap available in RE Projects.
Ref: 1. Standard Instruction ELCORE/INS/012/Ver.1 dated 19.11.2015 issued by CEE/CORE.
2. CAO/CORE letter no. ELCORE/Energisation/80 dated 01.04.2019 & 24.01.2020.

Survey Committee recommendations for reclassification of cut pieces of Copper Contact and Catenary wire as scrap are received in HQ for examination of Appreciation Committee and approval of competent authority. It is noticed that these files are repeatedly referred back to projects on one reason or the other for compliance of the existing guidelines issued in this regard. In order to avoid delay, check list for submission of Survey Committee's recommendations is enclosed for information and necessary action please.

This has the approval of competent authority.

22/4/2020

Dy. Chief Materials Manager/II
CORE/PRYJ

Copy to:- Stores Officers/RE Projects:-
You are advised to ensure the compliance before forwarding the file to CORE/HQ.

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Check List for submission of Survey Committee Recommendation for reclassification Copper cut pieces of Contact and Catenary wire as scrap.

1. Whether records of each drum of contact and Catenary wire has been maintained as per to CEE Instructions no. ELCORE/INS/012 Ver 1 issued on 19.11.2015.
2. Whether the reconciliation of Copper Contact wire and Catenary wire quantity supplied to contractor vis-à-vis quantity utilised for OHE erection and balance cut pieces has been done.
3. Whether the percentage generation of copper cut pieces scrap of particular section group has been calculated and discussed / recorded in the minutes of survey committee recommendation. The concerned Dy.CEE (Section In charge) to ensure the same.
4. Whether compliance of CAO/CORE letter no. ELCORE/Energisation/80 dated 01.04.2019 & 24.01.2020 has been ensured.
5. Whether erection certificate of competent authority has been placed on record as per CEE Instructions no. ELCORE/INS/012 Ver 1 issued on 19.11.2015.
6. Whether cut pieces lengths of Contact and Catenary wire more than 300 mtrs has been excluded in the Survey Sheet recommendation.
7. Whether the cut pieces of Contact and Catenary wire was offered to nearest Railway/Division and reply thereof placed on record.
8. Whether the reasons for small cut pieces (10 metre or less) of Contact and Catenary wire recorded by Survey Committee.
9. Whether the verification of cut pieces has been done by ISA/SV.
10. Whether the standard format of Survey Sheet as per Stores Code Form No. S-2227 has been used.
11. Whether the survey sheet of book value more than Rs. 5 lakh has been prepared separately, which requires Appreciation Committee examination and approval of GM as per existing delegation.
12. Whether proof of book values/RgC and sold rate of scrap has been enclosed.
13. Whether the survey committee recommendations forwarded by concerned CPD.

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STANDARD INSTRUCTION OF CEE/CORE/ALLAHABAD		
ELCORE/INS/012 Ver 1	Standard Instructions for scrap disposal of Catenary wire and Contact wire used in OHE works	Date effective from.... 19..Nov'2015

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1.0 Scope of the Document

This document is made to assist the RE projects for streamlining the process of scrap generation particularly in reference to OHE Catenary wire and contact wire being supplied as railway material for OHE works.

2.0 Responsibility of Implementation

2.1 CPM through Dy.CEE's in charge shall be responsible for implementing these instructions over their jurisdiction. They shall ensure that the instructions are properly communicated to concerned officers and supervisors are made responsible for delivering results.

2.2 CPM through Dy.CEE's shall ensure that they have the latest version of the document with them and the old version of the document is destroyed / removed from circulation with all concerned whoever were issued with the document earlier.

3.0 Scrap generation and it's accountal

3.1 While stringing of OHE conductors cut pieces of contact wire and catenary wire are generated from the drums. Normally the length of contact wire and catenary wire in a drum for Contact wire around 1500 mts and for Catenary wire they are 3000m. The extent of scrap generation may vary for different RE Groups, section depending upon the type of section, lengths of shots whether the section has large yards or is a comparatively straight line section.

3.2 As such need is there to have a proper control over the length of the scrap wire left in a drum as scrap. Initial planning should be done from the existing stocks of Catenary wire and Contact wire so as to reduce the extent of scrap generation.

3.3 A planning document should be available to the extent possible before start of the wiring of a new section, yard or a sub section properly allotting the drum numbers from the existing lot and shot (run length) and properly determining the likely scrap generation.

3.4 For each day wiring done, a daily progress reports of drum length, run length and the scrap generated / left out on the drum should be made and duly signed by contractor representative and Railway Representative.

3.5 Scrap generation up to the length of 125m shall be considered as normal case. For scrap of copper conductors, the authority as detailed below shall certify that –

- Erection has been done in the proper manner.
- Material declared as surplus is unusable, defective and cannot be used anywhere else possible known.

Length of Scrap in the drum	Competent person
Up to 125 mtrs.	Supervisor in charge of the section
From 125 to 300 mtrs	AEE/DEE in charge of the section
More than 300 mtrs.	Dy.CEE in charge

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3.6 A register shall be maintained date wise based on the DPR (Daily progress reports) for such unserviceable copper conductors (Separate for Contact & Catenary) received from site with the information like Drum No. Drum length, Date of erection, span length, location of erection, Balance length in drum and Remarks etc.

3.7 A summary of the same shall be made and signed by the contractor and AEE/DEE in charge once a month and Dy.CEE incharge quarterly after verify the scrap physically in stock and the register is being maintained to his satisfaction.

3.8 In case a drum length is found short then a joint inspection should be invariably be done with all the concerned parties involved jointly and the finding may be concluded and responsibility fixed. INS No. 007 of CORE may be referred in this regards further.

3.9 The wiring train supervisor responsible for wiring shall also ensure before start of wiring and breaking of the seal of the drums that the Catenary and contact wire drums appear to be with a tolerable limit variations as stenciled on drum. Last minute surprise that there is a significant shortage in the length shall not be acceptable during the wiring. Such cases if discovered should be brought to the knowledge of an officer and a panchnama should be done immediately before use.

3.10 Wherever possible smaller length should not be shifted from one depot to other to the extent that the wiring drum starts to collapse and the good workable smaller length may become defective. The re rolling of drums should judiciously be done.

4.0 Scrap Disposal

4.1 For Disposal of unserviceable conductors / wires it is necessary that a survey committee is nominated by the competent authority, who shall carry out survey of the scrap material and prepare a survey sheet and prepare their recommendations.

4.2 The recommendations of the survey committee shall be accepted by the competent authority in terms of Stores SOP para C.20. Once the Survey committee recommendaion are accepted the DS8 voucher shall be made and the scrap deposited as per CORE latest stores procedure order No.27.

5.0 Rerolling of Drums

5.1 All he drums in collapsed conditions or in conditions that they may fail during the wiring should be re-rolled before wiring.

5.2 Lengths / weight of such drums should be properly recorded and such re-rolling witnessed by RE Group supervisor, Contractor Depot supervisor and an independent person preferably from Stores or accounts.

5.3 Also while scrapping the lengths as indicated in para 3.5 the competent authority should excercise caution so that the pieces left over are not declared as scraped without exploring the option of re-rolling of good pieces.

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6.0 **Reference Documents**

6.1 Contact wire Spec. No.ETI/OHE/76 (6/97) with A&C slip 1 to 4

6.2 Catenary wire Spec. No.ETI/OHE/50 (6/97) with A&C slip 1 to 2

6.3 CEE/CORE letter number RE/Tender/Policy/1/Pt-I dated 27.12.1990.

6.4 COS/CORE letter No.CORE/S/Scrap Policy dated 16.05.2011.

6.5 Procedure order No.27 of stores of CORE/ALD dt. 24.04.1990.

6.6 Stores code para 2221 to 27.

6.7 Standard Instructions ELCORE/INS/007

This issues with approval of CEE/CORE/ALD.

File No.ELCORE/MP/CORE Instructions

(R. P. Singh) 19/11/15
CEE(P&D)/CORE/ALD

7.0 **Circulation**

1.	Secy. to CEE for information of CEE	12.	CPD/RE/KKK
2.	Dy.GM/CORE for information of GM	13.	CPD/RE/LKO
3.	CEE/P&D/CORE	14.	CPD/RE/MS
4.	CEE(W)/CORE	15.	CPD/RE/NJP
5.	Dy.CEE/MP/CORE	16.	CPD/RE/SC
6.	Dy.COM/CORE	17.	CPD/RE/UMB
7.	CPD/RE/BBS	18.	Dy.CEE/OHE/CORE
8.	CPD/RE/GKP	19.	Dy.CVO/CORE
9.	CPD/RE/DNR	20.	FA&CAO/CORE
10.	CPD/RE/Jaipur	21.	COS/CORE
11.	CPD/RE/Jabalpur	22.	Dy.CEE/HQ/CORE

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Central Organisation For Railway Electrification
1, Nawab Yusuf Road, Civil Lines, Allahabad-211001
Phone: FAX: 0532-2408826 www.corc.indianrailways.gov.in

No. ELCORE/Energisation/80

Date: 01.04.2019

Chief Project Director
Railway Electrification
Ahmedabad, Ambala,
Chennai, Danapur, Jaipur, Jodhpur, Lucknow,
New Jalpaiguri/Guwahati, Secunderabad

Sub: Priorities for 2019-20 to pace up electrification work.
Ref: This office letter of even no dated 19-4-18

1. The electrification has to be on fast pace. In order to achieve this certain important areas have to be focused which are as under:
   a. The bridge masts are becoming a critical item till last day. This has to be planned in advance Please explore the possibility of deciding the design before hand and give to contractor rather than depending on him. Already we have erected innumerable bridge masts and have rich experience.
   b. Provision of ATs timely is still a concern. This needs to be set right.
   c. The activity of foundations, mast erection, provision of cantilever and wiring etc has to be contiguous and no gap locations.
   d. The approvals of drawings, Layout, location etc to the contractor has to be on fast mode. RBs letter regarding economy in TSS and depot spacing to be ensured.
   e. The wiring of contact and catenary has to be done simultaneously. Wiring decks, TW alternative suggested have to be put in place timely. Dy.CEEs have to ensure this as block requirement reduces drastically.
   f. Material planning of the contractor has to be followed up on a weekly basis and highlighted.
   g. For foundations in rock and brackets in tunnel agencies to be fixed by contractor in advance. No laxity on this account.
   h. Clearances on FOB.ROB and river bridges etc and special arrangements /condonations required have to be studied in advance and finalized.
   i. The HT crossings have at many places become critical activity as proper attention was not given timely. The estimates and how the work will be done are not planned in advance.
   j. The drawings, proposals are taking time on one plea or the other. Please understand that where joint survey, checks are required by Division and RE this should be done on priority before submitting the drawings proposals to reduce time.
   k. Earthing and bonding are safety items and have to be ensured 100% without fail.
   l. Proper documentation of field books, directions given etc has to be ensured to avoid and misunderstanding.
   m. Timely payments/ deduction to/from contractors as per rules and contract conditions.
   n. The work has to be completed within DOC. Extension of DOC should be an exception taking contract conditions in consideration.

2. The purpose of electrification is to run trains on electric traction immediately after CRS inspection. Thus any left over works in the sections where CRS has been done upto 31-3-2019 has to be completed in next two months. For all new works which have to be done in 2019-20 the following has to be ensured before offering the section for CRS inspection. Some areas of concern are as under:
   a. Commissioning of all TSS/SP/SSP. TSS have to be back charged before CRS inspection.
   b. Commissioning of SCADA and associated S&T cables
   c. Provision of ATs at station and L-xings
   d. Completion of OHE depots, TW sheds, quarters, etc.
   e. Completion of TL from SEB.
   f. The tension lengths of contact and catenary have to be more fine tuned so that scrap generation has to be minimum.

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3. It has been observed that S&T works have also contributed in labeling a section critical for CI inspection. Please ensure that:
   a. S&T cables where ever required have been indented for.
   b. CSTE/CRS sanction for change of signals/ level crossings etc have been obtained much advance.
   c. Joint inspection of CSE, SrDSTE with RE officials should be done timely.
   d. Tenders for S&T works have to be monitored closely for award as these have become a bott neck.
   e. Preferably work by Zonal Rlys has always taken a beating, needs more attention.

4. On the material front following has to be monitored:
   a. Requirement and availability of contact and catenary wire
   b. S&T cables, Relays
   c. Power cables of AT etc
   d. Cantilever items from contractors
   e. 66kV transformer for ADI project.

5. Safety is an important dimension and cannot be overlook in RE also for all activities n... electrical, S&T or Engg. Following steps are necessary:
   a. Quality of work has to be ensured at all levels
   b. No short cuts for increasing the pace. Requisite instructions exist have to be followed.
   c. 2.2kV charging of OHE for reducing thefts
   d. Works done in passenger are has to be closely monitored
   e. Safety of personnel working both contractual and railway.

6. Last year also this type of sensitization was done but is observed that all the Dy.CEEs and oth officers have not risen to the requisite benchmark. Please sensitize all that now time has come f fixing up responsibility for not implementing the instruction.

7. Please get an acknowledgement from all in charge officers of Electrical, S&T, Engg. and Finance.

14/5

(Alok Gupta)
CAO/CORE

Copy to:

1. Secy. to GM – for kind information of GM.
2. PCSTE, PCE, PFA, PCMM, SDGM, IG-CSC/RPF – for information please.
3. CEE/P&D, CEE/HQ and CEE/W- to please follow up.

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Central Organisation For Railway Electrification
1, Nawab Yusuf Road, Civil Lines, Prayagraj-211001
Phone: Fax: 0532-2408826 www.core.indianrailways.gov.in

No.ELCORE/Energisation/80 724 Dated: 24.01.2020

Chief Project Director
Railway Electrification
Ahmedabad, Ambala, Bengaluru,
Chennai, Danapur, Jaipur, Lucknow,
New Jalpaiguri/Guwahati & Secunderabad.

Sub: Scrap generation and disposal of scrap.
Ref: This office letter of even no. dt. 01.04.2019

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Attention is drawn to para 2(f) of the above letter wherein it was mentioned that " *the tension lengths of contact and catenary have to be more fine tuned so that scrap generation has to be minimum*".

While going through the scrap disposal proposals sent to the HQ, it is observed that there is a need to further fine tuning of tension lengths of catenary and contact wire so that scrap generation is bare minimum as the copper is a costly item and selling of scrap at less price is not appreciated.

All supervisors and officers have to be sensitized to fine tune the tension lengths of catenary and contact wire so that scrap generation is minimum. There is a need for more efforts for reduction of about 50% in scrap generation in the current year. Steps taken to be advised.

Whatever scrap is generated should be processed for disposal at the earliest.

(Alok Gupta)
CAO/CORE

Copy to:

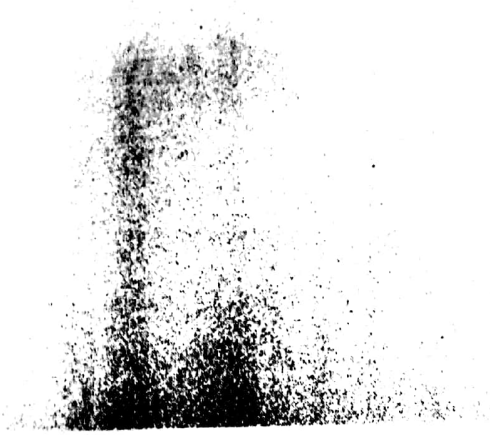
1. PCMM/CORE/ALD – for information please.
2. CEE/MP/CORE – to follow up.

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