



पश्चिम मध्य रेल
West Central Railway

General Manager's Office
Engineering Department
Jabalpur-482 001 (M.P.)

No. W-HQ/W-4/Track-II/Policy/Circular/18

Date: 17.06.21

CTE PROCEDURE No.18/2021-22

Sub: SAG Joint Inspection and its compliance.

Ref: CTE Procedure order no 08/2019-20 dated 18.9.19

Of late it is observed that Executing agencies (Construction, RVNL, IRCON) process the papers for CRS booklet/take CRS inspection date, even when section is not ready for commissioning / elementary things are not in place / SAG joint inspection is not conducted (not to talk of its compliance). It's a known fact that once CRS inspection is done, focus of execution agency gets diverted/ shifted to next section. It is evident from the fact that in a number of recently commissioned sections, sectional speed had to be lowered, on safety grounds, from the speed at which section was opened by CRS. Further, in a large number of sections, CA are not in a position to raise sectional speed to 110 Kmph for months/years together , after CRS inspection , basically on account of non compliance of SAG/JAG joint inspection note and trains continue to run at lower speeds thus not able to make full use of the infrastructure created/investment done. Thus, SAG joint inspection & its compliance, is very critical to the safety of track, and need not be further emphasized. In other cases, very recently, 80 % the track length, on the day of CRS inspection was having Full ballast deficiency. Such newly commissioned track is not safe for train operation. In such circumstances, there is no alternative but to enter into avoidable correspondence / discussion leading to a state of distrust & unnecessary/avoidable friction amongst the fraternity.

In many cases, even SAG joint inspection is not being executed in the way it is supposed to be done, for which sufficient guidelines have already exist/ issued, for the unknown reasons. Compliance of SAG inspection note is being submitted just as a Formality, at the last moment/ during CRS inspection only. Further, totally irrelevant/ unfeasible TDCs are being furnished and is being signed by openline SAG in token of its acceptance. Due importance & relevance of SAG inspection compliance should be maintained at all costs.

To streamline this, following needs to be followed sincerely by all concerned:

1. All execution agencies to process the CRS papers only when section is ready for commissioning and JAG , SAG inspection & its compliance is done except for few items whose feasible TDC should be given , but its TDC must be strictly adhered to.
2. SAG & JAG joint inspection should be done giving due cognizance to CTE Procedure Order No.08/2019-20 dated 18.9.19 (made on the basis of CRS/CC guidelines dated 7.5.19) This circular is only indicative and detailed deficiencies at the site must be elaborated as per the importance/gravity of the issue, item involved.

3. Deficiencies in JAG inspection compliance needs to be clearly elaborated, as per gravity of the issue, in SAG joint inspection under heading- Deficiencies in JAG inspections. More focus should be on issues whose compliance shall be comparatively difficult ,once section is commissioned after CRS inspection.
4. Compliance of SAG Joint Inspection , inclu TDC, given by executing agencies , should be examined for assessment of the work involved by openline SAG officer for its feasibility of execution/completion as per TDC given, before signing/ agreeing to the compliance else SAG remarks (on TDC by execution agency) should be given in juxta position.
5. For further speed raising to 110 Kmph by CTE/PCE, as per the CRS authorization letter all SAG compliance documents shall be routed for certification through same concerned SAG officer.

This has the approval of PCE/WCR

**RAJESH
ARORA**
(Rajesh Arora)
Chief Track Engineer

Digitally signed
by RAJESH ARORA
Date: 2021.06.18
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Copy to:

1. AGM WCR – for kind information please
2. PCE/WCR & CAO/C/WCR– for kind information please.
3. DRM JBP, BPL & KOTA – for kind information please.
4. CPM/RVNL/BPL & KOTA I & II, PD/IRCON/KTE, CE/C-I, II , HQ & CPM/C/Kota – for information & necessary action.
5. All SAG officers of openline for information & necessary action.
6. Sr. DEN Co JBP , BPL & KOTA - for urgent necessary action as above.