Slag is a by-product of Blast Furnace casting. The responsibility of SBJ section is to dump the hot slag at a specific site located just outside the plant premises, or to carry a part of it to the nearby cement factory. However, the essential factors of this operation, are dependent upon other sister departments; and only the dumping operation has been earmarked for this unit. Slag containers are now maintained by Blast Furnace Mechanical Maintenance section; and their availability is thus kept out of SBJ's control. Extension of permanent ways and their effective maintenance are now left with FM section. The availability of locomotive, which is a useful factor for this sort of operation, is dependent upon Traffic Operation Branch. So, in both the above two essential cases, the affairs are entirely left with others over which, this section maintains no direct control. Thus operational efficiency is a function of proper integration between all the concerned sections. However, following is the expected out-turn from this section.

**Annual Action Plan.**

1. To ensure effective track laying by Permanent way Maintenance section.
2. To ensure useful reversal of tracks by FM section.
3. To ensure timely reporting of track condition.
4. To ensure effective water and air lines maintenance from the concerned department.
5. To ensure track cleaning by departmental Khalashies.
6. To ensure time-wise ledale supply.
7. To ensure demarcation of ledales for service to cement factory.
8. To ensure steady supply of loco service from Traffic Movement Branch.
9. To ensure supply of stores, etc.
10. To ensure suitable budget provisions.
11. To plan shiftwise responsibilities.
12. To ensure effective operation.
13. To ensure provisions for sporadic affairs.

Proper laying of tracks is very essential in the context of fair operation and in the instance of dislocation, terrible consequence may usually follow; the loaded leadale goes down to such a condition from where it is practically impossible to get it reclaimed (Annex - 12); hot slag, weighing around 20 tonnes, is thus lost for ever. The accumulated figure of loss appears as follows in such cases.

\[\text{Accumulated loss}^1\]

a) Cost of metal = £ 720 x 20t = £ 14,400.00

b) Cost of ledale
   Approx. Total loss : £ 20,000.00

Continued water and air pipe line, both of which are very essential to maintain this sort of service, are now maintained by other sister units of the plant and their

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1. Courtesy : Cost Section, FA Branch, DSP.
out-turn is never good enough to be depended upon for an essential service. So, to maintain the rhythm of working atmosphere, it is desired that the maintenance sections of those two units of service must be brought under the direct control of this unit.

Again, operational efficiency of this section largely depends upon effective co-ordination as well as positive co-operation from other corners, but in most of the cases, the present situation is not congenial enough to create such an atmosphere and as a consequence, the service from this end automatically suffers, making a broad room of lapses from others. However, to ensure better service from this section, it must be scientifically reorganised and the following steps may be taken in that respect.

a) Permanent way maintenance jobs in this area are to be continued as usual; but the administrative control over the unit to do these jobs is to be brought under this section, leaving other matters to the parent body.

b) Ledale maintenance jobs along with the whole establishment are to be coupled with the Wagon Repair Shop.

c) Shiftwise loco service is to be left at the disposal of SBO section to enable their proper planning and utilization.

The shifts will run as usual to carry out the regular operation jobs; whereas, the routine maintenance jobs will be left with general shift and the sporadic nature of affairs must always be suitably provided in the
running shifts: Co-ordination is already a regular problem here; but there is no suitable alternative to over the work-force which may alone draw fair results. Maintenance of round the clock log book should be introduced to note the schedules along with simultaneous recording of achievement and defaults being properly analysed with reasons there to. The book should be a record to be regularly checked by all concerned senior executives so as to enable them to follow through the programme and to devise ways and means for betterment.

The nature of job, carried out here, is very essential for effective operation from Blast Furnaces; so it needs no special mention that every effort must be made to provide the service so that the plant is not to suffer lapses in this section.

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1. General shift is static and from 7.30 to 14 hrs in a day; but, the operational shifts are each of 8 hrs. duration and they run round the clock.