

**BI-MONTHLY SAFETY AUDIT INSPECTION OF KACHEGUDA STATION OF
HYDERABAD DIVISION FOR THE PERIOD MARCH & APRIL**



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF
KACHEGUDA STATION OF HYDERBAD DIVISION FOR THE PERIOD MARCH &
APRIL 2016**

S. No.	Para	Subject / Topic	Action for rectification
1	2.2	<p><u>Scrutiny of train passing documents:</u></p> <p>a. On scrutiny of S&T Disconnection Notice, it was noticed that on 15th May2016, from 12.10 hours to 14.00 hours, Disconnection Notice was served by S&T Officials for shifting / relocating the Automatic Stop Signal No.206 situated beyond UP Advanced Starter Signal between KCG – SC direction.</p> <p>b. In view of the above, LPs of Train Nos. 47169 at 13.30 hours and Train No. 77681 at 14.00 were served with T. 369 (3b) + Caution Order of 10 KMPH upto next Automatic Stop Signal was given.</p> <p>c. Immediately after UP LSS of KCG, Automatic Stop Signal No.206, 204 & 202 will come before the Home Signal of SC station. When Automatic Stop Signal No. 206 is ‘blank’, LSS of KCG will not display ‘Caution’ and hence, it is not proper to start the train with paper authorities to observe SR of 10 KMPH only upto Automatic Stop Signal No.206.</p> <p>d. The situation should be treated under “prolonged failure of signals” and procedure as laid down under SR 9.12.1 should have been implemented duly suspending Automatic Block System and introducing Absolute Block System.</p>	DRM / HYB COM
2	2.3	<p><u>Yard constraints at KCG</u></p> <p>a. NGC – KCG – NGC non-daily express (16352 / 53) is admitted on UP Mainline and after loco reversal, the train is made ready to depart towards DHNE direction.</p> <p>b. Since, the train is on UP Mainline, departure on proper signals towards DN direction via emergency crossover is not feasible and present interlocking does not permit.</p> <p>c. Authority T.369 (3b) to pass DN LSS + Caution Order of 10 KMPH upto next Automatic Stop Signal + T.511 (non-signalled departure) Starting Permit is served and the train is despatched by taking ‘off’ Shunt Signal No.9.</p> <p>d. The procedure adopted by the Station Authorities for dispatching the DN train from UP Mainline towards FM direction or an UP train from DN Mainline towards SC direction is <u>in violation of Para 6.2.1.4 of SWR / KCG which stipulate the rules related to despatch of a train from non-signalled line, a remark is written against the Para as “not applicable”.</u></p>	DRM / HYB COM CSTE

		<p>e. Similar such movements are done in the opposite direction, i.e., dispatching an UP train from DN Mainline; example UP 57561 KCG – MMR Passenger.</p> <p>f. <u>It is not proper to club Shunt movements with train movement since every signal has its own sanctity i.e., Shunt Signals are meant for shunt movements and LSS is meant for departure of trains into next block section.</u></p> <p>g. <u>In order overcome certain problems and bring in flexibility in operations, following is suggested:</u></p> <ul style="list-style-type: none"> • At many stations like GTL, GY, TPTY & RC stations in GTL Division; DKJ & KZJ stations of SC Division and GDR, NDD & RJY Stations in BZA Division – <u>UP & DN common Mainlines are provided.</u> • Similar such arrangement is suggested for <u>replacing the existing Shunt Signal No.9</u> towards FM direction on UP Mainline and Shunt Signal <u>No.30</u> on DN Mainline towards SC direction <u>with Starter Signals duly interlocking the aspect of Starter Signals with DN / UP LSS respectively</u> which will enhance the flexibility in operations apart from reduction in detentions. • Necessary proposals may be made by the Divisional Operating Branch at the earliest. <p>SWR diagram of RC station and the CRS approvals given for the SWR of RC station is given for the reference of the Division to process on the same principles.</p>	
3	2.5	<p><u>Stabled load register:</u></p> <ul style="list-style-type: none"> • During this Safety Audit Inspection, it is noticed that the SMs are <u>not making entries of light engines.</u> On the day of inspection, it was noticed on P.F.No.5, SC end; 40188/40113/WDP-4D/GY locos are made dead and secured, <u>but the related details are not entered in the stabled load register.</u> • SMR/G/KCG and CCC/KCG shall issue suitable SOB instructing all the LPs and SMs to ensure that all light engines whenever stabled on any running line, stabling entry shall be made in the Stabled Load Register maintained under Dy.SS/PF and then only, the LP shall be permitted to sign ‘off’. 	<p>DRM / HYB COM CME CEE</p>
4	2.6	<p><u>Monthly Safety Meeting Register:</u></p> <ul style="list-style-type: none"> • <u>The acknowledgement of the staff is not 100%.</u> • Out of 45 staff (SMs + Pointsmen), <u>Only 27 have acknowledged for May 2016, 25 during April, 36 during March and 28 during February.</u> <p>SMR shall ensure that all the Operating Staff under his</p>	<p>DRM / HYB</p>

		<p>Checked Safety equipment of shunting staff. Out of 6 nominated staff, one Shunting Master and 5 Pointsmen in each shift. Only 3 HS lamps of box type (old) are available against 6 Nos. Out of these 3, white light glass broken for one HS lamp and white light of one HS lamp is not glowing. Shunting staff requested to replace box type HS lamps with torch light type of Tri-colour preferably with charging facility as carrying box HS lamp is very difficult during shunting operations. Only 3 sets of Walkie-Talkies are available. Out of these 3, outgoing speech is not functioning for one set.</p>	<p>DRM / HYB COM</p>
9	2.11	<p>At the time of audit inspection, empty rake of 17651/17652 Express was being backed via KL Point No.100, it is noticed that RH side locking done through cotter bolt & pin. <u>However, in view of earlier two derailments on this KL Point No.100. Instructions were issued to clamp the point for every shunt movement since it happen to be top point but the same was not executed;</u> and several complaints were made by shunting staff regarding its functioning. After backing the rake, CSO has tested the point which shown a gap was identified with housing of stock & tongue rail – only one sleeper instead of 3 minimum. <u>Once again it is instructed to pay necessary attention towards this point during functioning movement as any unusual on this point will hamper all the movements in the yard.</u> Hence, instructions in writing to be given for clamping this point instead of using the cotter pin.</p> <p><u>Subsequently in other KL points, following deficiencies were noticed:</u></p> <ol style="list-style-type: none"> 1. KL Point No. 103, RH side <u>gap even after providing cotter bolt & pin.</u> 2. KL Point No.105, on LH side <u>hand lever spring setting set failure</u> caused slipping while setting by hand lever. Need to be replaced. 3. New point (KL No. 48 as informed by SSE/P.Way/KCG) for new stabling line hand lever frame fixed wrongly. It is noticed that they are <u>very hard while operating on both sides (LH & RH sides).</u> <u>Even after providing cotter bolt & pin in setting mode, gap getting between stock & tongue rails.</u> 4. Lighting facility is very poor at KL points of 103 & 105. 5. KL point No.100 – Opening on RH side 95, LH side setting only one sleeper and it is noticed that <u>after setting of stock & tongue rails, gap is there even though cotter bolt & pin provided.</u> It is <u>very unsafe.</u> <u>All stretcher bars are bent.</u> Needs attention on priority of this KL point. <u>Since this is very important point (entry</u> 	<p>DRM / HYB COM</p> <p>DRM / HYB COM</p> <p>DRM / HYB CEE</p>

		<u>into yard/pit lines) for shunting movements.</u>	
10	2.13	<p><u>Separate channel on VHF set for Shunting Staff:</u></p> <p>a. It was noticed that Shunting Staff are speaking to each other on the same channel in which the mainline train LP, Guards and SMs are talking.</p> <p>b. <u>It is in violation of the JPO No. 1/2010 issued by Headquarters.</u></p> <p>c. Shunters are not supplied with Walkie-talkie sets at this station.</p>	<p>DRM / HYB CSTE COM</p> <p>CME</p>
11	2.14	In connection with the rollback of Kongu Express on 7th March incident, Division is advised to take action against the employees as per the review of responsibilities advised by CSO Office letter.	<p>DRM / HYB COM CME</p>
12	2.15	<p><u>Weather Warning Register:</u></p> <p>a. Last message recorded in the register was on 20.09.2015.</p> <p>b. <u>It was noticed that the latest weather warning message was received in Divisional Control Office on 17th May 2016 but the same is not repeated to KCG station by the Control Organisation which is improper and unsafe.</u></p>	<p>DRM / HYB COM</p>
13	2.16	<u>SMR's Night Inspection Register:</u> Night inspections are not carried out in this month i.e., May 2016 till date of inspection. The schedule of conducting 4 surprise night inspections per month should not be done within last one week; instead it shall be uniformly spaced.	<p>DRM / HYB COM</p>
14	3.3	<p><u>Relay Room:</u></p> <p>Smoke Detectors are not provided in the relay room which is desirable.</p>	<p>DRM / HYB CSTE</p>
15	3.4 & 3.5	<p><u>Route Cancellation Register RC II (UP direction):</u></p> <p>On perusing the record, it was noticed that there were <u>13 route held up cases</u> during this Calendar year i.e., from January 2016 till date of inspection. <u>Out of the above 13 route held cases, 12 are for train movements (UP direction Starters) and one for shunt movement. These route held up cases are not treated as failures and failure entry in S&T Failure Register is not made which is improper.</u></p> <p><u>Route Cancellation Register RC I (DN direction):</u></p> <p>On perusing the record, it was noticed that there were <u>19 route held up cases</u> during this Calendar year i.e., from January 2016 till date of inspection. <u>Out of the above 19</u></p>	<p>DRM / HYB CSTE COM</p> <p>DRM / HYB CSTE COM</p>

		<u>route held cases, 16 are Shunt signal related, one for Home Signal and two track down cases (all in DN direction). All the above route held up cases are not treated as failures and failure entry in S&T Failure Register is not made which is improper.</u>	
16	3.6	<p><u>Calling-ON Route Cancellation Register:</u></p> <p>a. From the records it is noticed that SMs are <u>forced to receive many passenger carrying trains onto obstructed lines due to the non-availability of platform lines every day.</u></p> <p>b. During March 2016, this facility was used for 106 times (out of 117, 11 are testing). During the month of April 2016, this facility was used for 104 times to receive a train on obstructed line (out of 130, 26 are testing and for other purposes) and during the month of May 2016 till date of inspection, 71 times the trains were received on obstructed lines (out of 80, 3 for testing and 6 for fouling clearing purposes).</p> <p>c. From the practice adopted by the Station Authorities to receive the passenger carrying trains on to obstructed lines, it is noted that the <u>LPs are not made to stop near the point leading to the obstructed line which is mandatory as per GR 5.09.3.</u></p> <p>Division shall enforce this rule is followed in total and give no scope for any untoward incidents leading to injuries to passengers.</p>	<p>DRM / HYB COM CME & CEE</p>
17	3.9	<p><u>Points and Crossings Joint Inspection Register:</u></p> <p>During the 1st quarter inspection on 18.02.2016, Floating on Point NOs. 17B and 24B was noticed and the same complied on 26.02.2016. It was observed compliance work was taken up without disconnection of the gear since it is the work of Joint nature along with S&T staff & on completion of the work, Reconnection along with track “fit” certificate should be issued / ensured which was not done in this case.</p>	<p>DRM / HYB CSTE PCE COM</p>
18	3.11	<p>Lot of released cables are found lying in front of the cabin. This shall be properly stacked and made use of. Mucks and Debris are found in front of the cabin as well as many locations in the yard.</p>	<p>DRM / HYB CSTE</p>
19	4.0	<p><u>Unusual incident of loco failure affecting punctuality on the day of Safety Audit Inspection i.e., 20.5.2016:</u></p> <p>a. At 20.10 hours, Train No. 57688 KCG – NZB Passenger was despatched towards SC direction and the train went into the section and the loco of the train failed.</p> <p>b. Following this Passenger train, UP MMTS (FM – LPI) No. 47207 was despatched at 20.17 hours.</p>	<p>DRM / HYB CME CEE</p>

		<p>c. Guard of 57688 Passenger asked for relief loco at 20.25 hours mentioning the position of rear SLR at KM 4/33 to Dy.SS/Panel/KCG. <u>However, the message does not contain the location of the loco which is in violation of SR 6.02.6.</u></p> <p>d. Relief loco No.14781 was available at KCG but could not be sent into the section till the MMTS (47207) clears back to KCG.</p> <p>e. Dy.SS/KCG and SMR/Gazetted/KCG conveyed the PN No. 84 to the LP of 47207 authorising the LP to pull the train back to KCG so that relief engine can go and push the disabled train.</p> <p>f. <u>However, the LP of MMTS refused to back the train and insisted for written authority from Dy.SS/KCG. Nominated LI of the LP also did not guide the LP properly; instead he also insisted the LP to demand a written permission from Dy.SS/KCG.</u></p> <p>g. <u>As a result of this, Dy.SS/PF/KCG and TI/KCG went by road from KCG and brought the train back to KCG.</u></p> <p>h. <u>There was heavy detention to several passenger carrying trains;</u></p> <ul style="list-style-type: none"> • <u>4 MMTs trains average detention of 156 minutes.</u> • T. No. <u>17024</u> Tungabhadra Express <u>detention of 110 minutes.</u> • T. No. <u>57620</u> Delta Passenger KCG – RAL suffered a <u>detention of 120 minutes.</u> <p>i. <u>Above detentions would have been reduced, had the LP of MMTS adhered to start the train back to KCG as per SR 9.13.</u></p> <p>j. <u>Division is advised to take up with the LP and his nominated LI for their ignorance in Automatic Section working rules.</u></p> <p>DIVISION SHALL SENSITISE ALL THE LPs AND THEIR SUPERVISORS TO UPDATE THEIR KNOWLEDGE IN RULES AND REGULATIONS & CONTRIBUTE FOR SAFE & PUNCTUAL RUNNING OF TRAINS.</p>	<p>DRM / HYB CEE</p> <p>DRM / HYB CME & CEE</p>
20	6.0	On PF No.1 Cover Over Platform work is in progress. Engineering staff / Contractor did not provide 'work in progress' warning boards and also no barricading was provided which is necessary.	
21	7.0 (f)	<p><u>Crew Lobby/KCG:</u></p> <p><u>13 members Goods LPs are working on coaching trains and their safety gradation is 'B' which is in violation of Railway Board guidelines which stipulate that safety</u></p>	<p>DRM / HYB CME CEE</p>

		<u>gradation 'A' only permitted to work coaching trains.</u> Division shall enforce this instruction.	
22	7.0 (t)	<u>Crew Lobby / KCG (Signal Defects Register):</u> <ol style="list-style-type: none"> On 30.3.2016, LP of 57486 Automatic Signal no.6090A between Bollaram Bazar and Alwal was displaying "no light". S&T <u>feedback given was testing by S&T staff.</u> On 11.4.16, LP of LE made a remark that Automatic Signal no. S-215 "danger". Feedback given was that Eng. Staff are working along with S&T. On the same day, LP of 77682 also made a remark that Automatic Signal no. S-215 "danger" and the recorded feedback was Eng. Staff are working along with S&T staff. On 14.5.16, LP of 77601/77679 made a remark <u>that Automatic signal no.6083 "flown back" while passing. Feedback written was SE/Signals/MJF inspection.</u> On 29.4.16, LP of T. No.77679 passed a remark that between KCG-FM, Automatic Signal No. 215 was displaying "proceed" and suddenly flown back to "danger" and next Automatic Signal No.217 was "blank" which turned to "proceed". <u>S&T feedback was "staff working" but Department not mentioned.</u> <p><u>Division shall sensitise both the S&T and Engineering Officials not to resort for such testing on the face of approaching trains which is not only unsafe but also affects punctuality.</u></p>	DRM / HYB CSTE DRM / HYB PCE CSTE DRM / HYB CSTE DRM / HYB PCE CSTE
23	7.0 (u)	<u>Track Defects Register:</u> On 18.5.16, LP of T. No.16354 between DHNE-KCG, Gatemitra not available at UMLCs 157,146,122,121,120 & 63. As per SSE/P/KRNT &GWD Gatemitra's of UMLCs of 157,146,122,121 &120 marked absent for the day. UMLC 63 Gatemitra was counseled by SSE/P/MBNR.	DRM / HYB PCE
24	8.1, 2 & 3	<ul style="list-style-type: none"> For FM end FOB on PF-3 & 4 full length screen to be provided to avoid throwing of foreign objects from FOB. At loc. KCG/1038 bond seems to be rusted. To check and replace if needed. The embankment soil of stabling line near OHE depot is eroding due to continuous rains. A retention wall to be constructed to avoid exposing of OHE mast foundation KCG/SBL2. Also to avoid falling/flowing of soil in to the OHE depot, this is also a breakdown activity centre. 	DRM / HYB CEE DRM / HYB CEE DRM / HYB CEE PCE

	8.11 & 12	<ul style="list-style-type: none"> • Earthing pipe for platform lighting pole safety hazard for passengers as per photograph on platform No-1. • Platform lighting pole for general services was found in 'open' condition. Shabby unsafe condition with no earth connected, on platform No-1 	DRM / HYB CEE DRM / HYB CEE
25	10.0	At most of the fuel point locations in the yard, "warning boards" are not kept.	DRM / HYB CME
26	13.0	<u>Inspection of Earth Pits:</u> Earth Pit No-1 i.e., for PRS-1, earth pits are shabby. Earth pit Schedule dates and readings are not available. As per SSE/Elec/Maintaince, Sri Vijayan, above said earth pit readings unable to take due to shouldering of terminals.	DRM / HYB CEE
27	19.1	<u>Coaching depot/KCG:</u> In Mini Store (round the clock) Sri Ashok Kumar, Fitter (Gr-I) was not knowing how to use fire extinguishers. <u>BP & FP pipes (Mfg. 04/2015) are not having dummy caps.</u> For 12 Nos. caps are missing.	DRM / HYB CME
28	19.7	<u>BP & FP Gauges</u> Out of roughly 20 BP and FP gauges available in Emergency stores, in about 12 cases "plastic plugs" were found missing. Sr DME/HYB and SSE was advised to ensure that when the incoming supplies are received from the Main Depot this item is checked specifically and in case of deviation they can return the Stores. Further, before fitting new FP BP pipes "light test" to confirm continuity must be carried out.	DRM / HYB CME
29	19.9	<u>Condition of Catwalks</u> Drains, especially on Pitline Nos. 1 & 2, were badly choked and there was heavy water stagnation under Catwalk-1 which is a safety hazard.	DRM / HYB PCE
30	19.11	<u>More than 30% of light in lights are not functioning.</u>	

No. Safety. 195/Bi-MSA/2/2016/KCG

Date: 03.6.2016

**BI-MONTHLY SAFETY AUDIT INSPECTION OF KACHEGUDA STATION OF
HYDERABAD DIVISION FOR THE PERIOD MARCH & APRIL 2016**

Para	Subject / Topic										
1.0	<p><u>HISTORY:</u></p> <p>a. Kacheguda Railway Station is one of the three Central Stations in Hyderabad City of Telangana in India. It is operated by the South Central Railway zone of Indian Railways.</p> <p>b. Constructed in 1916, by the Nizam of the erstwhile Hyderabad State, this Station was the Headquarters of the then Nizam's Guaranteed State Railway.</p> <p>c. Endowed with central and side domes and accompanying minarets, this station has aspects of Gothic style architecture. The station handles trains originating for Akola, Bhopal, Aurangabad, Tirupati, Bangalore, Chennai, Delhi, Nanded, Nizamabad, Mangalore, Madurai and more. Housing many modern passenger amenities, this station now serves as the Headquarters station of the Hyderabad Division of South Central Railway.</p> <p>d. In addition to the new terminus building it also houses a miniature Rail museum and branded outlets like Cafe Coffee Day. This station is identified for development of Multi Functional Complex adjoining to the Station Building.</p> <p>e. The station is a 'special class' station, located on double line, Automatic Block System between SC – DHNE section with OHE provision.</p> <p>f. There are 5 high-level platforms which are running lines, 3 Pitlines, one stabling line, IOH Shed, Combined Crew Lobby, Rest Room, Coaching Depot etc.,</p> <p>g. Operation of signals & points is done from Central Panel located adjacent to the yard.</p> <p>h. The holding capacity of running lines is as follows;</p> <table border="1"> <tr> <td>UP Main Line.</td><td>699 m</td></tr> <tr> <td>DN Main Line.</td><td>692 m</td></tr> <tr> <td>Common Loop 1</td><td>568 m</td></tr> <tr> <td>Common Loop 2</td><td>579 m</td></tr> <tr> <td>Common Loop 3</td><td>544 m</td></tr> </table> <p>From the above, it can be seen that <u>other than UP & DN Mainlines, it becomes difficult to accommodate 24 coach length train/s with multi-locos.</u></p> <p>i. There is a shunting neck towards FM end with a length of 526m.</p> <p>j. Many passenger carrying trains originate from this station; eg., to YPR/SBC, to MS, to TPTY, to GNT, to AK, to MMR, to MDU, to KRNT, to GWD/RC, to MAG, etc., Apart from the originating trains, many coaching + goods trains pass through this station. Also, MMTS trains are dealt towards FM & SC directions.</p>	UP Main Line.	699 m	DN Main Line.	692 m	Common Loop 1	568 m	Common Loop 2	579 m	Common Loop 3	544 m
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2.0	<u>Inspection of Dy.SS/PF:</u>										

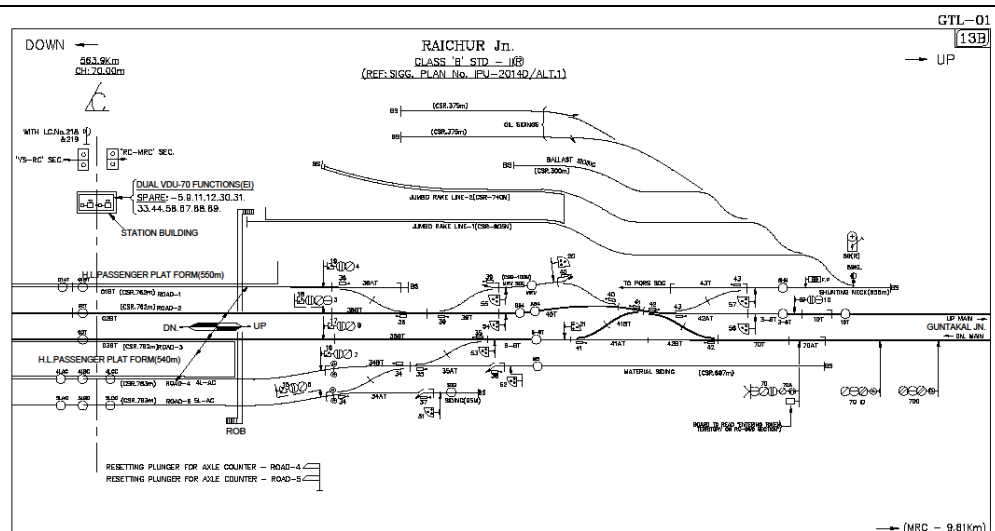
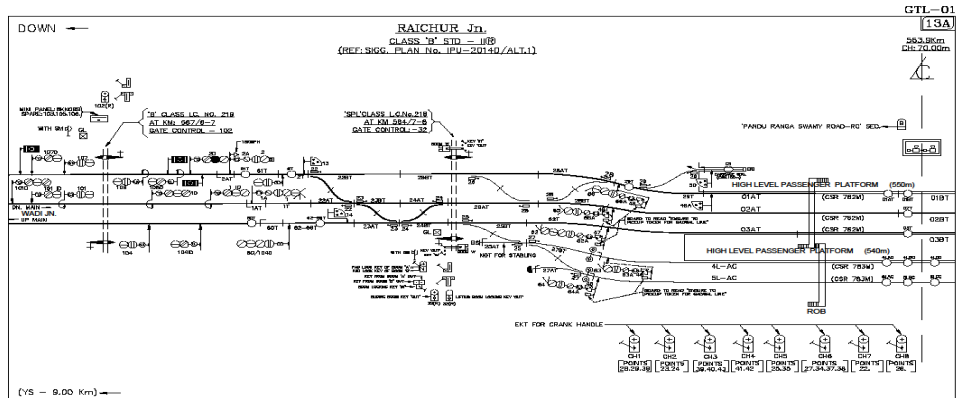
2.1	<p>Following staff were on duty in uniform and in possession of valid competency certificates;</p> <ol style="list-style-type: none"> Sri P.R.Srinivas Rao , Dy.SS(Non-Gaz), Sri N.R.Sri Prasad, DYSS(Outdoor) Sri S.Raj Kumar, shtg.Jamedar Sri R.V. Reddy, Pointsman Sri.Abul Washim, Pointsman Sri.P.Anthony, Pointsman Sri Abdul Rahman, Pointsman Sri Kesavulu, Pointsman
2.2	<p><u>Scrutiny of train passing documents:</u></p> <ol style="list-style-type: none"> On scrutiny of S&T Disconnection Notice, it was noticed that on 15th May2016, from 12.10 hours to 14.00 hours, Disconnection Notice was served by S&T Officials for shifting / relocating the Automatic Stop Signal No.206 situated beyond UP Advanced Starter Signal between KCG – SC direction. In view of the above, LPs of Train Nos. 47169 at 13.30 hours and Train No. 77681 at 14.00 were served with T. 369 (3b) + Caution Order of 10 KMPH upto next Automatic Stop Signal was given. Immediately after UP LSS of KCG, Automatic Stop Signal No.206, 204 & 202 will come before the Home Signal of SC station. When Automatic Stop Signal No. 206 is ‘blank’, LSS of KCG will not display ‘Caution’ and hence, it is not proper to start the train with paper authorities to observe SR of 10 KMPH only upto Automatic Stop Signal No.206. The situation should be treated under “prolonged failure of signals” and procedure as laid down under SR 9.12.1 should have been implemented duly suspending Automatic Block System and introducing Absolute Block System.
2.3	<p><u>Yard constraints:</u></p> <ol style="list-style-type: none"> NGC – KCG – NGC non-daily express (16352 / 53) is admitted on UP Mainline and after loco reversal, the train is made ready to depart towards DHNE direction. Since, the train is on UP Mainline, departure on proper signals towards DN direction via emergency crossover is not feasible and present interlocking does not permit. Authority T.369 (3b) to pass DN LSS + Caution Order of 10 KMPH upto next Automatic Stop Signal + T.511 (non-signalled departure) Starting Permit is served and the train is despatched. The correct setting and locking of concerned crossover point/s is ensured by taking ‘off’ Shunt Signal No.9. The procedure adopted by the Station Authorities for dispatching the DN train from UP Mainline towards FM direction or an UP train from DN Mainline towards SC direction is <u>in violation of Para 6.2.1.4 of SWR / KCG which stipulate the rules related to despatch of a train from non-signalled line, a remark is written against the Para as “not applicable”.</u> From the station records, it was also noticed that at times, UP 57561 KCG – MMR Passenger is started from DN Mainline via emergency crossover by taking ‘off’ Shunt Signal No.30 and issuing the above mentioned paper documents. <u>It is not proper to club Shunt movements with train movement since every signal has its own sanctity i.e., Shunt Signals are meant for shunt movements</u>

and LSS is meant for departure of trains into next block section.

o. In order overcome certain problems and bring in flexibility in operations, following is suggested:

- At many stations like GTL, GY, TPTY & RC stations in GTL Division; DKJ & KZJ stations of SC Division and GDR, NDD & RJY Stations in BZA Division – **UP & DN common Mainlines are provided.**
- Similar such arrangement is suggested for **replacing the existing Shunt Signal No.9** towards FM direction on UP Mainline and Shunt Signal **No.30** on DN Mainline towards SC direction **with Starter Signals duly interlocking the aspect of Starter Signals with DN / UP LSS respectively** which will enhance the flexibility in operations apart from reduction in detentions.
- Necessary proposals may be made by the Divisional Operating Branch at the earliest.

In the following Para, SWR diagram of RC station and the CRS approvals given for the SWR of RC station is given for the reference of the Division to process on the same principles.



CRS/SCC's approval No.SC/1/13-14 dated 18-04-2013 has been obtained for reckoning the adequate distance under provision of G.R.3.40 (1) (B) as detailed below.

- For the reception of an Up train from WD/Down train from GWD on Road 1, the adequate distance is reckoned as 144 metres from starter No.4 when point No.36

	<p>normal set to Buffer Stop.</p> <p>ii. For the reception of an Up train from WD/Down train from GWD on Road 3, the adequate distance is reckoned as 240 metres from starter No.8 up to the end of 35 BT.</p> <p>iii. For the reception of an Up train from WD/Down train from GWD on Road 4, the adequate distance is reckoned as 250 metres from starter No.7 when point No.35 normal and with Trap point No.38 Normal(open) set to material siding.</p> <p>iv. For the reception of an Up train from WD/Down train from GWD on Road 5, the adequate distance is reckoned as 144 metres from Starter No.6 when points No.34 normal and with trap point No. 37 Normal (open) set to Siding.</p> <p>v. For the reception of a Down train from GTL on Road 1, the adequate distance is reckoned as 280 metres from starter No.66 when point No.28 normal and with L.C.No.218 open.</p> <p>vi. For the reception of a Down train from GTL on Road 2, the adequate distance is reckoned as 150 metres from starter No.65 up to the end of 28 BT.</p> <p>vii. For the reception of a Down train on from GTL Road 3, the adequate distance is reckoned as 165 metres from starter No.62 up to the end of 62T with L.C.No.218 open.</p> <p>viii. For the reception of a Down train from GTL on Road 4, the adequate distance is reckoned as 240 metres from starter No.63 when point No.25 normal set to Buffer Stop.</p> <p>ix. For the reception of a Down train from GTL on Road 5, the adequate distance is reckoned from starter No.64 when point No.27 normal set to Sand Hump.</p>
2.4	<p><u>Inadequate CSR of lines at KCG:</u></p> <p>a. Common loop No.1 is 568m, Common loop No.2 is 579m & Common loop No.3 is 544m. As a result of inadequate CSRs, whenever full length coaching trains are berthed on to these lines (<u>24 coaches + multi locos</u>) following constraints are experienced;</p> <p>b. To pullback the rake by attaching shunting loco, it becomes necessary to issue T.369 (3b) to pull the formation since the locos (after attaching) cannot be accommodated within the fouling marks.</p> <p>c. <u>If such movements are regular, Division shall plan to eliminate the same since it is incorrect to allow such movements in a routine manner since the setting, locking and padlocking of all points in the route is not ensured.</u></p>
2.5	<p><u>Stabled load register:</u></p> <p>a. During the initial inspections of the station & safety audit inspections, it was noticed that stabled load entries for coaching trains were not being made. Subsequent to that, it was noticed that the SMs were <u>making stabling entries only for Express trains</u> that are stabled.</p> <p>b. During CSO's surprise night inspection of the station on 4th May 2016, it was noticed that SMs are not entering the details of stabling <u>passenger trains</u>. Subsequent to the receipt of the inspection notes of CSO, the entries of Passenger trains are also made <u>excluding light engines</u>.</p> <p>c. During this Safety Audit Inspection, it is noticed that the SMs are <u>not making entries of light engines</u> that are stabled on various running lines. Example, on the day of inspection, it was noticed on P.F.No.5, SC end; 40188/40113/WDP-4D/GY locos are made dead and secured, but the related details are not entered in the</p>

	<p>stabled load register.</p> <p>d. It is necessary for the Division and Station Authorities to understand that stabling entries of all trains (irrespective of Goods / coaching rakes / light engines) shall invariably be made as per SR 5.23. It is not proper to implement the instructions on installment basis that too after pointing out in Safety Audits & Inspections.</p> <p>SMR/G/KCG and CCC/KCG shall issue suitable SOB instructing all the LPs and SMs to ensure that all light engines whenever stabled on any running line, stabling entry shall be made in the Stabled Load Register maintained under Dy.SS/PF and then only, the LP shall be permitted to sign 'off'.</p> <p>e. Section TI/KCG had inspected the station on 14.04.2016, 18.03.2016, 16.02.2016 and 09.01.2016 during 2016 but this aspect has escaped his attention.</p>							
2.6	<p><u>Monthly Safety Meeting Register:</u></p> <p>a. Schedule of one meeting per month is followed.</p> <p>b. Operating Staff strength is as follows:</p> <table><tr><td>• SMs</td><td>17</td><td rowspan="3">} 233</td></tr><tr><td>• Pointsmen</td><td>28</td></tr><tr><td>• Guards</td><td>188</td></tr></table> <p>c. The acknowledgement of the staff is obtained in two parts as per laid down procedure.</p> <p>d. <u>However, the acknowledgement of the staff is not 100%.</u></p> <p>e. Out of 45 staff (SMs + Pointsmen), <u>Only 27 have acknowledged for May 2016, 25 during April, 36 during March and 28 during February.</u></p> <p>f. <u>It was reported that as far as Guards is concerned, the subject of the Safety Meeting is uploaded in CMS and the Guards are acknowledging in CMS and not in this assigned Register.</u></p> <p>SMR shall ensure that all the Operating Staff under his charge acknowledges the content of the Safety Meeting in this Register.</p>	• SMs	17	} 233	• Pointsmen	28	• Guards	188
• SMs	17	} 233						
• Pointsmen	28							
• Guards	188							
2.7	<p><u>Officer's Inspection Register:</u></p> <p>a. Last inspection report available was that of CSO/SC who conducted surprise night inspection on 4th May 2016.</p> <p>b. Prior to that, Sr.DSO/GTL's cross audit inspection report on 19.02.2016, Sr.DSO/HYB on 27.01.2016 & 31.12.2015, DOM/G on 19.10.2015, Sr.DSO/HB on 13.8.2015, Sr.DOM on 24.9.2015.</p> <p>c. Sr.DOM/HYB during inspection on 4.9.2015, it was noticed that some Guards are not signing 'off' as complained by CCC/KCG. Sr. DOM instructed TI/KCG to inspect the Crew Lobby once in a fortnight to oversee this aspect.</p> <p>d. <u>It was noticed that remarks / compliance by SMR/KCG is not made to many points</u> raised by the Officers during their inspection. It is necessary to record compliance or pass remarks for those items which are attended at station level. <u>In the absence of any remarks / action taken, the status is not known.</u> Hence, the SMR/KCG shall ensure to pass remarks for all the shortfalls / irregularities noticed by the Officers during their inspections as per Inspection Report.</p>							
2.8	<p>SWR:</p>							

	<p>a. Date of issue of SWR was 18.4.2013 and brought into force from 06.5.2013.</p> <p>b. Till date, 3 Amendment Slips were given to the SWR.</p> <p>c. <u>Amendment Slip No.3 to SWR was issued on 12.4.2016 by the Division subsequent to the unusual incident of roll back of Kongu Express formation Trai No. 12647 on 7th March 2016 from UP Mainline towards FM direction during the course of power interception.</u></p> <p>d. <u>Division was advised to incorporate the responsibility of Dy.SS/PF and Guard of the train while shunting is performed in coaching trains involving passengers on all running lines. However, the Division did not incorporate the same and instead made only the Shunting Master responsible for all shunting precautions.</u></p> <p>e. Further enquiry revealed that out of 6 Shunting Masters posted at KCG, 2 are in Grade Pay of 4,200/- and the remaining 4 are in Grade Pay of Rs. 2,800/- (since they are just promoted and posted).</p> <p><u>Division was once again advised to modify the instructions in SWR duly making the Dy.SS/PF responsible to ensure attaching and detaching of loco in front side of the formation and Guard of the train (may be incoming or outgoing) in rear side of the formation.</u></p> <p>f. Appendix-“G” No.TRD/SWR/KCG was issued on 04.11.15 and was brought into force on 07.02.16 whereas the SWR was issued in April 2013. <u>It is improper to issue with such variation in dates. Division shall ensure that Appendix “G” has to be issued on par with the main SWR and it shall not be issued and kept separately. All Divisions were advised several times but the status is not changed.</u></p> <p>g. Stabling line exists in the yard <u>but the same is missing in the station diagram and on the Panel Board.</u></p> <p>h. In the Appendix-E, all essential station equipments are available. However, Power Block Caps and Rusty Rail Caps are not included and shown in the list which is essential. Division shall ensure supply and availability of the same at the earliest.</p> <p>i. Newly energized stabling line to be incorporated in SWR.</p> <p>j. <u>SWR & Assurance Register:</u> SWR No.717/KCG (BG) was issued and brought into force on 18.04.13, 16.05.13 respectively. The last acknowledgement has been obtained from all the 51 staff (17 SS/Dy.SS/ASMs and 34 shunting Master/ PMs) except Two ASMs who were working as controllers on HYB division for Amendment slip No.3 (Duties of staff in Appendix “D”) issued and brought in to force on 12.04.16, 14.04.16 respectively. It is advised that these staff should be trained at ZRTI/MLY as per Railway Board directives before utilize their services as controller.</p>
2.9	<u>In the background of previous two incidences of coaching formations rolling back leading to side collision; SMR/Gazetted and CDO/KCG were advised to issue a JPO dovetailing the instructions and guidelines to Mechanical & Operating Staff not to release the formation under any circumstances before the loco is attached to the formation.</u>
2.10	Checked Safety equipment of shunting staff. Out of 6 nominated staff, one Shunting Master and 5 Pointsmen in each shift. Only 3 HS lamps of box type (old) are available against 6 Nos. Out of these 3, white light glass broken for one HS lamp and white light of one HS lamp is not glowing.

	Shunting staff requested to replace box type HS lamps with torch light type of Tri-colour preferably with charging facility as carrying box HS lamp is very difficult during shunting operations. Only 3 sets of Walkie-Talkies are available. Out of these 3, outgoing speech is not functioning for one set.
2.11	<p>At the time of audit inspection, empty rake of 17651/17652 Express was being backed via KL Point No.100, it is noticed that RH side locking done through cotter bolt & pin. <u>However, in view of earlier two derailments on this KL Point No.100. Instructions were issued to clamp the point for every shunt movement since it happen to be top point but the same was not executed;</u> and several complaints were made by shunting staff regarding its functioning. After backing the rake, CSO has tested the point which shown a gap was identified with housing of stock & tongue rail – only one sleeper instead of 3 minimum. Once again it is instructed to pay necessary attention towards this point during functioning movement as any unusual on this point will hamper all the movements in the yard. <u>Hence, instructions in writing to be given for clamping this point instead of using the cotter pin.</u></p> <p><u>Subsequently in other KL points, following deficiencies were noticed:</u></p> <ol style="list-style-type: none"> 6. KL Point No. 103, RH side <u>gap even after providing cotter bolt & pin.</u> 7. KL Point No.105, on LH side <u>hand lever spring setting set failure</u> caused slipping while setting by hand lever. Need to be replaced. 8. New point (KL No. 48 as informed by SSE/P.Way/KCG) for new stabling line hand lever frame fixed wrongly. It is noticed that they are <u>very hard while operating</u> on both sides (LH & RH sides). <u>Even after providing cotter bolt & pin in setting mode, gap getting between stock & tongue rails.</u> 9. Lighting facility is very poor at KL points of 103 & 105. After 3 incidents at these locations advised by Dy.CSO/Eng even though till date no action taken. 10. Alignment ahead of crossing of Point no.21. 11. KL point No.100 – Opening on RH side 95, LH side setting only one sleeper and it is noticed that <u>after setting of stock & tongue rails, gap is there even though cotter bolt & pin provided.</u> It is <u>very unsafe.</u> <u>All stretcher bars are bent.</u> Needs attention on priority of this KL point. <u>Since this is very important point (entry into yard/pit lines) for shunting movements.</u>
2.12	The Calling-on signal Cancellation circuit is old one involving 240 seconds time delay. It is <u>suggested to install the new circuit i.e., auto-route cancellation provision.</u>
2.13	<p><u>Separate channel on VHF set for Shunting Staff:</u></p> <ol style="list-style-type: none"> d. It was noticed that Shunting Staff are speaking to each other on the same channel in which the mainline train LP, Guards and SMs are talking. e. <u>It is in violation of the JPO No. 1/2010 issued by Headquarters.</u> f. Shunters are not supplied with Walkie-talkie sets at this station.
2.14	<p><u>Accident Register:</u></p> <ol style="list-style-type: none"> a. For the 2016 Calendar year, three accidents / unusual incidences have taken place at this station. The details of these are;

	<ul style="list-style-type: none"> On 24th January 2016, at 19.27 hours, engine derailment took place on KL Point No.100 and Pointsman was held responsible. On 14th February 2016, at 02.25 hours, while backing formation of 17641, one coach derailed and Shunting Master + Pointsman were held responsible. On 7th March 2016, at 10.40 hours, formation of Kongu Express 12647 rolled back towards FM end and in that connection, 2 Pointsman & 3 C&W Technicians were held responsible. <p>b. In connection with the rollback of Kongu Express on 7th March incident, Division is advised to take action against the employees as per the review of responsibilities advised by CSO Office letter.</p>
2.15	<p><u>Weather Warning Register:</u></p> <p>c. Last message recorded in the register was on 20.09.2015.</p> <p>d. It was noticed that the latest weather warning message was received in Divisional Control Office on 17th May 2016 <u>but the same is not repeated to KCG station by the Control Organisation which is improper and unsafe.</u></p> <p>e. Control Office Officials shall be intensively counseled on the procedure of disseminating the warning messages to stations as per laid down instructions of G&SR, fortnightly gazette published by Headquarters bringing out the shortfalls/irregularities.</p>
2.16	<p><u>SMR's Night Inspection Register:</u> Night inspections are not carried out in this month i.e., May 2016 till date of inspection. The schedule of conducting 4 surprise night inspections per month should not be done within last one week; instead it shall be uniformly spaced.</p>
2.17	<p><u>Random check of DM related contact numbers:</u> Suggested to contact Fire Services and Hospitals (Government and Private) regularly and write the status of the check made.</p>
2.18	<p><u>TI's Inspection Register:</u> TI/KCG conducted his last inspection on 14.04.2016. Shortfalls brought out were complied.</p>



2.19	<p><u>Man Power utilization:</u> 5 medically de-categorized SMs are being utilized for issue of caution orders/Rail museum. These cases are to be disposed at the earliest by re-deployment and regular staff postings to be issued accordingly.</p>
2.20	<p><u>Safety Literature:</u></p> <p>a. The safety literature like, Bi-monthly safety bulletin Nov/Dec'16, Fly Leaf 03/15, Weekly Safety Bulletin No.1/16-17, Safety circular No.08/16, Vigil No.4/Dec'15 and Rule of the month etc, were available.</p> <p>b. During cross check of staff acknowledgements, it was noticed that signatures of staff are appended on behalf of other, <u>which is highly irregular.</u> The very purpose of issuing of safety literature is defeated. A severe action to be initiated against the staff for adopting such practices. It is advised to take individual acknowledgement strictly to update the knowledge of staff on latest safety rules.</p>

3.0	<u>Inspection of Dy.SS Panel Room:</u>
3.1	Smt. Sashikala, Dy.SS was on duty in uniform and in possession of valid competency certificates.
3.2	No Pointsman is posted to work in Panel Cabin as per SWR.
3.3	<u>Relay Room:</u> <ol style="list-style-type: none"> Data Logger Printer is available and is found in working condition. Smoke Detectors are not provided in the relay room which is desirable. As per the Relay Room Key Register records, it is noticed that it was opened for 15 times during January, 19 times in February, 08 times in March, 10 times in April and 09 times in May till date of inspection. The reasons passed against the entry apart from maintenance works are; cleaning, datalogger connections, civil repair works etc., It is appreciable if the various works are undertaken under one / two occasions by advanced co-ordination of other Departments and reduce the number of openings.
3.4	<u>Route Cancellation Register RC II (UP direction):</u> <ol style="list-style-type: none"> On perusing the record, it was noticed that there were <u>13 route held up cases</u> during this Calendar year i.e., from January 2016 till date of inspection. Details of the 13 route held up cases are; <ol style="list-style-type: none"> On 9th January 2016, at 13.30 hours, <u>S-37 (UP Road-3 Starter)</u> route held up. On 10th January 2016, at 02.50 hours, again <u>S-37</u> route held up. On 9th February 2016, at 11.45 hours, <u>S-39 (UP Road-1 Mainline Starter)</u> flown back. On 16th February 2016, at 04.50 hours, <u>S-37</u> route held up. On 19th February 2016, at 21.30 hours, <u>S-36 (Road-4 UP Starter)</u> route held up. On 20th February 2016, at 07.15 hours, <u>S-39</u> route held up. On 23rd March 2016, <u>S-36</u> route held up. On 30th March 2016, at 06.03 hours, SH-28 route held up. On 4th April 2016, at 10.40 hours, <u>S-37</u> route held up. On 16th April 2016, at 01.54 hours, <u>S-38</u> route held up. On 19th April 2016, at 19.28 hours, <u>S-38 (Road-5 UP Starter)</u> route held up after 56788 Passenger departure. On 24th April 2016, at 06.05 hours, <u>S-36</u> route held up after 57601 Passenger. On 27th April 2016, at 04.55 hours, <u>S-37</u> route held up after departure of 57561 Passenger. <p><u>Out of the above 13 route held cases, 12 are for train movements (UP direction Starters) and one for shunt movement.</u></p> <u>These route held up cases are not treated as failures and failure entry in S&T Failure Register is not made which is improper.</u> Details of route cancellation particulars for counter numbers between <u>000118 to 000119 are not available.</u>
3.5	<u>Route Cancellation Register RC I (DN direction):</u> <ol style="list-style-type: none"> On perusing the record, it was noticed that there were <u>19 route held up cases</u>

	<p>during this Calendar year i.e., from January 2016 till date of inspection.</p> <p>b. Details of the 19 route held up cases are;</p> <ol style="list-style-type: none"> 1. On 4th January 2016, at 09.50 hours, <u>SH-12</u> route held up. 2. Again on 4th January 2016, at 12.46 hours, <u>SH-13</u> route held up. 3. On 10th February 2016, at 10.14 hours, <u>SH-28</u> route held up. 4. On 10th February 2016, at 10.19 hours, <u>SH-28</u> route held up. 5. On 10th February 2016, at 10.23 hours, <u>SH-28</u> route held up. 6. On 11th February 2016, at 18.40 hours, <u>SH-33</u> route held up. 7. On 11th February 2016, at 19.35 hours, <u>SH-33</u> route held up. 8. On 12th February 2016, at 09.30 hours, <u>SH-33</u> route held up. 9. On 13th February 2016, at 01.10 hours, <u>SH-12</u> route held up. 10. On 14th February 2016, at 08.00 hours, <u>SH-32</u> route held up. 11. On 18th February 2016, at 14.30 hours, <u>SH-11</u> route held up. 12. On 19th February 2016, at 01.20 hours, <u>SH-12</u> route held up. 13. On 21st February 2016, at 16.00 hours, <u>SH-11</u> route held up. 14. On 8th March 2016, at 06.35 hours, <u>SH-33</u> route held up. 15. On 10th March 2016, at 13.30 hours, <u>S-1</u> (DN Home) route held up. 16. On 29th March 2016, at 15.00 hours, <u>SH-33</u> route held. 17. On 15th April 2016, at 06.55 hours, 25 BT danger. 18. On 23rd April 2016, 06.37 hours, <u>SH-11</u> route held up. 19. On 12th May 2016, at 08.15 hours, 25 BT danger. <p><u>Out of the above 19 route held cases, 16 are Shunt signal related, one for Home Signal and two track down cases (all in DN direction).</u></p> <p>20. <u>All the above route held up cases are not treated as failures and failure entry in S&T Failure Register is not made which is improper.</u></p> <p>21. Details of route cancellation applied on 04.4.2016 (000199 to 000200) <u>are not available</u>. Similarly, on 19.3.2016, details of route cancellation (000180 to 000181) <u>are not available</u>.</p>
3.6	<p><u>Calling-ON Route Cancellation Register:</u></p> <p>d. From the records it is noticed that SMs are forced to receive many passenger carrying trains onto obstructed lines due to the non-availability of platform lines every day.</p> <p>e. During March 2016, this facility was used for 106 times (out of 117, 11 are testing). During the month of April 2016, this facility was used for 104 times to receive a train on obstructed line (out of 130, 26 are testing and for other purposes) and during the month of May 2016 till date of inspection, 71 times the trains were received on obstructed lines (out of 80, 3 for testing and 6 for fouling clearing purposes).</p> <p>f. From the practice adopted by the Station Authorities to receive the passenger carrying trains on to obstructed lines, it is noted that the LPs are not made to stop near the point leading to the obstructed line which is mandatory as per GR 5.09.3.</p> <p>Division shall enforce this rule is followed in total and give no scope for any untoward incidents leading to injuries to passengers.</p>
3.7	<p><u>S&T Failure Register:</u> Following failures are recorded;</p>

		<table border="1"> <tr> <th>Month</th><th>Nature of Failure</th><th>Total</th></tr> <tr> <td>January</td><td>Track Circuit-1*</td><td>01</td></tr> <tr> <td>February</td><td>NIL**</td><td>NIL</td></tr> <tr> <td>March</td><td>Track Circuit-1</td><td>01</td></tr> <tr> <td>April</td><td>Signal Failure-2*</td><td>02</td></tr> <tr> <td>May</td><td>Nil as on date of Safety Audit</td><td>NIL</td></tr> </table>	Month	Nature of Failure	Total	January	Track Circuit-1*	01	February	NIL**	NIL	March	Track Circuit-1	01	April	Signal Failure-2*	02	May	Nil as on date of Safety Audit	NIL
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March	Track Circuit-1	01																		
April	Signal Failure-2*	02																		
May	Nil as on date of Safety Audit	NIL																		
		<p>*Reasons for Track Circuit Failure on 07.1.16 and Starter signal (S-35) failure on 30.04.16 was mentioned as “Glued Joint is on Iron Files”. Division is advised to sort out this by issuing suitable guidelines to Engineering and S&T Officials not to allow such failures by placing the glued joint on iron files.</p> <p>** Failures for the month of February’16 were shown as “NIL” but One time failures such as Route cancellations due to route locked cases are not recorded as failures which is in violation of instructions issued by COM’s office.</p> <p>Presently PNs are being exchanged between Dy.SS / Panel and Dy.SS/PF as per SWR for confirming the issue of Train Passing Documents during Signal / Point Failures such as T.369-3(b), Caution Order etc., It is advised to mention the Train Number clearly for which train passing documents are issued by Dy. SS/ PF.</p>																		
3.8		<p><u>Track Circuit Joint Inspection Register:</u> It was taken up on 07.05.2016. The deficiency is ‘Mud and Muck to be cleared on Road No-5’ Compliance remark is “work in progress”. Division may instruct the local authorities to clear the mud and muck on road No-5 at the earliest.</p>																		
3.9		<p><u>Points and Crossings Joint Inspection Register:</u></p> <p>a. Joint inspection for the 2nd quarter was taken up on 07.05.2016 and deficiencies noticed are ‘NIL’.</p> <p>b. During the 1st quarter inspection on 18.02.2016, Floating on Point NOs. 17B and 24B was noticed and the same complied on 26.02.2016. It was observed compliance work was taken up without disconnection of the gear since it is the work of Joint nature along with S&T staff & on completion of the work, Reconnection along with track “fit” certificate should be issued / ensured which was not done in this case.</p>																		
3.10		<p><u>Joint Inspection Register for SSE/Sig & SSE/Ele & SSE/TRD:</u> It is being carried out as per schedule i.e., once in SIX months. Last joint inspection was carried out on 19.01.2016 and is now due on 19.07.2016.</p>																		
3.11		<p><u>Observations of S&T Department:</u></p> <p>a. Lot of released cables are found lying in front of the cabin. This shall be properly stacked and made use of. Mucks and Debris are found in front of the cabin as well as many locations in the yard. However, this may be due to the ongoing works in the yard. This shall be immediately removed from the site.</p> <p>b. <u>Inspections:</u></p> <table border="1"> <tr> <th>Inspection / Schedule</th><th>Date Done</th></tr> <tr> <td>Last annual Inspection</td><td>15th & 16th October 2015</td></tr> <tr> <td>Last Quarterly Inspection</td><td>28th, 29th, & 30th April 2016</td></tr> </table>	Inspection / Schedule	Date Done	Last annual Inspection	15 th & 16 th October 2015	Last Quarterly Inspection	28 th , 29 th , & 30 th April 2016												
Inspection / Schedule	Date Done																			
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		Last Monthly Inspection	01 st & 06 th May 2016
		Last joint inspection points and crossings	07 th May 2016
		Joint inspection with electrical OHE	08 th January 2016
		<p>c. SSE/S/KCG stated that after recent apron work on road 3, and during recent rains, berthing tracks got flooded and caused track circuit failure. He also stated that the waste papers and debris from the coaches are being thrown into the yard during shunting which is causing point failures. This may be looked into.</p> <p>d. <u>Inspection of Relay Room:</u></p> <ul style="list-style-type: none"> • In ESM room bonding diagram is to be updated and the recent siding work to be incorporated. • Engine siding work was completed in the month of February and as made circuits were submitted in the month of March 2016. The approved as made circuits from HQ to be issued at the earliest. • 230V AC wiring for lighting-up relay racks is drawn on the same rack where S&T wiring is available. This has to be rerouted properly. • Neutral to earth voltage reading was measured and found to be less than 5V. This record is to be maintained in the IPS maintenance register. • Checked specific gravity of IPS battery and found a few cells with specific gravity of 1240. This has to be equalized. • Earth test record last readings recorded on 28/4/2016 <p>e. <u>Inspection of KCG Yard:</u></p> <ul style="list-style-type: none"> • Tested point number 22. The point responded correctly for obstruction test and go test. • 2AT track circuit glued joint is out of square. This has to be brought to square. • Glued joint Number 122 sleeper to be shifted to avoid insert shorting at the end post. • PF contacts of TFBC wired and connected to Data logger but not working as software work not completed by Data logger firm staff. This has to be attended immediately. 	
4.0		<p><u>Unusual incident of loco failure affecting punctuality on 20.5.2016:</u></p> <p>k. At 20.10 hours, Train No. 57688 KCG – NZB Passenger was despatched towards SC direction and the train went into the section and the loco of the train failed.</p> <p>l. Following this Passenger train, UP MMTS (FM – LPI) No. 47207 was despatched at 20.17 hours.</p> <p>m. Guard of 57688 Passenger asked for relief loco at 20.25 hours mentioning the position of rear SLR at KM 4/33 to Dy.SS/Panel/KCG. <u>However, the message does not contain the location of the loco which is in violation of SR 6.02.6.</u></p> <p>n. Relief loco No.14781 was available at KCG but could not be sent into the section till the MMTS (47207) clears back to KCG.</p> <p>o. Dy.SS/KCG and SMR/Gazetted/KCG conveyed the PN No. 84 to the LP of 47207 authorising the LP to pull the train back to KCG so that relief engine can go and push the disabled train.</p> <p>p. <u>However, the LP of MMTS refused to back the train and insisted for written authority from Dy.SS/KCG. Nominated LI of the LP also did not guide the LP</u></p>	

	<p><u>properly; instead he also insisted the LP to demand a written permission from Dy.SS/KCG.</u></p> <p>q. <u>As a result of this, Dy.SS/PF/KCG and TI/KCG went by road from KCG and brought the train back to KCG.</u></p> <p>r. <u>There was heavy detention to several passenger carrying trains;</u></p> <ul style="list-style-type: none"> • <u>4 MMTs</u> trains suffered an <u>average detention of 156 minutes.</u> • T. No. <u>17024</u> Tungabhadra Express suffered <u>detention of 110 minutes.</u> • T. No. <u>57620</u> Delta Passenger KCG – RAL suffered a <u>detention of 120 minutes.</u> <p>s. <u>Above detentions would have been reduced, had the LP of MMTS adhered to start the train back to KCG as per SR 9.13.</u></p> <p>t. <u>Division is advised to take up with the LP and his nominated LI for their ignorance in Automatic Section working rules.</u></p> <p>DIVISION SHALL SENSITISE ALL THE LPs AND THEIR SUPERVISORS TO UPDATE THEIR KNOWLEDGE IN RULES AND REGULATIONS & CONTRIBUTE FOR SAFE & PUNCTUAL RUNNING OF TRAINS.</p>
5.0	<p><u>BV inspection of Train No.57473 KCG-BDHN Passenger on 20.05.2016:</u></p> <p>a. Ch. Bikshapathi, Sr. Passenger Guard/KCG was in possession of valid competency certificate.</p> <p>b. <u>Equipment:</u> Stretcher is not loaded at base depot-Guntakal. No remarks were passed in the VG issued at GTL. PELE maintenance particulars are not available.</p> <p>c. Padlocks are not supplied to the Guard.</p> <p>d. Amendment Slip-2 is not supplied for Accident Manual.</p>
6.0	<p>On PF No.1 Cover Over Platform work is in progress. Engineering staff / Contractor did not provide ‘work in progress’ warning board and also no barricading was provided which is necessary.</p> <div style="display: flex; justify-content: space-around;">   </div> <p><u>Also, deep pits dug for foundation were not protected.</u></p>
7.0	<p><u>Inspection of Crew lobby/KCG:</u></p> <p>a. CCC/KCG Sri Kiran Kumar, shift CC Sri K. V. Bramaiah, Sri. K. V. Sathish and Sri G. V. K. Reddy CRIS operator are available.</p> <p>b. 2 KIOSKs are provided for signing ON/OFF. Integrated breathalyzer with CMS was provided and working. During month APRIL-2016, crew booking is done</p>

96.82% in “fetch as per rule” and “fetch all” is 3.18% for the period of 17.14.15 to 30.04.16.

- c. The in-built camera facility exist **but recording facility not available**.AS per ADME this was recording in the server which should transmit to CRIS New Delhi. If we want to take crew photograph recording we have to ask CRIS New Delhi. **This facility should be available at Crew lobby/Divisional Hqs only.**
- d. Two ALPs are utilised per shift for crew booking, one CC overall in-charge for crew booking. Sri K. Satishkumar and G. Bhupathi Reddy on duty ALP in booking. **They are not having knowledge regarding booking procedure in case of running staff found positive.** Instructions regarding revised policy in drunkenness was not known to them.
- e. As per CCC/KCG other division signal defect and track defects feedback not getting.
- f. **13 members Goods LPs are working on coaching trains and their safety gradation is 'B' which is in violation of Railway Board guidelines which stipulate that safety gradation 'A' only permitted to work coaching trains.** Division shall enforce this instruction.
- g. **Guards working DEMU/EMUs (MMTS) did not undergo prescribed technical training. Division shall plan to train the Guards at the earliest.**
- h. Scale check/KCG crew lobby:

Designation	Sanction	Actual	Vacancy
LP M&E	47	41	6
LP Pass	116	85	31
LP(Goods)	72	52	20
ALP	200	160	40
Shunter	29	14	15
Total	464	352	112

Vacancies may be filled up at the earliest.

- i. 22 ALP were promoted recently as LP / Goods. Six ALP have completed their practical training. Other ALP are yet to complete their training.
- j. List of alcoholic prone were displayed in the lobby. There is one crew by name Shri. Mahendra kumar, LP/M&E.
- k. Safety circular/SOB's acknowledgement of every LP/ALP/and Guards were not available, Some of the acknowledgment columns were **“blank”**.
- l. Crew turn round more than 72 hrs cases are 3 and more than 60 hrs cases are 12 in the month of MAY 2016. These cases to be monitored by power controller and crew controller.
- m. Progressive hours for the period of 1.5.16 to 14.5.16 was minimum hours 68 maximum 134, average was 108 hours.
- n. All LI's to feed their monitoring / grading data in CMS without fail. Some of the LI's have not updated their grading/counseling dates in CMS. LI's monitoring/Counseling are to be monitored by CMS data alone.
- o. Periodical Rest statement (PR) given is very less, compared to norms of 4.0per month for 2016.







Design	February	March	April
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LP(G)	1.4	1.6	1.7
ALP	2.29	1.86	1.67

- p. DEMU/MEMU working LPs should pass aptitude test without fail. 16 LPs are due for RC in DEMU, one LP for MEMU. No yearly calendar available for clearing the staff.
- q. One Diesel loco .no 18890/KZJ stabled in non running line. Fuel oil was leaking from pipe. Loco keys are deposited in crew lobby.
- r. Counseling room for LPs is available in lobby. Every Thursday “safety meeting” is held.
- s. Crew lounge was good, light music system with earphone can help Loco Pilot on duty to relax in crew lounge.
- t. **Signal Defect Register:**
5. On 30.3.2016, LP of 57486 Automatic Signal no.6090A between Bollaram Bazar and Alwal was displaying “no light”. S&T **feedback was testing by S&T staff.**
 6. On 11.4.16, LP of LE made a remark that Automatic Signal no. S-215 “danger”. Feedback given was that Eng. Staff are working along with S&T. On the same day, LP of 77682 also made a remark that Automatic Signal no. S-215 “danger” and the recorded feedback was Eng. Staff are working along with S&T staff. **Division shall sensitise both the S&T and Engineering Officials not to resort for such testing on the face of approaching trains which is not only unsafe but also affects punctuality.**
 7. On 14.5.16, LP of 77601/77679 made a remark **that Automatic signal no.6083 “flown back” while passing.** Same was informed to Dy.SS/BMO and **feedback written was SE/MJF inspection.** Division should not permit such unsafe testing on the face of approaching trains.
 8. On 18.4.16, LPs of T. Nos.12193, 12786,12798,1264917651, 77672, 57306 & UP BVH Goods passed a remark that DTP station, UP Distant Signal “no light”. **Feedback given by S&T department cable cut and the same attended by S&T.**
 9. On 22.4.16, LP of T. No.57436 passed a remark that between FM-KCG section Automatic Signal No. 218 was “proceed” and next Automatic Signal No. 216 A was ‘danger’. Stopped the train immediately before signal No. 216 A. **S&T feedback given that cable conductor defective, same transferred with spare one.**
 10. On 25.4.16, LP of T. No.17605 Express passed a remark that at GWD, UP Home Signal was “danger” but Routing was displaying to 2nd loop. Same was informed to Dy.SS/GWD and **S&T feedback given was signal re-operated and obeyed. Failure not repeated.**
 11. On 29.4.16, LP of T. No.77679 passed a remark that between KCG-FM ,Automatic Signal No. 215 was displaying “proceed” and suddenly it flown back to “danger”. As a result of this, the train passed partially the signal at” ON” position and next Automatic Signal No.217 was “blank” which turned to “proceed”. This was repeated to Dy.DS/FM. **S&T feedback was “staff working” but Department not mentioned.**
 12. On 08.05.2016, LPs of T. No.17642 & 57659 between STPD-KCG, Automatic Signal No. A201 was displaying ‘danger’ even though next Automatic Signal A-203 was showing ‘proceed’. **S&T feedback was given as “due to iron**

	<p>flake” on the glued joint 201 T track failed. Same cleared by ESM and restored.</p> <p>13. On 09.5.2016, LP of T. No.57486 made a remark that LC No.234 Gate Signal between ME-MOB while approaching signal became ‘danger’ and observed the gate rules. Feedback was written as 230/24 Volts DC charger defective. Same replaced by ESM/MED.</p> <p>14. On 10.5.16, LP of T. No.57436 passed a remark that LSS was defective at BABR. As per feedback engineering staff are working. AC message given by SS/MBNR.</p> <p>15. On 12.5.16, LP of T. No. 12766 passed a remark that while approaching UP Home signal of GDPL which was in ‘proceed’ aspect suddenly flown back to ‘danger’. Given all concerned message at GDPL. As per feedback 24 Volts EXT DC-DC converter momentarily dropped to 20 Volts replaced converter by ESM/MED.</p> <p>16. On 12.5.16, LP of T. No.77682 passed a remark that LC Gate No.247/E UP Gate Signal was put back to ‘danger’. As per feedback cable cut attended by ESM/MED.</p> <p>17. On 15.5.16, LP of T. No.47188 passed a remark that LSS of SNF station put back to ‘ON’ while approaching the signal. As per feedback station belongs to other division. This remark shows that Division do not bother to convey the message and get the feedback.</p> <p>18. On 16.5.16, LP of T. No. 57307/308 Automatic signal No. 206 shifted, which was not mentioned in T-409.nAs per feedback this was programmed work and block taken 12.10 hours to 14.00 hours. As per G&SR 3.26.1, whenever new signal erected / signal shifted, Signal Sighting committee should satisfy the visibility of signal irrespective of Day/Night especially during sunrise /sunset time.</p> <p>19. On 17.5.16, LP of T. No. 22683 passed a remark that between FM-KCG, Automatic Signal No.218 was ‘blank’ and it is taken ‘OFF’ after one minute which shown ‘proceed’. As per feedback MCB tripped same was reset by SM/FM.</p> <p>20. On 18.5.16, LP of T. No.77643 passed a remark that at BDVL UP Home Signal, route indicator visibility is not clear(very dim). As per feedback JE/S/KCG tested found working normal.</p> <p>u. <u>Track Defects Register:</u></p> <p>1. On 02.5.16, LP of T. No. 77689/694 passed a remark that between PASR-RC, between KM 14/8-5, 7/1-6/9 experienced rough running and the same was informed to Dy.SS/RC & GWD. Feedback given by Eng. Department SSE/P.WAY/KRNT imposed SR of 15 KMPH.</p> <p>2. On 08.5.16, LP of T. No.17604 passed a remark that Gatemen was not available at LC No 30 between BABR-SHNR. But SSE/P. Way/JCL given feedback that Gateman is available.</p> <p>3. On 13.5.16, LP of 12786 passed a remark that Gateman not available at LC No.110 &107. As per feedback ‘Advised SSE/P/KRNT to check up and take action?’</p> <p>4. On 13.5.16, LP of T. No.12719 passed a remark that LC No. 246/E, gate ‘closed’ but gateman not available. As per SSE/MED Gateman available.</p> <p>5. On 14.5.16, LP of T. No. 12251 passed a remark that at KM 78/6, ballast was touching the cattle guard. Stopped the train and checked the undertruck. Informed to SM/BABR on walkie-Talkie. As per SSE/KCG ballast shallow</p>
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	<p>screening work in progress at KM 78/6-8. So sum of heap of ballast touched the cattle guard. Same was removed immediately.</p> <p>6. On 18.5.16, LP of T. No.16354 between DHNE-KCG, Gatemitra not available at UMLCs 157,146,122,121,120 & 63. As per SSE/P/KRNT &GWD Gatemitra's of UMLCs of 157,146,122,121 &120 marked absent for the day. UMLC 63 Gatemitra was counseled by SSE/P/MBNR.</p> <p>7. On 19.5.16, LP of T. No.12786 passed a remark that LC Gateman not available at LC No.41 between GLY-BABR. As per SSE/P/JCL Gateman gone to toilet when train passing the LC duly closing the LC gate.</p> <p>v. 10 hours statement:</p> <table><tr><th>S. No</th><th>Month</th><th><10 hrs</th><th>10-12 hrs</th><th>12-14hrs</th><th>>14 hrs</th></tr><tr><td>1</td><td>Feb.-2016</td><td>86.57%</td><td>6.76%</td><td>3.34%</td><td>2.17%</td></tr><tr><td>2</td><td>March-2016</td><td>86.38%</td><td>7.84%</td><td>3.82%</td><td>1.97%</td></tr><tr><td>3</td><td>April-2016</td><td>81.09%</td><td>8.41%</td><td>5.50%</td><td>5.0%</td></tr></table>	S. No	Month	<10 hrs	10-12 hrs	12-14hrs	>14 hrs	1	Feb.-2016	86.57%	6.76%	3.34%	2.17%	2	March-2016	86.38%	7.84%	3.82%	1.97%	3	April-2016	81.09%	8.41%	5.50%	5.0%	
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	<p>w. Progressive working hours:</p> <table><tr><th>S. No</th><th>Fortnight</th><th>Minimum hours</th><th>Maximum hours</th><th>Average hours</th></tr><tr><td>1</td><td>01.5.16 to 14.5.16</td><td>68.02</td><td>134.38</td><td>108.19</td></tr><tr><td>2</td><td>17.4.16 to 30.4.16</td><td>33.33</td><td>136.00</td><td>102.32</td></tr><tr><td>3</td><td>03.4.16 to 16.4.16</td><td>65.55</td><td>140.47</td><td>108.29</td></tr><tr><td>4</td><td>20.3.16 to 02.4.16</td><td>80.02</td><td>141.50</td><td>109.34</td></tr></table> <p>Division should ensure to maintain equal hours as far as possible.</p> <p>x. While scrutinising the Caution Order T-409 of KCG station on 20.5.16 the following irregularities are noticed.</p> <p>1. T-409 of KCG-NZB section, item no.15 Uppalvai station, to observe ‘blank’ / ‘danger’ signals, trains will be piloted due to cable meggaring.</p> <p>2. T-409 of SC-DHNE section, item No.4, between Falaknuma –Budvel at KM 15/0 to 22/0 and item. No. 7, between Budvel-Umdanagar at KM 22/0 to 28/0 “whistle freely”, stop if required due to RVNL vehicles working near the track. It is not proper to issue Caution Orders without mentioning the speed restriction and it is in violation of Railway Board letter No. 2002/Safety (A&R)/19/12 dated 25.5.2002.</p> <p>3. T-409 of SC-KZJ direction, item No.16, Ghatkesar Yard at KM 214/26-28 “Observe new location of DN LSS signal No. S-25 / S-2” which is shifted from RHS to LHS. But necessary SOB was not issued at Crew Lobby / SC which is in violation of SR 3.26.1.</p>	S. No	Fortnight	Minimum hours	Maximum hours	Average hours	1	01.5.16 to 14.5.16	68.02	134.38	108.19	2	17.4.16 to 30.4.16	33.33	136.00	102.32	3	03.4.16 to 16.4.16	65.55	140.47	108.29	4	20.3.16 to 02.4.16	80.02	141.50	109.34
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8.0	<p><u>Observations of Electrical Branch:</u></p>																									





<p>8.1</p>	<p>For FM end FOB on PF-3 & 4 full length screen to be provided to avoid throwing of foreign objects from FOB.</p> 	
<p>8.2</p>	<p>At loc. KCG/1038 bond seems to be rusted. To check and replace if needed.</p>	
<p>8.3</p>	<p>The embankment soil of stabling line near OHE depot is eroding due to continuous rains. A retention wall to be constructed to avoid exposing of OHE mast foundation KCG/SBL2. Also to avoid falling/flowing of soil in to the OHE depot, this is also a breakdown activity centre.</p> 	 



8.4	<p>In panel room, for isolator key box lock not available. Also isolator key issuing register not available</p> <p>Safety Gloves and Register are required to be provided.</p> <p>.</p>																															
8.5	Bird nest is to be removed at loc: 7/3.																															
8.6	<p>4 wheeler tower car No. ERU 4872 available.</p> <p>B.P. certificate issued on 22.04.16 valid for 30 days.</p> <p>Tower car driver not available. Being borrowed from SC division. Spares are not kept in the tower car because of repeated thefts.</p> <p>However, the spares are kept in the specially made boxes permanently kept in truck, in OHE depot/KCG.</p>	<p>POH: 05.05.14 due: 05/18</p> <p>AOH: 08/15 due: 08/16</p>																														
8.7	Safety equipment 1.5 T trifor tested and found OK.																															
																																
8.8	<p>The following staff are examined for isolator opening competency certificate.</p> <table><tr><th>S N</th><th>Name Shri.</th><th>Design.</th><th>Date of issue of certificate</th><th>Valid up to</th><th>Knowledge about SM operation</th></tr><tr><td>1</td><td>P.R. Srinivasa Rao</td><td>SM/KCG</td><td>19.11.14</td><td>18.11.17</td><td>Satisfactory</td></tr><tr><td>2</td><td>B.R.C.Murthy</td><td>”</td><td>12.11.15</td><td>11.12.18</td><td>“”</td></tr><tr><td></td><td>B.Dasarath</td><td>”</td><td>20.02.16</td><td>19.02..19</td><td>“”</td></tr><tr><td></td><td>S.Rohan</td><td>Pointman</td><td>He has been issued but he is not possession</td><td></td><td>Not satisfactory. To be recounseled and competency certificate copy to be handed over to him.</td></tr></table> <p>Shri Ramesh Mise Sr.Tech/KCG as well as Shri. U.Nagaraj, Tech – II /KCG OHE</p>		S N	Name Shri.	Design.	Date of issue of certificate	Valid up to	Knowledge about SM operation	1	P.R. Srinivasa Rao	SM/KCG	19.11.14	18.11.17	Satisfactory	2	B.R.C.Murthy	”	12.11.15	11.12.18	“”		B.Dasarath	”	20.02.16	19.02..19	“”		S.Rohan	Pointman	He has been issued but he is not possession		Not satisfactory. To be recounseled and competency certificate copy to be handed over to him.
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	depot have been examined for isolator operation and found satisfactory.									
8.9	SED checking done at loc. 6/29					Implantation : 3.07 m Stagger : - 150 mm (IR) 				

6	06205	CN	114	118	4	4	18	Nil	One ELU Not working
7	03254	CN	115	119	4	4	18		
8	08232	CN	113	117	4	4	18	Nil	1 FL fitting not working
9	01245	CN	107	111	4	4	2		
10	99274	CN	104	108	4	4	18	Nil	
11	01279	CN	105	109	4	4	18		
12	98280	CN	115	119	4	4	18	Nil	
13	93238	CN	107	111	4	4	18		1 FL fitting not working
14	96225	CN	107	111	4	4	18	Nil	
15	01311	CN	119	123	4	4	2		
16	09433	GS	113	117	4	4	18	Nil	
17	07718	SLR D	106	110	3	3	1		
Sl.No	Coach No.	Cod e	OFF Load Voltage	ON Load Voltage	V- Belts	Earth Leaka ge	No. Of Fire Exting uishers	Defect s/defici ency of equip ments	Remarks
18	96028	FAC CW	115	110	6+6 & 6+6	Nil	2	Nil	
19	96054	ACC W	115	110	6+6 & 6+6	Nil	2	Nil	
20	91051	ACC W	115	110	6+6 & 6+6	Nil	2	Nil	
21	97102	ACC N	115	110	6+6 & 6+6	Nil	2	Nil	
22	99119	ACC N	115	110	6+6 & 6+6	Nil	2	Nil	
23	04106	ACC N	115	110	6+6 & 6+6	Nil	2	Nil	
24	05115	ACC N	115	110	6+6 & 6+6	Nil	2	Nil	
2. Train No.17603/TL/KCG Date 20.5.2016									
Sl. No.	Coac h No.	Class	Voltage	V' Belts	ELU Working		Mobile Charg ers Worki ngs	Earth Leaka ge	Remarks
			On Load	Off Load					
1	98401	GS	107	110	4	NA	NA	Nil	
2	05229	CN	115	118	4	4	20	Nil	Two Mobile charging socckts not working.
3	96287	CN	116	120	4	4	2	+ve earth	
4	94205	CN	109	112	4	NA	18	Nil	

	5	98201	CN	108	111	4	4	18	Nil	Three Mobile Charing point not working.
	6	07719	SLR	109	106	4	4	NA	Nil	
	3. Safety Audit Inspection on 20.05.2016									
	S No	Train No	Coach No	Class	Remarks					
	1	12797	06026	HA 1	No Earth Leakage, All are HRC Fuses, No Bypass of Relays					
	2	12797	05402	GS	Cables in RJB to be neatly bunched - Attended and removed unnecessary lengthy cables					
	3	IOH	05427	GS	Checked Alternator, Suspension arrangement and pulleys (Alt & Axle) - Found Ok					
					Checked Battery boxes having VRLA cells. Side cover of Battery Box-I is damaged, To be attended					
Attended in IOH by C&W staff										
9.0	<u>Observations of Engineering Branch:</u>									
	a. Garbage on track to be cleaned at some locations.									
	b. Bridge No.26 – steel girder 2 x 12-15 at Km.8/810.2-837.6									
	- X Levels on both Up & Down lines to be attended.									
	- ERC on approaches to be driven properly.									
	- Loose bolts on girders have been tightened during the inspection.									
	c. Inspected SEJ from 7up to 8up - Joint gaps on 45 and 51 – to be attended to.									
	d. Inspected P&C No. 22 A – 1 in 8 ½ @ Km.7/12-24 – all the measurements are within limits.									
	<u>Inspection of ZCETI/KCG:</u>									
	1. The Institute is headed by Principal in Jr. Scale, with instructors for P. Way-4 Nos., Works-2 Nos. and Bridge-1No.									
2. In 2016, for 710 candidates to be attended for various courses, only 202 have attended. It is noted that principally staff are not being deputed from Construction.										
3. For the promotional course for SC/ST from Trackman to JE/P. Way, necessary planning has to be done.										
4. RRB candidates for various disciplines are likely to report shortly. Necessary planning has to be done for these candidates also.										
5. Institute is having the necessary computers for the classrooms. However, out of 4 projectors, 2 are working. Replacement of the 2 non-working projectors is under process. This should be accelerated by contacting the concerned Stores Department.										
10.0	At most of the fuel point locations in the yard, “warning boards” are not kept.									

	 <p>Fuelling point location in between Road No.3 & 4 (PF No.3); fire preventive arrangements are not provided i.e., fire extinguishers, sand etc.,</p> 	
11.0	On PF No.4 (SC end) lot of parcel cartoons kept on Platform which are obstructing to free passage of train passengers.	
12.0	On P.F.No.4&5 FM end, below FOB - cables are coming outside and found scattered.	
13.0	<p><u>Inspection of Earth Pits:</u></p> <p>a. Earth Pit No-1 i.e., for PRS-1, earth pits are shabby. Earth pit Schedule dates and readings are not available. As per SSE/Elec/Maintaince, Sri Vijayan, above said earth pit readings unable to take due to shouldering of terminals.</p> <p>b. Right side of the GRP Office, one electrical earth pit was available. Its maintenance is very poor.</p> <p>c. Behind Relay room, earth pit (1.3Ω), date of tested on 28.4.16, other details like date of laid, earth pit numbers are not mentioned.</p>	

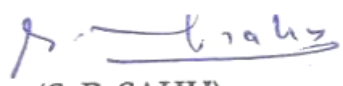
14.0	Checked Battery readings in battery room and found are adequate. Multimeters are not calibrated from so long.	
15.0	In Relay room, roof seepage at one corner	
16.0	<p><u>Inspection of Sub-Station:</u></p> <ul style="list-style-type: none"> a. Compound fencing at about 15m length not available. Transformer cables are found scattered b. New transformer of 500KVA available, but it was not commissioned. c. All earth pit values stenciled are faded. d. Working Transformer (250 KVA) oil level not visible due to painting. e. Cylacel was found dis-coloured by 50%. f. 75 KG DCP fire extinguisher testing is over due from 07.4.2016. 	
17.0	<p><u>Inspection of TL Depot:</u></p> <ul style="list-style-type: none"> a. In Coach No. 15230 / SC, 28 DC fans are available instead of BLDC. b. Total holding is 357 coaches and in those approximately 70 coaches having D.C. fans. c. Modified FDB available in all coaches. d. 40 coaches ELU not available. 	
18.0	<p><u>Inspection of AC depot:</u></p> <ul style="list-style-type: none"> a. Total number of AC coaches maintained by this depot is 76 + 14 (76 for regular service and 14 spare). In that under slung 14 coaches, remaining is RMPU. b. All coaches are having ELU. c. 46 coaches are combined circuit i.e., Fans & charging circuit remaining are individual circuit. 	
19.0	<u>Observations of Mechanical Department:</u>	
19.1	<p><u>Coaching depot/KCG:</u></p> <p>In Mini Store (round the clock) Sri Ashok Kumar, Fitter (Gr-I) was not knowing how to use fire extinguishers. <u>BP & FP pipes (Mfg. 04/2015) are not having dummy caps</u>. For 12 Nos. caps are missing.</p>	

19.2	<p><u>Working of Passenger Emergency Alarm Signal Device (PEASD)</u></p> <p>a. Check was done at random at about 25 points in roughly 15 coaches. At all points except 2, pull was found upto 10 Kgs. In 2 cases, pull was 12 Kgs and 14 Kgs (Coach No. 01245 and 98280 respectively).</p> <p>b. PEASD device was opened by the Supervisor and necessary adjustments made to adjust the pull to 8-9 Kgs level. The coaches had already been checked and certified by the Supervisor concerned. Sr DME/HYB was advised to counsel the concerned staff to check functioning of the PEASD properly and take necessary corrective action.</p> <p>c. Digital type alarm chain load testing equipments (2 Nos) are not working and spring type also error.</p>
19.3	<p><u>Functioning of emergency windows in Non-AC coaches</u></p> <p>At random about 25 emergency windows were checked and all were found functioning. However, it was also seen that the Lock-pin arrangement had already been broken by the users except at 3 locations.</p>
19.4	<p><u>Emergency Window check in AC coach:</u></p> <p>A drill was carried out to assess the time taken in opening an Emergency window in AC coaches. The drill was carried out in one AC 2 Tier and one AC 3 Tier coach. In AC 3 Tier coach, time taken to open fully was about 20 seconds and in the second case, the AC 2 Tier coach which had hinge type of emergency window, it was about 15 seconds.</p>
19.5	<p><u>Quality check on IOH Bogies received from LGD Shops</u></p> <p>Two bogies were checked and following shortcomings were observed.</p> <ol style="list-style-type: none"> Inadequate Dash Pot oil Brake Cylinder bolts loose Inadequate packing rings 3mm difference in wheel dia was noticed (marked at LGDS as 883/881 mm dia. Same was measured as 880/878mm dia). Equalising stay rod safety bracket bolts loose. <p>Staff conveyed that problem of brake cylinder bolt being loose and difference of roughly 3 mm in wheel diameter reading (between the diameter marked on the wheel disc by LGDS and actually measured) is observed. Sr DME/HYB was advised to have regular monthly feedback meetings with CWM/LGDS, especially on issues like brake cylinder bolts being loose and safety bracket bolts being loose.</p>
19.6	<p><u>Rake testing on Rake Test Rig:</u></p> <p>KCG-YPR rake was tested in our presence and parameters were found within the prescribed limits.</p>
19.7	<p><u>BP & FP Gauges</u></p> <p>Out of roughly 20 BP and FP gauges available in Emergency stores, in about 12 cases “plastic plugs” were found missing. Sr DME/HYB and SSE was advised to ensure that when the incoming supplies are received from the Main Depot this item is checked specifically and in case of deviation they can return the Stores. Further, before fitting new FP BP pipes “light test” to confirm continuity must be carried out.</p>

19.8	<p><u>Analysis of data on out-of-course change of wheels:</u></p> <table><tr><th colspan="5">ANALYSIS OF WHEEL DEFECTS</th></tr><tr><th>S NO.</th><th>Coaches Marked Sick</th><th>2014-15</th><th>2015-16</th><th>2016</th></tr><tr><td>1</td><td>Sharp Flange</td><td>2</td><td>2</td><td>0</td></tr><tr><td>2</td><td>Less Radius At the Root</td><td>9</td><td>3</td><td>0</td></tr><tr><td>3</td><td>Deep & Hollow</td><td>16</td><td>11</td><td>0</td></tr><tr><td>4</td><td>False flange</td><td>1</td><td>0</td><td>0</td></tr><tr><td>5</td><td>Thin Flange</td><td>0</td><td>0</td><td>0</td></tr><tr><td>6</td><td>Variation of wheel dia</td><td>0</td><td>0</td><td>0</td></tr><tr><td>7</td><td>Pitting/Shelled tread</td><td>1</td><td>2</td><td>2</td></tr><tr><td>8</td><td>Metal on tyre</td><td>5</td><td>5</td><td>2</td></tr><tr><td>9</td><td>RB failure/Grease oozing</td><td>0</td><td>6</td><td>0</td></tr><tr><td>10</td><td>Wheel skidding</td><td>8</td><td>4</td><td>0</td></tr><tr><td>11</td><td>Wheel disc crack</td><td>0</td><td>0</td><td>0</td></tr><tr><td>12</td><td>A/B Wing crack</td><td>1</td><td>0</td><td>0</td></tr><tr><td>13</td><td>Groove/Step on tyre</td><td>1</td><td>1</td><td>0</td></tr><tr><td>14</td><td>Less wheel dia</td><td>1</td><td>2</td><td>0</td></tr><tr><td>15</td><td>Wheel gauge diff</td><td>0</td><td>0</td><td>0</td></tr><tr><td>16</td><td>Thermal crack</td><td>0</td><td>0</td><td>0</td></tr><tr><td>17</td><td>Spread rim</td><td>0</td><td>2</td><td>0</td></tr><tr><td colspan="2">TOTAL</td><td>45</td><td>38</td><td>4</td></tr></table> <p>It was conveyed that during the past 2 years, there has not been any case of wheel disc crack, roller bearing failure or thermal cracks during the past 3 years. However, it was seen that during 2015-16, there were 6 cases where Grease-Oozing was observed on the wheel sets received from LGD Shops and the wheel sets were returned. Sr. DME/HYB as well as concerned SSEs were advised to have regular interaction with their counterparts in LGD Workshops so that timely corrective preventive action can be taken.</p>	ANALYSIS OF WHEEL DEFECTS					S NO.	Coaches Marked Sick	2014-15	2015-16	2016	1	Sharp Flange	2	2	0	2	Less Radius At the Root	9	3	0	3	Deep & Hollow	16	11	0	4	False flange	1	0	0	5	Thin Flange	0	0	0	6	Variation of wheel dia	0	0	0	7	Pitting/Shelled tread	1	2	2	8	Metal on tyre	5	5	2	9	RB failure/Grease oozing	0	6	0	10	Wheel skidding	8	4	0	11	Wheel disc crack	0	0	0	12	A/B Wing crack	1	0	0	13	Groove/Step on tyre	1	1	0	14	Less wheel dia	1	2	0	15	Wheel gauge diff	0	0	0	16	Thermal crack	0	0	0	17	Spread rim	0	2	0	TOTAL		45	38	4
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19.9	<p><u>Condition of Catwalks</u> Drains, especially on Pitline Nos. 1 & 2, were badly choked and there was heavy water stagnation under Catwalk-1 which is a safety hazard. Sr DEN/HYB needs to take urgent corrective action.</p>																																																																																																				
19.10	<p><u>Working of High Pressure Jet machines</u> In <u>none of the pitlines</u>, <u>HP Jet arrangement was found functioning.</u> It is a serious lapse. Concerned SSE conveyed that the arrangement is not in use since the HP pipeline has <u>got rusted and not been replaced.</u> <u>Urgent corrective action needs to be taken by the Division.</u></p>																																																																																																				
19.11	<p><u>Inspection of Pitlines:</u></p>																																																																																																				

	<p>a. <u>Lighting arrangement:</u> Pitlights were checked in 3 pitlines and the condition observed is summarised as under:</p> <table><tr><th>No</th><th>Total</th><th>Working</th><th>Not working</th><th></th></tr><tr><td>1</td><td>148</td><td>100</td><td>48</td><td></td></tr><tr><td>2</td><td>148</td><td>62</td><td>86</td><td></td></tr><tr><td>3</td><td>185</td><td>141</td><td>44</td><td></td></tr></table> <p>As can be seen overall more than <u>30% of pitlights are not functioning</u>. Timely attention to defective lights is essential as it affects quality of undergear work done during night shifts.</p> <p>b. <u>Track condition on Pitlines-</u> At considerable number of places (more than 30 % locations), track securing fittings were missing and at many locations, they were badly rusted also. Supervisors complained that despite regular follow-up due attention to track maintenance is not being given. It is highly desirable that proper track maintenance is carried out on the Pitline as any derailment on the Pitline is not only difficult to handle and it damages the coaches badly, but is very unsafe for the staff working in the Pitline.</p>	No	Total	Working	Not working		1	148	100	48		2	148	62	86		3	185	141	44	
No	Total	Working	Not working																		
1	148	100	48																		
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3	185	141	44																		
19.12	<p><u>Check of functioning of Charging Sockets in Non AC and AC coaches:</u> At random, roughly 30 such points were checked in which voltage was measured as well as lamp test was carried out. The voltage was in the range of about 107-110 V and in all the sockets lamp testing was positive.</p>																				
19.13	<p><u>Effectiveness of Pre-cooling in AC coaches</u> One AC 3 Tier coach which had roughly 33-34° C ambient temperature inside the coach was checked for effectiveness of pre-cooling using Shore Supplies. Roughly 25 ° C could be achieved after 40 minutes of pre-cooling. Staff was advised that effective pre-cooling of AC coaches must be ensured before the rake is placed on the platform as inadequate cooling/ ventilation are commonly faced passenger complaints with regard to AC coaches at the originating station.</p>																				

No. Safety. 195/BI-MSA/2/2016/KCG


 (S. P. SAHU)
 CHIEF SAFETY OFFICER