

**BI-MONTHLY HIGH LEVEL SAFETY AUDIT INSPECTION OF NDL STATION & NDL - MRK SECTION OF GNT DIVISION BY HQrs. SAFETY AUDIT TEAM ON 05<sup>th</sup> & 06<sup>th</sup> APRIL 2024.**



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SECTION OF GNT DIVISION BY HQrs. SAFETY AUDIT TEAM ON 05<sup>th</sup> & 06<sup>th</sup> APRIL 2024.**

No. Safety.195/2024/SA-2/GNT Dvn./NDL-MRK.

Date: 07.05.2024.

S. No.	Observations	Action By
<b>1</b>	<b>Gazulapalli (GZL) Station :</b>	
1.01	On 11.03.2024, SM/GZL permitted to push back the stalled train No., MUAA from Km.235/14, <u>without issuing PN</u> to the Guard of the train which is violation of SR 4.12.2.1 and against safety. The details on LC gate closures were also not recorded. Line clear cancellation entry for the train so backed is also not recorded in TSR. Similar practice was found on 03.09. 2023. This station is prone to such incidents. The erring SMs have to be taken up. SWR should focus on such station specific items and project them significantly.	DRM/GNT
1.02	As per Officers inspection register (Operating), last inspection was done on 10.02.2023 by AOM/GNT which is more than 14 months. It shall be ensured that inspections at officer level are conducted regularly.	DRM/GNT
1.03	The remarks in stable load register are simply made as secured loco /secured the formation with chains and skids; the details of application of SA9, A9, hand brakes and parking brakes and the wooden wedges/iron skids used for securing should be clearly stated.	DRM/GNT
1.04	Shunt Release key in Block instrument was loose and not working. Advised to launch a drive & ensure that this key is robust and in working condition at all stations.	DRM/GNT
1.05	It was observed that there were cancellations of authorities like PLCT and T806 because they were prepared before issue of TN from SCOR. This is not advisable. Authorities shall be prepared only after getting clear instructions in the form of TN from SCOR.	DRM/GNT
1.06	Date and time were not mentioned by Track Machine operators in T-806 though they have signed it. This must be ensured.	DRM/GNT
1.07	On duty Points man demonstrated clamping satisfactorily. However, his knowledge in hand signalling was not up to the mark, especially waving of green flag to control directional movements. This needs to be improved.	DRM/GNT
1.08	One of the dual BPACs was showing failure indication between section GZL-CMZ. To be attended and cause to be analyzed.	DRM/GNT
1.09	Amendment 1 is issued to SWR, in connection with auto PN system during September 2023. SWR to be updated appropriately stating that Manual PN exchange is mandatory and Auto PN system is only an additional aid.	DRM/GNT PCOM
1.10	For GI wire provided for earth connection to the CLS panel, some more wires are twisted which is looking shabby and to be attended.	DRM/GNT
1.11	SM room is having several cracks on the walls looking shabby. Wiring also to be dressed properly.	DRM/GNT
1.12	Biodata chart containing details of PME/Ref course of station staff is not displayed in SM room and maintained in a register. No station	DRM/GNT

	staff are due for PME/Ref course as per the register. Biodata chart may be displayed in SM room.	
1.13	Perused Emergency contact numbers checking register and it is noticed that two numbers are checked randomly in a month. It is advised that Fire brigade number and Hospital numbers are checked invariably along with other numbers without fail and any changes shall be advised to all concerned.	DRM/GNT
1.14	This station is provided with knob type panel. Ballast siding is taking off from loop line with key lock points but not represented correctly in the panel. On duty SM was unable to explain about siding point working and was counselled. Section TI was advised to check the knowledge of SMs during their inspections and to counsel them wherever necessary.	DRM/GNT PCOM
1.15	Joint inspection of points and crossings carried out on 23.01.2024. Separate registers are maintained for TWS and conventional points. It is suggested to provide a single register with proper index and appropriate formats for better monitoring. As per summary four deficiencies were recorded and all are attended. Signature of S&T supervisor is not available for joint attention at the relevant pages.	DRM/GNT PCSTE PCE
1.16	Relay Room: Signs of rain water seepage is noticed from side wall / slab. The same may be attended.	DRM/GNT
1.17	Perused cable meggering register which was carried out on 25 <sup>th</sup> and 26 <sup>th</sup> September 2023. Some defective conductors were shifted to spare conductors as per summary. Details of the spare conductors which are used for shifting is not indicated in the summary.	DRM/GNT
1.18	As a part of CT rack particulars verification, corrections are carried out on CT rack particulars but updated as made documents are yet to be made. Even in location particulars also manual corrections were noticed. Signature of the concerned supervisor who has verified the particulars is missing. Updated As made drawings of CT rack and LB particulars to be made available after due verification	DRM/GNT PCSTE
1.19	On inspection of LB7 it is noticed that several corrections are made with marker pen on painting particulars. On cross verification some discrepancies are noticed w.r.t. the particulars vis-à-vis the actual cable termination. Hence there is a need to verify the cable termination particulars of the location boxes and particulars / documents to be updated suiting to site condition	DRM/GNT PCSTE
1.20	Earth pit enclosures are not made as per the drawing and kept above the ground. To be provided as per standard drawing.	DRM/GNT PCSTE
1.21	Track circuit connecting lead wires are taken over the sleepers with improper clipping arrangements for track crossing. Standard tail cable track crossing methods to be followed.	DRM/GNT PCSTE
1.22	OHE Bonding diagram is not available in the station. Same is to be kept in the station.	DRM/GNT
1.23	Insulated hand gloves are of 7.5 KV working potential. Same are to be replaced with 26.5 KV working potential.	DRM/GNT
1.24	Wires of AT control panel are found loose. Same are to be properly fixed.	DRM/GNT
1.25	Height of SI at location GZL/1001 is 5.75 metres and stagger +50 mm. Stagger is to be made ZERO.	DRM/GNT

1.26	Availability of double cleats to the structure and COP piers are to be ensured.	DRM/GNT
1.27	Anti-monkey climbing devices are deformed. Same are to be replaced with new ones.	DRM/GNT
1.28	At location 242/2 oscillation of the ATD is sluggish and to be adjusted. Temperature bands are missing and to be provided. Foundation is submerged in earth and muffing can be seen.	DRM/GNT
1.29	<b>GZL SSP :</b> a. TPC phone is not working. Same is to be attended. b. LT cables are to be neatly dressed in conduit pipes. c. There is a gap between the wall and the fencing panel. Same is to be closed properly	DRM/GNT
1.30	At Km. 242/5 OHE bond provided over the sleeper is obstructing the proper sitting of ERC. The same to be attended.	DRM/GNT
1.31	OHE ladder trolley was kept adjacent to running line at KM 248/6 without securing properly.	DRM/GNT
1.32	<b>Point No. 7B :</b> GR pads have come out of rail seating position in Switch portion, and to be replaced. Gapless joint may be ensured on main line at CMS xing. Ballast cushion observed is 240mm. Same may be increased further as per IRPWM standards.	DRM/GNT
1.33	At Km.242/4-5 scabbed rail is protected with fish plate. To be renewed.	DRM/GNT
1.34	<b>LWR No.9 &amp; SEJ 12 at Km. 242/4 :</b> Dates of LWR laid and De-stressing are to be corrected in LWR/SEJ board date (as LWR laid date can't be after distressing date). Reference pillars are to be fixed properly at SEJ	DRM/GNT PCE
	<b>Traffic LC (192/T) interlocked :</b>	
1.35	Height of the height gauges is to be raised to 4.78 mts. LC gate warning boards are to be maintained at standard height and to be relocated as per the manual provisions for giving clear visibility to road users.	DRM/GNT
1.36	Rod transmission requires attention as it was rubbing on the earth and on ballast.	
1.37	Adjacent to the LC No 192, used alcohol bottles were noticed indicating that the area is prone to alcoholism. Surprise inspections have to be conducted to ensure that staff are not involved in alcoholism.	DRM/GNT
	<b>Bogada Tunnel at Km. 221/6 to 223/0 between CMZ-DMT stations :</b>	
1.38	During sample check of EC socket working, it is observed that one EC socket was not working inside the tunnel near km.221/9. In other EC sockets power hum is noticed and to be attended. Directional arrows indicating the nearest EC socket location may to be provided inside the tunnel.	DRM/GNT PCSTE
1.39	One hot line phone is provided with DTMF calling facility at the end of the tunnel (221/4-5) DMT side) connecting DMT station and found working however power hum is noticed and to be attended.	DRM/GNT
1.40	Trolley refugees require attention at few places. Signages for Trolley refugees are missing at few places and to be provided appropriately.	DRM/GNT
1.41	Loose boulders lying in the tunnel are to be cleared. Side drains to be maintained properly for free flow of rain water/ seepage water.	DRM/GNT PCE

1.42	Electrical power cable provided throughout the tunnel is to be secured properly as it is passing through side drain / ballast profile	DRM/GNT PCEE
<b>2</b>	<b>Minor Bridge 362(DN)line (1x6.10m, RCC slab) at KM 174/1-2 between JBK-CBM stations :</b>	
2.01	a. Near 362 Bridge area, under driven clips are to be attended. b. Steps are not available for inspecting this bridge. The same to be provided. Water way be to be cleared for free flow of water. c. FSL of canal has to be clearly marked.	DRM/GNT
2.02	Ballast has fallen down into the bridge vent way and needs to be cleared. To prevent the same, ballast retaining walls as well as gap available near abutment wall may be closed. Conjunction walls to be made in between UP and DN line bridges.	DRM/GNT PCE
<b>3</b>	<b>Cumbum (CBM) Station:</b>	
3.01	While examining PLCT, in one case it was seen that Line clear was obtained at 06:44 and timing of issuing PLCT was 06:40. The timing of issuing PLCT should be after obtaining Line clear duly complying with all other conditions for issuing it. Also, the PLCT was served to LP at 07:09. It was understood that this delay was due to S&T staff attempting to attend to the failure. Such practice has to be discouraged. Once the decision on despatch through memo has been taken, it must be executed. SM concerned has to be properly counselled.	DRM/GNT PCOM
3.02	From 'Officers Inspection Register' it is noticed that Sr. DOM/GNT had inspected this station on 28.12.23 and passed three remarks for which compliance is not recorded properly.	DRM/GNT
3.03	Latest SIP is of Alt-2 where as in SWR it is mentioned as Alt-1. To be reconciled and updated.	DRM/GNT
3.04	In VDU <i>EI fail indication</i> along with flashing <i>buzzer</i> indication was showing under system health status. SM was not aware of this and S&T staff were also not aware of this. Subsequently it was informed that maintenance staff have to apply 'reset' to overcome this problem. EI is of KYOSAN make and installed on 07.05.23 by construction organization. Cause shall be analyzed and remedial action shall be taken.	DRM/GNT PCSTE
3.05	On 22.02.2024, Down IB BPAC failed due to MPT block and reset was applied. Counter reading was showing as 0000003 where as in the book it was entered as 100003. S&T Counters provided in counter box are not installed properly making it difficult to read the counter numbers and require attention. Spare counters are not provided and a paper is pasted which is looking shabby.	DRM/GNT PCSTE
3.06	Some more safety posters are to be provided in SM Room	DRM/GNT
3.07	SMR conducted only one night inspection in the month of November. It shall be ensured that inspections are carried out regularly.	DRM/GNT
3.08	3 manned non-IL LCs are connected to this station and in PN exchange book over writings were noticed which is to be avoided.	DRM/GNT
3.09	Joint inspection of points and crossings was carried out on 15.02.2024. As per the summary, six deficiencies were recorded and all are attended. However, after attention revised observations / parameters are not recorded. Counselling the concerned supervisors at site. All S&T and Engg. Supervisors shall be counselled to record the relevant parameters / details after joint attention.	DRM/GNT PCE PCSTE

3.10	From joint inspection of track circuits, it is observed that out of 12 redundant glued joints, 6 are removed and six are still pending for removal. It shall be expedited.	DRM/GNT PCE
3.11	PF works are in progress and worksite protection measures shall be taken.	DRM/GNT
3.12	PF no. 1 surface is damaged and sunk near Earth pits locations. Also earth pit covers are in broken condition giving a shabby look and may cause injury to passengers while moving. To be attended.	DRM/GNT
3.13	At Km.143/40: All the newly created welds may be properly numbered as per AT weld manual. SEJ to be provided on UP line towards GNT end.	DRM/GNT
3.14	Availability of double cleats to the structure, COP piers is to be ensured.	DRM/GNT
<b>4</b>	<b>Markapur Road (MRK) Station :</b>	
4.01	It was observed that some of the foils in the un-numbered authority books / memo books were removed without recording the reasons/remarks. All books and forms must be machine numbered and any cancellation has to be recorded with reasons by SM on duty.	DRM/GNT PCOM
4.02	Overwriting was observed in T/A1425, line clear enquiry messages on 02.12.2023 and 29.11.2023, making it difficult to know the timings. This indicates casual working by SM concerned who has been graded as A category. He shall be counselled & his gradation shall be reviewed.	DRM/GNT PCOM
4.03	Sona Kumar Singh DY.SS has not acknowledged in the Assurance register for Amendment slips AS13 and Standing Order Book for the topic safe train operations.	DRM/GNT
4.04	Markapur Road is a notice station. But Caution order acknowledgement is not taken from the train crew as per extant rules and no register is maintained for this purpose. (Ref. G&SR – Appendix-1, Para 13.2)	DRM/GNT PCOM
4.05	While perusing the Data logger validation certificate, manual corrections are noticed in data logger digital data base sheet along with a remark that one more input to be added. This shall be reconciled and Updated data base sheet may be provided	DRM/GNT PCSTE
4.06	The Fire Alarm system is not working since Dec 2023.	DRM/GNT
4.07	At few places Glued joints are not installed as per standard practice.	DRM/GNT
4.08	Perused cable meggering registers. Yard cable meggering was done on 30 <sup>th</sup> and 31 <sup>st</sup> October 2023. IB cable meggering was done on 15 <sup>th</sup> August 2023. Index is not maintained and summary of deficiencies are not mentioned. SSE/Sig has mentioned that there are no cable defects noticed. Separate register shall be maintained for tail cable meggering.	DRM/GNT PCSTE
4.09	Several works are going on in PF area in connection with station redevelopment. Proper work site protection measures shall be taken by providing barricading and signages to avoid inconvenience to the passengers.	DRM/GNT
4.10	Sinkage of PF no. '2' (Island PF between Dn main and DN loop) is noticed at few place	DRM/GNT PCE



4.11	Though yard modification works in connection with doubling are commissioned in October 2022, unused old track is yet to be dismantled and disposed	DRM/GNT PCE									
4.12	During sample check of LBs it is observed that, in LB 24 – ‘A’ row termination particulars are incomplete as wire terminations details are not painted. In LB 25 – ‘B’ row and in LB 34 – ‘B’ row TFCR wiring details w.r.t. painting particulars are to be reconciled and updated. Also, spare cores of some of the cables are left in the bunch un-terminated. Hence LB particulars may be verified and corrective action may be taken.	DRM/GNT PCSTE									
4.13	MS flat is used for earthing of LBs which is laid over the ground without any proper securing arrangements and may lead to obstruction for maintenance staff.	DRM/GNT PCSTE									
4.14	Unused S&T materials (Cables and Point machine) and Engineering materials are lying on the PF 1 giving shabby look and to be cleared	DRM/GNT PCSTE									
4.15	Trespass prevention measures near ROB (GNT end) to be taken. One road is running parallel to the yard and proper fencing/barricading to be provided for prevention of trespass.	DRM/GNT PCE									
4.16	As per signal failure and inspection register, last monthly inspection was carried out on 6th and 7th of September 2023 and subsequently no entries are available for monthly inspection till date. It shall be ensured that all statutory inspections are carried out as per schedule and recorded in the inspection register without fail.	DRM/GNT PCSTE									
4.17	Perused joint inspection of points & crossings register. Last joint inspection was carried out on 11.01.2024 and all the deficiencies brought out in the summary were attended as per the register. However following observations are made a) It is noticed that some of the details were left unfilled in the proforma like point laid in straight/curve, angle of crossing i.e., 1 in 8 ½ ; 1 in 12 ; 1 in 16 and Type of sleeper/rail etc. b) In newly laid TWS points, attention to ‘GR pads’ is figuring frequently due to crushing /dislocation of GR pads. This issue shall be studied and to be attended properly.	DRM/GNT PCE									
4.18	<p>Checked SOD of platform 1 at 13 locations and PF 2 at 12 locations approx. at 50m interval and following deviations are noticed which require attention.</p> <table border="1"> <thead> <tr> <th><b>Parameter (SOD Values)</b></th><th><b>Deviations observed (PF 1)</b></th><th><b>Deviations observed (PF 2)</b></th></tr> </thead> <tbody> <tr> <td>PF coping to track centre (1670mm-1680mm)</td><td>1700mm &amp; 1650mm (2 locations)</td><td>1700mm, 1700mm, 1650mm, 1710mm &amp; 1700mm (at five locations)</td></tr> <tr> <td>PF wall to track centre (1675mm-1905mm)</td><td>1960mm, 1950mm, 1930mm, 1930mm, 1920mm, 1940mm, 1950mm, 1930mm, 1930mm, 1920mm &amp; 1950mm (11 locations)</td><td>_____</td></tr> </tbody> </table>	<b>Parameter (SOD Values)</b>	<b>Deviations observed (PF 1)</b>	<b>Deviations observed (PF 2)</b>	PF coping to track centre (1670mm-1680mm)	1700mm & 1650mm (2 locations)	1700mm, 1700mm, 1650mm, 1710mm & 1700mm (at five locations)	PF wall to track centre (1675mm-1905mm)	1960mm, 1950mm, 1930mm, 1930mm, 1920mm, 1940mm, 1950mm, 1930mm, 1930mm, 1920mm & 1950mm (11 locations)	_____	DRM/GNT PCE
<b>Parameter (SOD Values)</b>	<b>Deviations observed (PF 1)</b>	<b>Deviations observed (PF 2)</b>									
PF coping to track centre (1670mm-1680mm)	1700mm & 1650mm (2 locations)	1700mm, 1700mm, 1650mm, 1710mm & 1700mm (at five locations)									
PF wall to track centre (1675mm-1905mm)	1960mm, 1950mm, 1930mm, 1930mm, 1920mm, 1940mm, 1950mm, 1930mm, 1930mm, 1920mm & 1950mm (11 locations)	_____									

	PF Height (760mm-840mm)	860mm location)	(1	770mm, 730mm, 700mm, 680mm, 700mm, 700mm, 670mm, 720mm &730mm (9 locations)		
	This indicates that proper care is not taken at the time of construction resulting to the above deviations.					
4.19	All the modified SEJs are to be laid with two additional approach sleepers as per revised drawing. SEJ reference pillars are to be fixed at proper locations. All AT / FB welds must be numbered and painted at appropriate locations as per manual provisions. For SEJ at km 144/38, SEJ board to be provided and loos plate screw to be tightened.				DRM/GNT PCE	
4.20	For all TWS points, U clamps are to be provided for sleeper no: 3&4.				DRM/GNT	
4.21	Crossing portion of point no. 17B is having marks of wheel scabbing /pitting. To be attended. ERCs may be driven properly in crossing portion.				DRM/GNT PCE	
4.22	<b>Point No.17B at KM 143/34-36, 1in 12, FSL, 60kg sleepers with 60kg rails, TWS with SSD:</b> Following deficiencies are noticed; a. GR pads under stock rails are dislocated and to be attended. b. The measured values of versine in the lead curve of the turnout are as follows from station no.1 to 11: 7mm, 5mm, 5mm, 5mm, 6mm, 6mm, 8mm, 8mm, 7mm, 7mm & 3mm respectively. The deviation of versine at 9 stations is beyond permitted value of 3mm as against designed value of 11mm. The same should be attended duly ensuring provision of the correct GFN liners, adjusting sleepers spacing etc. (Para 429(4) (a) of IRPWM). c. In Normal setting, LH tongue is not resting on all slide chair plates uniformly. Rubbing marks on few slide chair plates and gap at few slide chair plates (gap between bottom of tongue rail & top of slide chair). The same may be attended. d. Points sleeper spacing is not as per drawing and require attention. (Sleeper no.3 & 4 spacing is 72cm against 74.5cm causing leading stretcher bar bolts/nuts are much closed to sleeper no.4.) e. Ballast clearance shall be ensured for free movement of point through rod. f. Split pins are not provided to 'P' clamp bolts.				DRM/GNT PCE PCSTE	
4.23	<b>Br. 384 A :</b> ballast retainers to be provided immediately to prevent falling of ballast. Danger Level for DN line (PSC Girder Bridge) to be marked at appropriate location as per para 703(5)(a) of IRBM				DRM/GNT	
4.24	Station bonding diagram is not available in the station. The same to be provided.				DRM/GNT	
5	<b>Steel Girder Bridge No.384 (Yerravagu river), span 3x12.19m, at KM 146/25-27 between MRK-TLU stations.</b>					
5.01	a. HFL mark is painted without year. The same may be painted. b. Sleeper numbers to be marked on bridge. c. Grooved pads are not in proper position, need to be attended.				DRM/GNT PCE	



	d. Corrosion of inspection ladder is observed, need to be attended. e. Bridge details to be properly recorded in BMS without any errors.	
5.02	Perused bridge inspection register. ADEN/Br/GNT had inspected the bridge on 22-03-2022 and made an observation that " <i>Slight oscillation of girders noticed. Additional struts to be provided on girders on programmed basis through agency</i> ". SSE/Br/GNT also made similar remark during his inspection on 14-06-21. i.e. " <i>Slight oscillation of girders noticed in all three spans. Kept under observation</i> ". Detailed analysis may be carried out and corrective action may be taken	DRM/GNT PCE
5.03	Centre path way fixing arrangements are given up at a few places due to rusting of fixing bolts and to be attended.	DRM/GNT
<b>6</b>	<b>Manned Interlocked LC No. 233 (E) at km 149/41-150/1 :</b>	
6.01	This gate is provided with button type operational panel and IB signals protect the gate as well. Gate Working Rules are not matching with the operating panel provided in the LC gate. Fire alarm control panel of IB location is kept at the gate lodge but no mention is made in GWR about this. Hence gate working instructions and SWR shall be reviewed thoroughly and to be updated suiting to site conditions.	DRM/GNT
6.02	Fire alarm system provided in IB location is not working and showing loop card fault. To be attended.	DRM/GNT
6.03	Painting particulars are missing on cable termination (CT) rack for some of the indoor wiring terminations and to be attended.	DRM/GNT
6.04	EOLB is provided but not opening fully. EOLBs angle while in open condition showing 65 to 70° against 80-90°. EOLB on gate lodge side is not perpendicular to the road and requires attention (Para 14.2.1(f) of IRSEM). For sliding booms Stop Boards are missing and to be provided.	DRM/GNT PCSTE
6.05	Wicket gate arrangements at this LC requires review as it is noticed that meeting post of EOLB is located in this area.	DRM/GNT
6.06	IB Goomty : Finishing works are to be completed and approach to S&T rooms is to be made properly	DRM/GNT
6.07	Earth pits installation is not as per standard drawing and enclosures are located above the ground.	DRM/GNT
6.08	Gauge is varying N to -7mm on road portion and to be attended Speed breaker on gate lodge side is non-standard. It should be provided covering full width of road (up to the edge of road) as per Para 916(1) of IRPWM. Distance between double strip & single strip sign boards is very less and standard gate warning boards to be fixed at proper locations as per manual provisions.	DRM/GNT PCE
6.09	Protective cover over shed may be provided in front of the gate lodge for the gateman for exchange the signals with Loco pilots.	DRM/GNT
<b>7</b>	<b>Manned Non-Interlocked LC No. 225(E) at km 164/10-12 :</b>	
7.01	Gate boom is not opening fully in open condition (60 to 65° against 80-90°) and to be attended.	DRM/GNT PCE
7.02	Electric cables which are exposed in the LC portion are to be laid at proper depth as per standards to avoid damage of cable.	DRM/GNT
7.03	Wicket gate is available on one side only. Same may be provided on other side also.	DRM/GNT PCE

7.04	Road warning boards and signages are to be attended as per the manual provisions as some of the boards are faded and require painting.	DRM/GNT PCE
7.05	Gate booms and stop boards may be provided with retroreflective paint/tape for better visibility during night.	DRM/GNT
7.06	Road surface require improvement in especially in UP line portion	DRM/GNT
7.07	On PN sheet for one of the PN No. (PN 9) train number column was blank. Duty change over at 07:58 Hrs. PN sheet to be filled properly.	DRM/GNT
7.08	Road width is 5.55m. Length of check rail is 8.45m. MOLB length of LH side is 8.53m & RH side is 8.96m. It is advised to minimize length of lifting barriers as per standard for better maintainability.	DRM/GNT
<b>8</b>	<b>Nandyal (NDL) Station :</b>	
8.01	It is noticed in stable load register, that some of the Loco pilots have mentioned secured Loco. Remarks should clearly mention on application of SA9; No. of skids placed under the wheels.	DRM/GNT
8.02	On 14.07.2023, T 369-3(b) has been issued to 3X machine for passing UP Starter signal. However, the LC 184 closure has not been ensured through PN exchange in the gate register. SM concerned has to be taken up appropriately.	DRM/GNT
8.03	Last date of joint inspection of points and crossings was carried out on 19 <sup>th</sup> and 21 <sup>st</sup> March 2024. As per summary 12 deficiencies were recorded and all are attended. However, after attention revised observations/parameters are not recorded. Eg, After joint attention of RH side opening of point no. 37 A, opening value after attention was not recorded. Counselling the concerned supervisors to record the relevant parameters/details after joint attention.	DRM/GNT PCE PCSTE
8.04	Perused signal failure register. a) On 11.03.24, Signal S1 has flown back to Danger due 51T feed end 2 core track lead cable crushed due to unloading of rails leading to failure of 51 T. Precautions shall be taken to ensure that no signalling gears are damaged while unloading Engg materials. b) There was a failure of Starters S3, 4 and 5 associated Shunt signals and calling on signals due to damage of 30 C cables on account of fire on bushes over the cable path. Preventive steps shall be taken to avoid recurrence of such instances and burning of garbage near cable path shall be avoided.	DRM/GNT PCE
8.05	Non-standard FOB may be dismantled after construction of new FOB.	DRM/GNT
8.06	Last cable meggering was carried out on 20 <sup>th</sup> and 21 <sup>st</sup> November 2023. Index is not maintained and Summary of deficiencies is not recorded. For tail cables separate register is to be maintained. This aspect shall be ensured at other stations also.	DRM/GNT
8.07	As per the inspection register, Last SIT was done on 13.03.2019 (by construction organization during yard remodeling) and due for testing. Advised ASTE/NDL to complete it at the earliest.	DRM/GNT PCSTE
8.08	Disconnection/Reconnection memos are not machine numbered.	DRM/GNT
8.09	On sample check of CT rack 1 and 2 termination particulars, some manual corrections/updates are noticed in CT rack particulars document. Also, some discrepancies are noticed w.r.t. physical wiring and some disconnecting links are missing. Even in sample check of LB 20 (F) also manual corrections are noted. Advised ADSTE to	DRM/GNT PCSTE

	carryout thorough verification and to update the documents suiting to site condition.																									
8.10	For BPAC dual SSDAC are provided at this station. Out of two SSDACs of NDL-MADU and NDL-NDPL sections, one SSDAC each was showing occupied without any train in the section. Cause to be analyzed and corrective action shall be taken.	DRM/GNT																								
8.11	Check rails are to be provided covering full width of the trolley pathway towards DHNE end. At few places glued joint installation is not as per standard.	DRM/GNT PCE																								
8.12	Garbage dump, trespassing and cattle grazing was noticed in the yard. Preventive measures shall be taken by providing proper barricading or boundary wall.	DRM/GNT																								
8.13	At Point No. 33B end RH tongue rail is chipped off 170 mm. The same to be reconditioned.	DRM/GNT																								
8.14	For rolling in examination points, protective HUTs are to be provided for staff.	DRM/GNT																								
8.15	<b>NDL / TSS :</b> a. Rain water is getting stagnated in the cable trench/yard. Proper drainage arrangement has to be made to avoid stagnation of rain water in the TSS premises in view of safety. b. Shelter / shed has to be provided in front of control room / TSS to avoid entry of rain water. c. Details of vital parameters like results of BDV, DGA test of oil, population of equipment, due maintenance dates etc. are to be displayed at a conspicuous location for ready reference.	DRM/GNT																								
<b>9</b>	<b>Crew Lobby (NDL) :</b>																									
9.01	From 22 <sup>nd</sup> March 24 till 6 <sup>th</sup> April 24, CMS failure has occurred 7 times with duration of failure ranging from 17 minutes to 2 hours 40 minutes. This is contributing to manual sign ON/OFF. Cause to be analysed and remedial action to be taken.	DRM/GNT PCEE																								
9.02	Scale Check: <table><tr><td>Category</td><td>Sanctioned</td><td>Actual</td><td>Vacancy</td></tr><tr><td>MLP</td><td>18</td><td>14</td><td>4</td></tr><tr><td>PLP</td><td>8</td><td>4</td><td>4</td></tr><tr><td>GLP</td><td>35</td><td>27</td><td>8</td></tr><tr><td>LPS</td><td>4</td><td>4</td><td>0</td></tr><tr><td>ALP</td><td>61</td><td>48</td><td>13</td></tr></table> Vacancies may be filled up at the earliest.	Category	Sanctioned	Actual	Vacancy	MLP	18	14	4	PLP	8	4	4	GLP	35	27	8	LPS	4	4	0	ALP	61	48	13	DRM/GNT PCEE PCOM
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ALP	61	48	13																							
9.03	Average PDD for the months of Jan, Feb & Mar are 69 min, 74 min and 80 min respectively. The PDD target for NDL is 30 minutes. Steps to be taken to reduce the PDD by booking the crew in close co-ordination with operating department & COA application.	DRM/GNT PCEE PCOM																								
9.04	Average PRs given are less than 4. (Jan 24-3.7; Feb 24-3.6; Mar 24-3.7). It shall be ensured that all the crew are to be given PRs not less than 4 per month.	DRM/GNT																								
9.05	There were 21 cases of crew booked on freight trains and 6 cases on Coaching trains With Rule to Without Rule (WR to WOR) in the month of March. These cases are to be investigated and action taken under advise to this office.	DRM/GNT																								

9.06	During the month of March, as per the CMS reports, there were 8 cases of Supervisory sign-on which were due to CMS network failure and 3 cases of CME direct during sign-on due to crew returning back to their headquarters without signing-off at NDL lobby. There were 16 cases of CME direct during sign-off which are to be investigated whether there are any cases of splitting of CTRs for gaining extra kilometrage. Manual sign-on/ sign-off details are to be analysed as per the format given by HQ.	DRM/GNT
9.07	On 07.04.2024 Shri J. L. Narayana ALP was tested positive while signing-on with a reading of <b><u>25 mg/100 ml</u></b> and Shri J. Shareef ALP was tested positive while signing-on with a reading of <b><u>22 mg /100 ml</u></b> . Both were served with a minor penalty charge sheet but were censured without imposing any punishments. Imposing such least punishments in the cases of such paramount importance of sobriety of crew on duty involving safe running of trains is to be avoided.	DRM/GNT
9.08	Perused the register of BA test positive cases. In 2024 there are five BA tested positive cases initially and shown negative in second test. Second BA test is to be conducted within 10 minutes as per the HQ guidelines (E.195/TRS/Alcohol Policy dated 22.09.2021). In three cases gap between two successive tests is more than 10 minutes. Hence appropriate action shall be taken against concerned supervisor for this lapse.	DRM/GNT
9.09	Perused Signal and track defect feedback register. On 06.04.24 one defect i.e. ' <i>DMT up direction signal warning Board is not available</i> ' was recorded and against feedback a remark was made <i>entered into CMS</i> . Its compliance details also may be recorded.	DRM/GNT
9.10	Train Managers of Prone Alcoholic list of GNT & GTL divisions not available.	DRM/GNT PCOM
9.11	Water seepage marks are noticed on the walls of the lobby. Same is to be attended.	DRM/GNT
<b>10</b>	<b>Running Room (NDL) :</b>	
10.01	Bed occupation register is not being maintained properly. Relevant columns are not being filled up.	DRM/GNT
10.02	There is a provision for 4 CC cameras but only 2 cameras are provided. Two more cameras can be procured and installed with one camera exclusively covering the entry point of ladies' room.	DRM/GNT
10.03	One electric chimney in the kitchen is not being used because of heavy abnormal sound. Same is to be rectified. RO water facility is not available. Washing machine is not available. Same may be provided.	DRM/GNT
10.04	Dust bins are to be provided in the bathrooms to avoid occupants throwing empty shampoo sachets resulting in clogging of the drains.	DRM/GNT
10.05	Contract staff were examined and found they were not aware of the procedure of using fire extinguishers. They are to be trained to use the fire extinguishers in case of fire accidents.	DRM/GNT
10.06	In the complaint register, there are complaints related to cleanliness of toilets & bathrooms. Running room in-charge should ensure that every two hours it should be cleaned. Power officers should issue suitable instructions in this issue.	DRM/GNT
10.07	It was informed that, in most of the empty rakes coming from SWR wagons doors are in open condition. Staff are advised to be vigilant during rolling examination. It is advised to report the cases to	DRM/GNT PCCM PCOM

	commercial department for taking appropriate action by siding authorities.	PCME
<b>11</b>	<b>Other observations :</b>	
11.01	At few PF locations vertical clearance of station name boards is less than stipulated 2.0m and require attention. Viz. NDL Station name board (GNT end of PF No.1), NDPL station name board both ends, CBM station name board (PF No.1-NDL end).	DRM/GNT PCE
11.02	New rail panels are unloaded in mid-section / station yards between NDL-MRK section with rail head in tilted position instead of facing upward direction which is against the RDSO guidelines. RDSO guidelines shall be followed to avoid kinks.	DRM/GNT PCE
11.03	<b>DMT :</b> Electrical Power cable is laid on ground along the side drain between Road 1 and main line. The same may be secured properly.	DRM/GNT
11.04	In NDL-MRK section, several released Engineering materials are lying at site. At few locations OHE materials and cut masts are also noticed. These materials shall be stacked at a safe location to avoid miscreant activities and thefts.	DRM/GNT PCEE PCE
11.05	In NDL-MRK section (DOWN direction), riding is to be improved at the following locations : At km 247/2, km 245/1-LC area, km235/18-16, GID yard – towards GNT end, curve portion at km 202/34, JBK-Points and crossings portion NDL end, km162/12-14, TLU main line near pathway GNT end.	DRM/GNT
11.06	In MRK-NDL section (UP direction), riding is to be improved at the following locations : km 158/1-3 curve portion, 159/1-3, 168/15-17, curve portion at km.174/1, curve portion at km177/1, 183/13-15, 183/19-21, 202/25, 211/1, GID – km 202/23 (near GNT end top point), DMT – SEJ portion (NDL end), DMT-Points and crossing GNT end, km 215/19-21, km 226/9-10, km 232/9-10.	DRM/GNT
11.07	Km. posts and Gradient Posts are fully covered with muck and vegetation and require attention.	DRM/GNT
11.08	Vegetation is to be cleared in Sand humps. Eg., CBM station-NDL end, CMZ station at KM 232/1A etc.	DRM/GNT
11.09	All side drains to be cleared especially in all cutting locations from muck & vegetation between NDL to MRK section.	DRM/GNT
11.10	Trolley refuges require attention in the section which are affected due to unloading of rails. Eg. Km. 215 to 216	DRM/GNT
11.11	At few locations TRD bonds profiling is to be attended which is disturbed due to track works.	DRM/GNT
11.12	GID-PF works are in progress. Proper work site protection measures shall be taken by providing barricading and signages to avoid inconvenience to the passengers.	DRM/GNT
11.13	DMT-GID doubling works are in progress and barricading is given up at few locations. Proper work site protection measures shall be ensured.	DRM/GNT
11.14	At CBM & MRK road station, vegetation grown on FOB structures. The same to be removed.	DRM/GNT
11.15	<b>Br. No.320:</b> Alignment over girder bridge to be attended.	DRM/GNT
11.16	<b>Br. No. 244:</b> Obstructions in waterway to be cleared.	DRM/GNT
11.17	<b>Km. 174/5 :</b> Greasing to be done on gauge face for all newly laid Rails & fixtures.	DRM/GNT

11.18	<b>Km. 242/22-24</b> : low glued joint observed at SEJ and to be rectified.	DRM/GNT
11.19	<b>Br. No. 302</b> : Retaining walls to be constructed at approaches to prevent slipping of ballast into waterway.	DRM/GNT PCE
11.20	<b>Km. 172/22-24</b> : lot of bends were observed in rails, action need to be taken.	DRM/GNT
11.21	<b>Km. 162/12-14 &amp; Km. 152/4-6</b> : Track alignment is to be attended	DRM/GNT
11.22	Sheep grazing at km. 197.	DRM/GNT
11.23	<b>Br. No. 226 at KM 162/27</b> : Height of retaining wall at RUB on either side to be increased suitably to prevent cattle falling down into the RUB.	DRM/GNT PCE
11.24	<b>Km. 155/27-23</b> : SEJ and glued joints packing to be done.	DRM/GNT
11.25	<b>GID</b> : Top point cross over towards GNT end approaches requires attention for track alignment and cross level.	DRM/GNT
11.26	<b>Km. 211/1</b> : Track alignment to be attended.	DRM/GNT
11.27	<b>DMT</b> : Track needs attention of points and crossings portion towards GNT end of DMT station yard.	DRM/GNT
11.28	<b>Km. 216/0-2</b> : Bridge approaches towards NDL end track needs attention.	DRM/GNT
11.29	<b>Km 226/26-225/1</b> : Track alignment and cross level in transition curve portion needs to be attended.	DRM/GNT
11.30	Trolley pathway require attention at JBK, TLU and SDV.	DRM/GNT
11.31	At km 172, km 180 and at km 181 road machines are working near the track. Proper work site protection measures shall be taken under the supervision of responsible railway officials.	DRM/GNT PCE
11.32	Road surface require improvement at LC gates in the section. Eg. LC No. 216, LC 219, LC 220.	DRM/GNT
11.33	SSE/Sig indicated that 'Tilak' make LED signals are drawing less current there by ECRs not picking up resulting into signal failures. Reference may be made to RDSO along with the special report.	DRM/GNT PCSTE
11.34	GID- New signals not in use X marks to be provided properly on signal units.	DRM/GNT
11.35	At km 173/7 ( <b>CBM - JBK</b> section) Cantilever (CL) load to be shifted.	DRM/GNT
11.36	At Km 243/10 OHE mast, 30 Kmph board fixed on OHE mast for loop line.	DRM/GNT
11.37	At the following locations OHE mast KM number plates are in tilted condition. i.e. at km 160/15, km 164/3 & 190/15.	DRM/GNT
11.38	Faded/non-standard Engineering Indication Boards are to be attended.	DRM/GNT
11.39	<b>TMS</b> : all constructions assets have to be included immediately in TMS and inspection should be started by concerned officials and data to be recorded in TMS.	DRM/GNT
<b>12</b>	<b>Coaching Depot - GNT :</b>	
12.01	IOH shed with two lines having pit length of 25 meters capacity on each line. EOT crane is not available for IOH shed. It is informed that indent has been submitted to stores for EOT crane 30/05 T capacity.	DRM/GNT PCME



12.02	Thermo vision camera is being used for measuring the temperatures in Power Panel in AC coaches which is due for calibration.	DRM/GNT
<b>13</b>	<b>Wagon Depot – NLPD :</b>	
13.01	Single Wagon Test Rig (SWTR) is being carried out for all the wagons at sick line and RTR is being carried out during train examination. It was noticed that, the details of SWTR, Rake Test Rig (RTR) are being recorded at TXR hand book. It is advised provide standard formats for recording the SWTR/RTR details.	DRM/GNT PCME
13.02	EOT crane is not available in sick line shed. It was informed that indent has been submitted to stores for EOT crane 15/05 T capacity. Advised expedite the same at the earliest.	DRM/GNT
13.03	It was informed that, body/door damages are noticed in most of wagons received from JSWT siding/ SWR. Advised to joint check the damages of wagons and to send a report to HQrs.	DRM/GNT PCCM PCME
13.04	It was informed that, Medical Camp is not organised at NLPD freight depot. Advised to organise the medical camp for the benefit of employees. Doctor and Welfare Inspectors should visit NLPD depot as the prescribed schedule.	DRM/GNT
13.05	It has come to the notice that PT phones are not supplied to the Goods Train Managers. Considering the ghat section where even cell phone signals are not available, division shall ensure the availability of PT phones to the Goods Train Managers for emergency communication purpose.	DRM/GNT PCOM
<b>14</b>	<b>Staff interaction and safety counselling session at NDL :</b>	
14.01	<p>An interactive session was conducted with all the available field staff consisting of supervisors and staff of Engineering, S&amp;T, Operating, Mechanical, Electrical and TRD in which approximately 115 Staff were attended.</p> <p>Recent cases of accidents/unusual incidents were discussed in detail and stressed not to adopt short cut methods while carrying out shunting. Supervisors of Operating, Loco shall carryout surprise checks on the shunting practices followed by the field staff to identify any unsafe practices and to take corrective action.</p> <p>In addition, the following items were also discussed.</p> <ol style="list-style-type: none"> <li>To ensure proper of work site protection measures while carrying out the works in the vicinity of running lines and platforms.</li> <li>To ensure the Availability of personal protective equipment to all the field staff as per the stipulations. Some of the Engineering staff have represented about the non-supply of the safety shoes. Advised sectional AEN for necessary action.</li> <li>Commercial staff to ensure no residual fuel in two wheelers before loading them into SLRs duly certifying the same by CPSRs, and also to ensure proper closing of wagon doors after completion of loading.</li> <li>Field staff to take care of their personal safety and to be more vigilant while patrolling, working on track, near track and not to use cell phone/Ear phone while working.</li> <li>S&amp;T staff to issue proper disconnection while attending signal failures.</li> <li>SMs to ensure correct setting, clamping and padlocking of points before giving written authority to LP during signal failures.</li> </ol>	DRM/GNT

	<p>g) At non-interlocked gates, Gateman to exchange PN only after closing the gate and to place banner flag/red lamp across the track before opening the gate.</p> <p>h) Sectional supervisors to check the knowledge of the field staff in their functional areas and to ensure availability of proper tools and equipment, to arrange local training sessions wherever required.</p> <p>i) Sectional TIs to carry out more number of surprise inspections and also to check the knowledge of the SMs in dealing the trains during signal failure/ abnormal conditions and also to ensure that SWR matches with the site conditions.</p> <p>j) Special monitoring of newly recruited staff during their working by the respective supervisors and to counsel them in case of any shortcomings noticed in their working.</p> <p>k) TRD staff to ensure the re-installation of RE bonds with proper profiling after completion of joint works.</p> <p>l) SMs/PMs/GMs to be vigilant while exchanging alright signals for identification of abnormalities like, hot axle, flat tyre, wagon door opening cases, brake binding, hanging tarpaulins, hanging parts etc. and to take appropriate action.</p> <p>m) Not to consume / under influence of alcohol while on duty.</p> <p>n) To complete all preparatory works and to ensure availability of required men and material before taking line block in order to complete the work within the block period to avoid block bursting.</p> <p>o) Man of the month award at GM level for the staff who have acted promptly during their working in prevention of unusual.</p> <p>Division may organize similar counselling sessions for spreading the safety awareness among the field staff.</p>	<p>DRM/GNT</p>
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No. Safety.195/2024/SA-2/GNT Dvn./NDL-MRK.

Date: 07.05.2024.

*K. Venkatramana Reddy*  
(K. Venkatramana Reddy)  
PCSO/SCR

**Copy to :-**

Secretary to GM – for kind information to GM.

AGM – for kind information.

PCE, PCOM, PCME, PCSTE, PCCM & PCEE.

DRM / GNT – for necessary action.

Sr. DSO / GNT – for information and follow up action.