

BI-MONTHLY HIGH LEVEL SAFETY AUDIT INSPECTION OF PRLI & BIDR STATIONS AND PRLI – BIDR SECTION OF SC DIVISION BY HQrs. SAFETY AUDIT TEAM ON 28th & 29th MAY 2024.



PCSO	CONVENOR	Shri. K. VENKATRAMANA REDDY
CE / TP	MEMBER	Shri. G. R. K. REDDY
CEE / Plg. & Op.	MEMBER	Shri. VISHNUKANTH
CRSE / Freight	MEMBER	Shri. RAMAN KUMAR SINGHAL
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BI-MONTHLY HIGH LEVEL SAFETY AUDIT INSPECTION OF PRLI& BIDR STATIONS& PRLI-BIDR SECTION OF SC DIVISION BY HQrs. SAFETY AUDIT TEAM ON 28th& 29th MAY'24

No. Safety.195/2024/SA-3/SC Dvn./PRLI-BIDR.

Date: 25.06.2024.

S. No.	Observations	Action By
1	PARLI (PRLI) Station:	
1.01	There is a mismatch between SWR and actuals at site. As per approved plans, RE modification works were planned with yard modification i.e. with provision of tower car siding and engine stabling line which requires CRS sanction. But without carrying yard modification works, RE organisation has commissioned RE modification works. For carrying RE modification works without yard modification PCSTE sanction is required but not taken. Part safety certificate is issued quoting the reference of PCSTE sanction obtained for WDN and GTU on 27-01-23 which is irregular. Divisional authorities also have failed to notice this and allowed the commissioning without proper sanction. In SWR also tower car siding and engine stabling line are shown which are not existing at site. Even after passing more than 16 months no corrective action is taken by the division and discrepancy still exists. This shall be reviewed and corrective action shall be taken.	DRM/SC PCOM PCSTE
1.02	Between GTU-PRLI section, in view of sharp curves, cuttings, tunnels, motor trolley shall not be allowed to follow a goods train (SR no.15.25.7.4.1). This aspect is not clearly indicated in the PRLI SWR and to be corrected. Even in GTU SWR also similar action is required.	DRM/SC PCOM
1.03	Perused joint inspection of points & crossings register. Last joint inspection was carried out on 14.05.2024 and all the deficiencies brought out in the summary were attended as per the register. However, some of the details were not entered in the register like point laid in straight/curve, angle of crossing i.e 1in8 ½ /1in12 /1in16 and Type of sleeper/rail etc. For Point No.15B-both the Supervisors (S&T and P way) signed at prescribed column in the register without filling the readings/remarks. Even in the previous quarter also after joint attention (on 23.02.24) revised parameters were not entered for point no. 8 A, housing of switch rail with stock rail. It shall be ensured that joint inspection of points and crossings is carried out with due diligence and all the parameters are recorded without fail. Counselling the concerned supervisors in this aspect. Other supervisors also may be counselled in this aspect.	DRM/SC PCE PCSTE
1.04	On scrutiny of the Stabled stock register, it was observed that some of the details like setting of the points against occupied line, BPC etc. are not being recorded in the respective column. In some of the cases signature of TMRs were not recorded. Stipulated procedure for stabling & securing of vehicles shall be followed scrupulously and details shall be entered in the respective columns with the signatures of the concerned staff.	DRM/SC
1.05	During Block Instrument failure between PRLI – WDN on 27.04.2024 PLCT working was introduced and paper line clear authority was given to LP of Train no. 17613 towards WDN at 05:40 hrs. which was also acknowledged by LP at 05:45 hrs. This Authority was subsequently cancelled at 05:45 hrs without mentioning the reason. This case may be investigated and staff shall be counselled in this aspect.	DRM/SC
1.06	Fire alarm panel is installed in the SM Room. SMs are not aware of the action to be taken in case of any fire alarm and require counselling. SWR also to be reviewed and updated covering this aspect.	DRM/SC
1.07	Appendix-G is issued separately. It shall be combined with SWR in to a single document with machined page numbers.	DRM/SC
1.08	Government Hospital number is mentioned as 98226 52249 in the emergency contact numbers list but there was no response. It shall be reconciled and updated.	DRM/SC
1.09	It is observed that line block collars are not being used for blocked lines. SMs shall be counselled.	DRM/SC
1.10	25 W VHF Communication between PRLI and GTU was not working and to be attended.	DRM/SC
1.11	In SM room locking and sealing arrangements are to be provided for Telecom cables CTB containing termination of cables used for Block working.	DRM/SC

1.12	Respective block section name is to be engraved for the Shunt keys of the Block instruments as per the Block Working Manual	DRM/SC
1.13	Shock treatment board which is kept at the entrance of SM room is to be shifted inside.	DRM/SC
1.14	Insulated hand gloves available are of 7.5 kV working potential. Same to be replaced with 26.5kV working potential.	DRM/SC PCEE
1.15	OHE masts, Structure, COP piers on platform are provided with single cleats. Double cleats to be provided as per the guidelines issued by HQ.	DRM/SC
1.16	Station Traction Bonding diagram is not available at the station. A copy of the Station Traction bonding diagram shall be kept at station, along with joint inspection register of S&T and TRD supervisors.	DRM/SC PCEE
1.17	New FOB is under construction beside loc: PRLI/1045A. Proper work site protection measures & power block to be ensured during erection of the FOB as it is near to OHE.	DRM/SC PCE
1.18	ACC wire loose between loc: 267/16A-18A. Same to be tightened. Observed ACC wire loose on Rd-2 & 3 at PRLI yard. Same are to be tightened.	DRM/SC
1.19	COP piers are earthed to the rail. On COP side the bolt is covered with the advertisement board. Same to be relocated for easy checking of the earth flat bolt on the pier.	DRM/SC
1.20	OHE mast & portals are available between Rd-1 & 2 of different elementary section. Zebra painting to be done on the OHE mast for easy identification of Elementary section during power block on Rd-1 or Rd-2 and to avoid any untoward incident.	DRM/SC PCEE
1.21	ROB drain pipes are located above mainline OHE. Rain/drain water may fall on OHE and may damage OHE. Preventive measures shall be taken to prevent rain/drain water fall on OHE.	DRM/SC PCE
1.22	LT pole on PF-2 beside loc: 267/20A to be dismantled.	DRM/SC
1.23	Tower wagon shed is to be constructed by RE organization at this station as a part of Railway Electrification of this section. But the work is not yet started. Same to be expedited.	DRM/SC PCEE
1.24	It was informed that the OHE depot and TRD staff quarters are ready. Same to be taken over after a joint check between the Supervisors of RE/SC, IOW, Electrical maintenance & TRD. If any defects found, same are to be rectified. TRD staff are to be posted for maintenance of the OHE in the section.	DRM/SC PCEE
1.25	In relay room, TCAS rack particulars are not written. CT rack particulars verification was carried out and some manual corrections were noticed. Updated documents are to be supplied duly incorporating the changes.	DRM/SC PCSTE
1.26	Perused main cable and tail cable meggering registers and all defective cables were replaced. Cable meggering is due on Jun-2024 and to be completed well before monsoon season.	DRM/SC
1.27	Generator room a) 5 No of empty oil drums are lying and lot of used/old Station operating registers and released/unwanted material pertaining to operating branch are kept. All these items are to be cleared immediately along with excess diesel oil. b) 2 No of old Generators with self-starting arrangement are available. These Generators can be spared to electrical department.	DRM/SC
1.28	IPS & Battery Room: a) In IPS Battery room Cell No 17, 35, 49 & 54 top portion found with cracks and to be covered with M-seal. Replacement of cells may be planned immediately. b) Non RDSO type Fire alarm system to be replaced with RDSO type. c) It was noticed that ELD was connected for Point, DC External, AC 110V track circuits only. It shall be connected to other supplies also like BPAC, AC 110V for signals etc. and Potential Free Contacts are to be connected to Data-logger for better monitoring.	DRM/SC PCSTE
1.29	LB 12 A painting particulars are incomplete and to be updated. (Eg. Cable details are not indicated. TFBC Potential free contact wiring details are to be updated). Spare cable cores are left unterminated. Earthing is nonstandard and to be attended	DRM/SC PCSTE

1.30	In 10BT and 10 AT portion, some TLJBs were covered under ballast and to be lifted up. Track lead wires/tail cables crossing was not as per standard. Staff indicated that these cables are laid temporarily due to cable fault and will be attended.	DRM/SC
1.31	Battery box pertaining to 9BT/10AT/11T, back door to be locked properly. LB14 to LB 20 earthing to be properly done inside the tie bar fencing.	DRM/SC
1.32	Tress pass preventive measures shall be taken near ROB and broken Boundary wall is to be attended.	DRM/SC
1.33	Lot of Garbage dumping is noticed near S&T location Boxes. Preventive steps shall be taken.	DRM/SC
1.34	At few locations Glued joint installation is not as per standard and to be attended. (E.g., GJ no. 15/16)	DRM/SC
1.35	Points and crossings area at few sleepers under driven pantrol clips are noticed and to be attended.	DRM/SC
1.36	On Platform number-1, Eucalyptus trees may fall on OHE due to heavy wind and require trimming.	DRM/SC
1.37	As per the painting details on FOB, last inspection was done on 02/2017 against yearly once as per Para 2.2 (inspection schedule of SSE/Works) of ESO-83 of dated 07.01.2020. This shall be verified and inspections shall be carried out as per the schedule.	DRM/SC PCE
1.38	Missing distance blocks are to be provided for PF lines.	DRM/SC
1.39	In the yard the following observations are made and require attention. a) 'J' type ERCs are not provided/missing at prescribed locations i.e., GJ, FPJ locations. However, 'J' type ERCs are provided at normal track i.e., other than prescribed locations. The same may be relocated. b) Weld collar painting not done for new welds & service welds also as per Para 310 of IRPWM c) Toe type ERCs to be replaced with flat type ERCs especially in Points & Crossing portion. d) Tie-Angles are to be provided to point approach sleepers (sleeper no.3, 2, 1, 1AS & 2AS) to avoid un-squaring of approach sleepers.	DRM/SC PCE
1.40	Point no. 11A and 14B were tested for obstruction test and track locking test and found in order. Point no. 11A Gauge tie plate insulation to be replaced. RH side tongue rail is not resting properly on 2 nd and 3 rd chair plates portion and to be attended.	DRM/SC
1.41	LC No. 120(T): a) GWR in vernacular language is not available. b) Out of three tri colour HS lamps, one is defective and to be attended. c) Bore well is provided near LC, but hand bore is not working. d) Knowledge of the on-duty Gateman Sri Rahu Singh on the use of OHE rail jumpers is not satisfactory and was counselled.	DRM/SC
1.42	ARME-Scale-II: Name board is missing and the room is not cleaned for a long time. Linen available is of 2005 make whose codal life is already completed. New linen to be procured as early as possible. Two Petromax lanterns are available whose wicks are in damaged condition and requires attention. Breathalyzer is not working.	DRM/SC PCMD
1.43	PRLI / SSP: a) In AC/DC distribution Board spare cable entry holes are to be closed to avoid any insects going inside. b) TPC phone is not working. Same to be kept in working condition. c) During random checking of cells, it was noticed that specific gravity is low (Varying from 1170 to 1185). Healthiness of the battery set to be checked.	DRM/SC
1.44	SSE/P. Way/IC/PRLI office: From TMS portal following observations are made: a. 42 No. of welds are untested in SSE/P.Way/PRLI section (35 Nos. in PRLI yard and 7 Nos are in PNF yard). The same may be tested on priority and till the testing provision of joggle fish plate to be ensured. b. For the month of May 24, several scheduled inspections are yet to be carried out by the respective supervisors as indicated below. i. SSE/P. Way/PRLI(IC): 3 no of Curves(LTRR-PBN), All the 36 LWRs, 47 SEJs, 7 Points & Crossings (PNF-11A&B, GTU-13A&B & LTRR-17KL, 19A&B).	DRM/SC PCE

	<p>ii. SSE/P. Way/PRLI (Section): Curves-2 Nos, 3 LCs, all the 24 LWRs, 04 Points & Crossings.</p> <p>iii. SSE/P. Way/LTRR (Section) 5 LWRs, 2 Points & Crossings and 1 LC.</p> <p>iv. JE (P. Way)/SW/PNF-No record is available for his schedule of inspection of assets as no provision is made in TMS.</p> <p>ADEN/BIDR and Sr. DEN/W shall ensure that all the inspections are carried out as per schedule by regular monitoring.</p> <p>c. All Codes & Manuals are available as per Annexure-14/4 of IRPWM. However, all to be updated with latest correction slips.</p>																
1.45	<p>Store Depot of SSE/P.Way/PRLI(IC):</p> <p>a. Abrasive discs-25 No's of local make are available which are procured locally. Date of manufacture & expiry is not available. The same may be procured through stores as per the specification from the approved suppliers.</p> <p>b. Grinding stones-50No's are available of August'22 make which are due to expire in August'24. May be issued to another depot if not required by this unit for effective utilisation before expiry.</p> <p>c. CMS crossing bolts are kept haphazardly. The same may be stacked properly / serially.</p> <p>d. Many Engineering Indicating boards i.e W/L, SI, CI, TP & TG boards are dumped at one location and not properly organized.</p> <p>Upkeeping of stores require improvement and materials may be stacked as mentioned in Para 651 of IRPWM.</p>	DRM/SC PCE															
2	Crew lobby/PRLI:																
2.01	<p>The data which is to be downloaded from CMS periodically is not being downloaded and the CCC is not aware of the instructions given by Head Quarters. The instructions / drives given by HQs are not existing in the lobby. The following drives/instructions of the current financial year are not available in the lobby.</p> <p>a) Position of COCs in WAG9 MU dated 23.04.2024</p> <p>b) Calendar drive for loco under gear examination dt 01.05.2024.</p> <p>c) Increase in unusual incidents / detentions of LHB rakes dt 07.05.24.</p> <p>Weekly progress feedback of the instructions/drives given by HQ is not being sent by the division from 29.04.2024 onwards which indicates the instructions are not reaching the staff below. Staffs concerned are to be taken up for the lapse.</p>	DRM/SC															
2.02	<p>Perused manual sign ON/OFF register. Most of the manual signs ON/off are due to failure of CMS. In the month of May alone 10 failures were recorded till the day of inspection ranging from 16 minutes to 3 hours 57 min. due to server problem, network problem, OFC cable cut etc. Total number of manual sign ON / sign OFF cases on account of during the last 4 months is as follows.</p> <table border="1"> <thead> <tr> <th>Month</th><th>CMS failure cases</th><th>No. of Sign ON/OFF Cases</th></tr> </thead> <tbody> <tr> <td>Feb</td><td>6</td><td>20</td></tr> <tr> <td>Mar</td><td>22</td><td>126</td></tr> <tr> <td>Apr</td><td>10</td><td>179</td></tr> <tr> <td>May (till 27/05/24)</td><td>10</td><td>87</td></tr> </tbody> </table> <p>Necessary steps shall be taken to ensure reliable working of CMS.</p>	Month	CMS failure cases	No. of Sign ON/OFF Cases	Feb	6	20	Mar	22	126	Apr	10	179	May (till 27/05/24)	10	87	DRM/SC PCEE
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Feb	6	20															
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May (till 27/05/24)	10	87															
2.03	<p>On 10.05.2024 Sunil Kumar LPG has signed OFF Manually and again signed ON manually stating that '<i>sign ON approval pending at LUR lobby</i>'. CCC when questioned about this, stated that he was not aware of the reason. This may be investigated and such cases shall be avoided in future.</p>	DRM/SC															
2.04	<p>Sri D V Ratnam GDM/BIDR was conducted BA test on 19.11.2023 at 10.17 and 10.27 and found positive in both the occasions. SF V was issued on 19.12.23 and case is yet to be finalised. It shall be expedited. Same Employee was tested positive at Crew lobby/BIDR also on 01.03.24.</p>	DRM/SC															
2.05	<p>In SOB acknowledgement register for SOB 10-B 2024, one proxy signature was noticed against L. Santosh Arjun Sr ALP who was on sick. Proper monitoring shall be done to avoid recurrence of such instances and acknowledge of all staff shall be ensured without fail.</p>	DRM/SC															
2.06	<p>Perused signal abnormality register. On 27.05.2024 crew has recorded that <i>WDN-PRLI signal warning board of LC 24 at km 271/8-7 is in falling condition</i>. Further no remarks are available against action taken. It shall be ensured that</p>	DRM/SC															

	abnormalities are conveyed to the concerned immediately for taking remedial action and feedback shall be recorded.																	
2.07	Pre-Departure Detention (PDD) target is 45 minutes for PRLI but the average PDD during the last three months is as follows: Feb: 76 min, Mar: 100 min & Apr: 88 min. It shall be closely monitored by CCC and PDD to be minimized by proper co-ordination with the Operating department for timely booking of crew.	DRM/SC																
2.08	Alcoholic prone list of LPs /ALPs is available whereas alcoholic prone list of Train Managers is not available in the lobby.	DRM/SC PCOM																
2.09	Scale Check of PRLI depot: <table><tr><td>Category</td><td>Sanctioned</td><td>Actual</td><td>Vacancy</td></tr><tr><td>GLP</td><td>12</td><td>16</td><td>+4</td></tr><tr><td>LPS</td><td>9</td><td>0</td><td>9</td></tr><tr><td>ALP</td><td>10</td><td>20</td><td>+10</td></tr></table> No LP Shunters are posted in PRLI and LPG are being utilized for shunting duties. Overall, 5 excess staff are available. Crew position may be reviewed.	Category	Sanctioned	Actual	Vacancy	GLP	12	16	+4	LPS	9	0	9	ALP	10	20	+10	DRM/SC
Category	Sanctioned	Actual	Vacancy															
GLP	12	16	+4															
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ALP	10	20	+10															
2.10	Footprint stickers are to be pasted on the ground near KIOSKs for exact standing location for correct capturing of image during BA testing.	DRM/SC																
2.11	Breath analyser of KIOSK no. 0550 (calibration due 27/07/24) was tested with alcohol and found the reading to be 6 mg/100 ml and with the same amount of alcohol tested BA in KIOSK no. 0404 (calibration due 15/09/24) and the reading was 27 mg/100 ml. there is a huge variation between the two. Such variations should be checked during the calibration of the sets.	DRM/SC PCEE																
2.12	Normally the screen would turn red when any person is tested positive in the BA test but it did not happen when tested in KIOSK no. 0550. The same is to be rectified.	DRM/SC																
2.13	Cases of crew working more than 12 hrs. during the last three months is as under: Feb 24- 5.8%; Mar 24-7.4%; Apr 24-5.4%. This shall be monitored regularly and to be reduced.	DRM/SC																
2.14	All the families have not been covered in the counselling sessions. PRLI being a small depot consisting of just 36 running staff, all the families could have been easily covered in the counselling sessions from 22.11.2023, the date of issuing of the instructions. This shall be ensured.	DRM/SC																
2.15	Digital caution order is not available in the lobby. Same may be procured.	DRM/SC																
2.16	Wash room/ Toilet facility may be provided in the crew lobby.	DRM/SC																
2.17	To improve the knowledge of Loco crew GyanKasouti(KIOSK) may be provided.	DRM/SC																
3	Running Room/PRLI:																	
3.01	It is having 18 rooms with 62 bed capacity and provided with 8 CCTV cameras. Running room occupation register is not being maintained properly as few staff are not recording the vacation details in the register. It shall be ensured.	DRM/SC																
3.02	Last complaint registered was on 02.01.24 regarding hydraulic door closure. Though it is maintained with less complaints following items require attention. a) Electric chimney in the kitchen is not working properly. No suction of air was noticed. b) Refrigerator was full of dust and dirt and not being maintained properly. c) All the rooms automatic door closing devices were defective and closing with a huge banging sound resulting in disturbance to the occupants. d) The vegetables procured were not fresh and some were found to be rotten. e) The shelves provided for stacking the food items was strewn with used clothes. f) In Goods Block, Toilet No.3 flush is not working. Bath room 1 flooring is uneven leading to water stagnation. g) Supply of Curd should be in cups instead of loose.	DRM/SC																
3.03	The details of contract staff working is not maintained. Medical fitness, Aadhar details and police verification certificates were not available for the staff working during the inspection. They were not wearing ID cards.	DRM/SC																
3.04	Outsourcing staff were not aware of the procedure of using fire extinguishers. They have to be trained by way of practical demonstrations.	DRM/SC																
3.05	Daily menu board in the dining hall was not updated. It is to be updated every day.	DRM/SC																

3.06	Room no. 11 was randomly checked and found it was bolted from inside. This may lead to disturbance to other occupants while serving call book.	DRM/SC
3.07	The register kept for noting down the timings of the occupants going out and returning back during rest hours is to be cross checked with the CC camera footage and counter signed by the RR in-charge.	DRM/SC
3.08	The pathway distance from the lobby to the running room is very far (about nearly a kilometer) and requires crossing the railway track. The distance can be shortened with the construction of a foot-over bridge.	DRM/SC
4	SSE/C&W/PRLI depot :	
4.01	C&W activities include Rolling in/Rolling out examination, manual releasing after power reversal for 36 no of coaching trains and OEM attention of 01 train. Two sidings with 04 tippers are also under the jurisdiction of this depot and all the defects noticed in post tipping GDR checks of freight trains are attended. Out of sanctioned strength of 19 staff, 2 supervisors and 14 other staff are available. Vacancies may be filled up.	DRM/SC
4.02	C&W spares are stored and labelled. It should be ensured that rubber items whose shelf life is not expired are only to be kept. Screw couplings kept in store are to be cleaned, greased and stored properly.	DRM/SC
4.03	ICF brake beam hangers kept in store are non-modified. Same to be replaced with modified brake beam hangers.	DRM/SC
4.04	List of emergency spares for ICF and LHB coaches is displayed in notice board. These spares are to be kept separately and labelled. FIBA trouble shooting along with diagram to be displayed in platform Office for the knowledge of staff.	DRM/SC
4.05	Freight stock spares and tools are to be kept as per the list circulated by HQ for enroute trouble shooting. Also the list is to be displayed in notice board.	DRM/SC
4.06	Rolling in examination points are not having proper shelter to Rolling in staff. These points need to be improved and provision may be made for keeping emergency tools for attending/trouble shooting. Illumination levels are to be improved for rolling in examination point near Box No.6 (RH side of line leading to PF No.3)	DRM/SC
4.07	Flexi boards with trouble shooting of LHB/ICF/Freight stock to be displayed in staff room and Rolling in points to refresh the knowledge of staff.	DRM/SC
4.08	Proper racks are to be provided to keep the spares and the staff lockers are to be properly painted. All registers are to be maintained in uniform size, standard format, printed and neatly covered.	DRM/SC
4.09	To improve the working knowledge of Supervisors, they should be deputed to major coaching and Freight depots in the division.	DRM/SC
4.10	Water hydrants are provided on platform no.1 & 3. It is noticed that many hydrants were dummied and require attention. Covers to be provided on drainage of platform no.1 where water hydrants are available.	DRM/SC PCE
5	Motor Trolley Inspection between PRLI-GTU stations:	
5.01	Sri. Praveen Kumar TM is possessing Motor Trolley Driver competency certificate which was issued by SSE/P.Way/BIDR & ADEN/BIDR on 25.03.24 and valid up to 31.03.25. But as per SR No.15.25.1 of G&SR, Sr.DSO is the authorized officer to issue the competency certificate. This may be ensured.	DRM/SC
5.02	Trolley refuges in cutting, curves shall be provided and maintained as per Para 646 of IRPWM as some of the trolley refugees are disturbed. (eg. km 265/20 curve portion)	DRM/SC
5.03	Ballast retaining walls are damaged at isolated locations in the section and ballast is rolling down especially outer rail side of the curve portion. The same may be attended. (eg. Bridge No.278/RAT)	DRM/SC PCE
5.04	Trespass location (4-Wheeler) at km 256/11-10 shall be provided with barricading/trenching immediately. Advised DEN to ensure the same.	DRM/SC PCE
5.05	Signs of trespass is noticed at KM 264/17-15, at KM 262/1, 262/5, at KM 261/31, at KM 261/24 & 220/22-21. Proper barricading / fencing to be provided at these locations.	DRM/SC

	Curve No.36 at KM 261/11, Degree-5.2^o, Radius-338m, SE-95mm & Versine-145mm:				
5.06	a. Super elevation in transition portion i.e from station no.108 to 100 needs attention. SE variation from design to actual is varying from 4mm to 30mm. The same may be attended. b. GR pads are crushed and relocated. The same may be replaced. c. Outer rail side embankment side slopes 1:1(approximately) against 2:1. The same may be ensured / attended. d. Pumping welds at KM 261/2-1 on outer rail side and to be attended.	DRM/SC			
5.07	Total gap (LH and RH) at Conventional SEJs in the section are less than prescribed in IRPWM. SEJ gaps shall be maintained as per Annexure-3/9 of IRPWM. (E.g SEJs at km 260/6-5, 257/3, 256/2, 253/15-13, 251/9 & 250/11 total gap are very less)	DRM/SC PCE			
5.08	Gauge face Lubricators provided in the section at km 259 and 260 are not in working condition.	DRM/SC PCE			
5.09	Pumping welds at km 259/13, at km 259/9-8 & at km 259/3 are to be attended.	DRM/SC			
5.10	Road surface at LC No.114 at KM 245/7-8 to be attended. Track surface on PRLI end needs to be attended.	DRM/SC			
5.11	At km 244/15-16-track surface at SEJ and breathing length portion to be attended.	DRM/SC			
6	GHATNANDUR(GTU) station:				
6.01	Hot axle Siding point 11 KL working discrepancy at site vis-à-vis SIP and SWR to be reconciled and corrected. LC 114 classification is to be reconciled and corrected in GWR.	DRM/SC			
6.02	VRLA Battery (12V/100AH) for 25W VHF Set needs to be replaced.	DRM/SC			
6.03	For UFSBI block instruments, both sides Station names are to be clearly painted.	DRM/SC			
6.04	Perused joint inspection of points and crossings. Last quarter joint inspection was carried out on 17.03.24 and one deficiency was recorded in the summary which was attended on 22.05.24 i.e. after more than two months. It shall be ensured that joint attention is carried out at the earliest as per the time lines indicated in HQ JPO issued in this regard	DRM/SC			
6.05	It is observed that switch opening of 11KL-B End is less (102 mm) and to be attended.	DRM/SC			
6.06	Perused signal failure register. There were 5 Block failures/BPAC failures since March 24 due to telecom issues. Corrective measures shall be taken.	DRM/SC			
6.07	On 27.05.27 Up LSS flown back to danger due to Engineering staff working without permission. Counselling the concerned supervisors to follow the stipulated procedures while working on the track to avoid recurrence of such instances.				
6.08	Checked the verification of emergency numbers and it is noticed that verification is done periodically. It shall be ensured that Fire Brigade number and Hospital number are checked frequently.	DRM/SC			
6.09	Insulated hand gloves available are of 7.5 kV working potential. Same to be replaced with 26.5kV working potential.	DRM/SC			
6.10	Voice logger provided for non-inter locked LC Gates 111 and 112 tested the backup memory and cross checked with Station record found in working order. Suitable labelling shall be provided indicating the provision of voice logger at station and at LC gates.	DRM/SC			
6.11	Two fire extinguishers of Oct 2022 are available in IPS Room and Battery room which are due for testing.	DRM/SC			
6.12	Old aged condensers in Relay room to be replaced with proper fixing arrangement. TCAS Rack particulars are to be painted in Relay room.	DRM/SC			
6.13	ELD's are not working and same to be attended	DRM/SC			
6.14	Measured the Earth resistance vales of earth pits provided between GTU station & GTU/SSP	DRM/SC			
	Location		244/17	245/6	245/13-14
	IER		7.02 Ohms	10.05 Ohms	6.22 Ohms
	CER		2.0 Ohms	2.5 Ohms	0.65 Ohms
	Chemical Treatment to be done: Additives such as salt, charcoal, or gypsum can be mixed into the soil to lower its resistivity. Bottom of the Earth pits enclosure are to be covered with mud from 4 sides.				

6.15	ATD parameters were checked at loc. 245/7. Half Tension length: 841.5 mts; Temp: 38°C 'Y' value as per site/chart: 2.17 mts/ 2.178 mts Temperature bands are to be corrected as the counter weights are at 55°C	DRM/SC
6.16	Double cleats are to be provided for Structure bonds on platform	DRM/SC
6.17	GTU/SSP: a) In AC/DC distribution Board spare cable entry holes are to be closed to avoid any insects going inside. b) In AC/DC distribution board, Bolts connected to the copier strips are getting rusted. Same to be replaced immediately. c) Measured the Earth resistance of EP No.2 and found IER: 3.87 Ohms & CER: 1.17 Ohms. Chemical Treatment to be done. Additives such as salt, charcoal, or gypsum can be mixed into the soil to lower its resistivity. d) TPC phone is not working. Same to be kept in working condition. e) SSP is provided with M/s Labco make, 40 AH battery set commissioned on 23.01.2023 with lug dated 01/20. Healthiness of the battery set is to be checked as it has completed its 4 years of codal life as per the Lug date. f) Buried rail provided in front of SSP is having only one bolt for the earth flat (PRLI end). Another bolt to be provided immediately.	DRM/SC
7	Rear Window inspection Ex. PRLI-BIDR section by SPIC:	
7.01	Riding is to be improved at the following locations: km 264/7-13, km 263/5-8, km 263/14-15, km 260/25 Curve portion, km 258/21-18, km 266/0-2, km 254/23 Curve portion, km 254/15, km 245/9 LC approach portion, km 245/5 Curve portion, most of the stretch of km 242 and km 241, km 239/4-3, km 235/4, most of the stretch of km 234, km 233/1, PANGAO(PNF)- Main line, km 231/4, km 229/14, km 217/9 curve portion, km 210/7-3 curve portion, km 206/8, LTRR- Main line SEJ location and Points & Crossings portion VKB end, km 201/15-8, km 196/9-8, km 194/10-3 curve, Approach of LC 90, km 189/14-13, HER station Points & Crossing portion PRLI end, km 187/12-3, km 187/17-15, km 186/13, km 185/12-10 curve, km 183/16-12, km 183/1, most of the stretch of km 182, km 179/15-11, km 178/12-9, km 176/15-4, km 175/11-7, km 173/9-6 curve, km 161/3-4, km 145/5-4, km 136/15-14, km 135/3-2, km 132/5-3, km 130/9-8, km 126/7-5, km 124/6-5, km 123/2-1 curve, km 115/6-4, KHNP- Points and crossings portion both ends.	DRM/SC
7.02	Near RUB at km 245/20 trespass prevention measures shall be taken by providing suitable barricading.	DRM/SC
7.03	Released rails and released PSC sleepers at km 242 are to be trucked out and stacked at secured location.	DRM/SC
7.04	Road surface require improvement at the following LCs: LC no.111, LC no. 104, LC no. 97, LC no. 93, LC no. 90	DRM/SC
7.05	Counter weights are obstructing the OHE mast numbers at few locations. To be attended.	DRM/SC
7.06	ATD to be adjusted and Temperature bands are to be corrected as the counter weights are at 55°C.	DRM/SC
7.07	At few places in the section ballast retaining wall is in damaged condition e.g., at km 268/12-10	DRM/SC
7.08	Br No.243 at km238/2-3, Br No.240 at Km.230/1-2 and Br No.211 at Km.192/1-2 ballast retainer walls to be provided.	DRM/SC
7.09	At few locations OHE rear side mast number painting is missing e.g., km 197	DRM/SC
7.10	Faded station name boards are to be attended. E.g., CHAKUR, LTRR	DRM/SC
7.11	LTRR-Trolley path way requires attention. Missing distance blocks are to be provided for PF-2 line. Released rails are to be trucked out and to be stacked securely.	DRM/SC
7.12	Signs of trespass is noticed at km 194/14-13, km 180/5, km 173/15, km 170/3-2, km 169/12-11, Approach of UDGR station, km 132/10-9, km 125/4-3, km. 102/4-3. Preventive measures shall be taken	DRM/SC
7.13	At few places OHE cut masts are lying near the track eg. km 190/18, 189/12, 187/11. To be cleared.	DRM/SC
7.14	For LC no.85 and LC no. 83, end wooden blocks are missing and to be provided.	DRM/SC

7.15	Kalgupur (KCP) - Near Home Signal (SC end) one cable is in exposed condition to be verified and protected. SC end distant signal post is leaning (away from the track) and to be attended.	DRM/SC
7.16	In majority of the stations, Signals were not provided with rain proof protection covers for Signal units, to be provided immediately to protect LEDs during monsoon season.	DRM/SC
7.17	Most of the Telecom Location boxes in the section painting faded or corroded, to be painted on priority.	DRM/SC
7.18	KCP, GTU, JOA UP/DN Distant signal leaning badly, to be attended. ASTE/VKB shall carryout footplate & shall observe & attend all signals.	DRM/SC
7.19	Side drains are to be cleared from muck & vegetation (E.g., at km 245/22-14, km 255, km 113/19-16)	DRM/SC
7.20	New rail panels are unloaded in mid-section / station yards in the section recently. P. Way officials at all levels may be sensitized regarding precautions to be taken during unloading and handling of rails as per Para 2.4 and 2.5 of <i>Guidelines for handling & stacking of rails</i> issued by RDSO in February-2023 (No. CT-35)	DRM/SC PCE
7.21	Km. posts and gradients posts require attention as most of them are covered with earth and vegetation.	DRM/SC
7.22	At several locations tree trimming is to be done as per ACTM, Vol-I General, November 2022 para no. 10422 and JPO No. 01/2013 for cutting of trees in Electrified Territory issued by CEDE/SCR & CTE/SCR	DRM/SC PCEE PCE
8	Engineering Interlocked LC No.80/Spl at KM 165/12-11 (UDGR-KMNR stations):	
8.01	IPS status monitoring panel is provided in the gate lodge but no mention is made in the GWR.	DRM/SC
8.02	This gate is provided with EOLB. Some of the indications in the EOLB operating panel were not glowing and to be attended.	DRM/SC
8.03	EOLB boom opposite to gate lodge is not opening fully (60 to 70 degrees) and to be attended.	DRM/SC
8.04	While closing the gate RH side boom is not resting on the pedestal smoothly. It appears snubbing circuit requires attention to ensure smooth falling of the boom on to the pedestal while closing.	DRM/SC
8.05	There are some manual corrections in CT rack particulars document. Also, there are discrepancies in the physical termination vis-à-vis the document (Eg. H row 7,8 terminations were shown as S101(R) in the document where as it is spare as per physical termination). Cable termination particulars verification shall be carried out and document to be updated suiting to the site conditions	DRM/SC PCSTE
8.06	Checked the knowledge of gate man about the working and found satisfactory. Gate man was asked to demonstrate the use of the crank handle for operation of the boom and gate man demonstrated properly. Direction of operation for closing/opening of the barrier shall be painted for manual operation using crank handle to act as guidance to the gate man.	DRM/SC
8.07	Speed breakers require attention. Gate warning Boards and speed breaker boards are to be relocated as per the manual provisions. (Annexure-9/5 of IRPWM).	DRM/SC
8.08	Road surface require attention. Check rails are at lower level (10 to 15cm) as against same level and to be attended. Barricading / fencing parallel to road to be provided properly.	DRM/SC
8.09	Earth pits are to be attended as per the standard drawing and to be maintained properly.	DRM/SC
8.10	Wicket gate is out of reach to pedestrians and to be relocated.	DRM/SC
9	KAMALNAGAR(KMNR) Station	
9.01	During sample check of LB 9, it is noticed that painting particulars w.r.t. main cable coming from LB details are missing and to be updated. While carrying out alteration to signalling circuits during RE modification works, instead of providing additional terminals with disconnecting facility for signal lighting circuits (for incorporation of local relay contacts), it was done duly removing the disconnecting links and terminating the cable conductor and relay wiring to the same side of the link. LB relay wiring details were not indicated in the LB particulars. TFBC potential free contact wiring details are to be updated/painted in the LBs and documents to be updated.	DRM/SC PCSTE

9.02	Checked the working of the fire detection system and found working. Knowledge of the on-duty SM Shri. Raman Kumar Thakur about the action to be taken when the alarm received was not up to the mark. He was counselled.	DRM/SC
9.03	Manual corrections were noticed in CT rack particulars document. Updated document to be supplied duly incorporating the changes suiting to the site condition.	DRM/SC PCSTE
9.04	TCAS Rack particulars are not painted in Relay room, to be painted.	DRM/SC
9.05	In Relay room it was observed that Quad cable pairs were not twisted, same to be attended on priority. Particulars to be painted.	DRM/SC
9.06	Signs of water seepage is noticed in Relay Room and to be attended	DRM/SC
9.07	Perused cable meggering register. Details of the cables like cores, size date of installation etc. were not indicated. As per the summary, last cable meggering was carried out on 11.09.23 and S&T staff indicated that no cable defects. Further it was noticed that for some of the cables laid by RE organization, meggering was done on 08.08.22 (eg. LB4 to JB1 6 C) and for some cables meggering was done on 11.07.23 (e.g., LB 11A to LB 14 19C). This may be reconciled and separate register may be kept for tail cable meggering.	DRM/SC
9.08	Improved SEJ No.11 of LWR No.6 at KM 152/2: (Date of laying 04/2007, Date of de-stressing-12/2019, Td-42°C.) a) SWR track (Parli end) portion, sleepers spacing is to be adjusted. Missing/crushed GR pads & missing GFN liners are to be provided. b) Weld collar painting to be done for both stock & tongue rail welds. c) Missing split pins for 8 bolts to be provided/recouped. d) LH side total gap-55mm (LWR side-35mm). RH side total gap-60mm (LWR side-10mm) at 11.25hrs temperature is 46°C. Gaps to be adjusted as per Annexure-3/9 of IRPWM.	DRM/SC PCE
9.09	Perused joint inspection of points and crossings register. Last quarter joint inspection was carried out on 22.05.24 and two deficiencies were noticed and both were attended on 28.05.24. However loose packing was still noticed during the passage of goods train on Point No.14B, SRJ / approach of switch portion. This defect was already mentioned in 2 nd quarter inspection on 22.05.24 and attended on 28.05.24 as per joint inspection register. This shall be attended permanently.	DRM/SC PCE PCSTE
9.10	Pt No 14A and 14B were tested for obstruction and track locking test found responded correctly. Pt no 14 A LH side 1st, 5th, 6th and 7th sleepers tongue rail is not resting on chair plates, to be attended. Point No.14A, 1 st following stretcher bar is having bend and to be attended. 'J' type ERCs to be provided at LH SRJ joggled fish plate joint.	DRM/SC
9.11	Gradient post of 1in1000 at km 153/0 is fallen and to be attended.	DRM/SC
9.12	Insulated hand gloves available are of 7.5 kV working potential. Same to be replaced with 26.5kV working potential.	DRM/SC
9.13	A copy of the Station Traction bonding diagram shall be kept at station, along with joint inspection register of S&T and TRD supervisors.	DRM/SC
9.14	In CLS panel board spare cable entry holes are to be closed.	DRM/SC
9.15	Tree trimming to be done in the station limits.	DRM/SC
9.16	Danger boards at the entrance of the FOB are not available. Same to be provided.	DRM/SC
10	Steel Girder Bridge No. 182 at Km.149/18-16:	
10.01	Last inspection by SSE/Br/SC was on 12.10.23. As per the inspection register the following remark is noticed. i.e. " <i>minor cracks are observed on bed blocks on abutment 1 and pier-1</i> ". Sectional DEN has indicated that work is in progress. Also, the work of replacement of this girder bridge with PSC bridge is in progress. This is to be expedited.	DRM/SC PCE
10.02	Checked the extract of AEN inspection report from TMS and it is noticed that some of the irrelevant columns (for girder bridge) were also filled in, indicating that remarks are made without reading. Counsellor him to enter the inspection details with due diligence. Advised sectional DEN also to do the sample check of inspection reports of AENs.	DRM/SC PCE
10.03	Steps are to be provided for inspecting sub-structure of bridge. Vegetation and plants have grown on abutment and on first pier which should be removed with roots. Epoxy sealing of cracks to be done to prevent re-growth of vegetation over CC abutment.	DRM/SC

10.04	Measured the earth resistance of the earth pit provided for Girder Bridge (PRLI end) and found IER: 10.92 Ohms and CER-2.0 Ohms. Earth resistance values are on higher side, Chemical Treatment to be done: Additives such as salt, charcoal, or gypsum can be mixed into the soil to lower its resistivity.	DRM/SC
10.05	Non-Interlocked Engineering LC No.60 at KM 118/19-18	
10.06	Road surface require improvement	DRM/SC
10.07	LC gates booms are no opening fully and to be attended to avoid possible hitting by the road vehicles while passing in open condition	DRM/SC
10.08	This gate is normally closed to road traffic. The opening and closing timings to be recorded in the gate PN exchange register by the gateman on duty. This was not being followed at this LC No.60/E and SM/HBU is not ensuring this. Staff were counselled.	DRM/SC
10.09	Special drive may be carried out for counselling Engineering & Operating staff on the system of working of manned LC Gates with special emphasis on the LC gates normally 'closed to Road traffic'.	DRM/SC
10.10	This gate is having TVUs 17595 and RVUs 765(Census taken from 02.11.23 to 08.11.23). During the inspection frequent road traffic is noticed at this LC. Hence, feasibility of converting it into normally open to Road traffic may be explored.	DRM/SC
10.11	Checked the knowledge of the gateman about action to be taken in case of any abnormality noticed during train passing and found not up to the mark. He shall be counselled.	DRM/SC
10.12	Speed breakers and road warning signs are to be provided as per the manual provisions (Annexure-9/5 of IRPWM)	DRM/SC
10.13	Insulated gloves available are of working potential of 7.5 kV. Same to be replaced with working potential of 26.5 kV.	DRM/SC
10.14	LC gate location is to be corrected as per OHE mast numbers instead of Hectometer posts in GWR and on gate lodge also.	DRM/SC
11	BIDAR(BIDR) Station:	
11.01	ABSS works are in progress and several working cables are in exposed condition in the station area. Proper care shall be exercised to ensure that these cables are not damaged during the execution of the works by providing suitable protection measures.	DRM/SC PCE PCSTE
11.02	At few places on the PF proper barricading is not provided around the work site. Proper barricading with suitable signages may be provided to avoid inconvenience to the passengers	DRM/SC PCE
11.03	It is noticed that PLCT is being issued for shunting beyond the FSS on single line section instead of taking Line clear and take "OFF" all departure signals, which is violation of Para-11 of Appendix-XII of G&SR. Hence shunting practice followed at this Station should be reviewed thoroughly and staff shall be counselled suitably to follow the stipulated rules while carrying out shunting to ensure safety.	DRM/SC PCOM
11.04	Insulated hand gloves available are of 7.5 kV working potential. Same to be replaced with 26.5 kV working potential.	DRM/SC
11.05	A copy of the Station Traction bonding diagram shall be kept at station, along with joint inspection register of S&T and TRD supervisors.	DRM/SC
11.06	Perused main cable and Tail cable meggering registers and observed that due to some defective cable conductors of 24C and 30C cables in between Location Boxes, Signalling circuits were shifted to healthy spare conductors. Hence it is advised that all the main cables to be meggered once again before monsoon season to avoid failures.	DRM/SC
11.07	TCAS Rack particulars not painted in Relay room, to be painted.	DRM/SC
11.08	A metal sheet is kept below a portion of the FOB. Its requirement shall be reviewed and removed.	DRM/SC PCE PCEE
11.09	Most of the signal failures are either BPAC or BLOCK instrument failures due to UFSBI equipment card failure or Telecom cable link failures. Both SSE/JE Sig and Tele were counselled to take corrective action for avoiding recurrence of such failures by proper analysis.	DRM/SC
11.10	Perused joint inspection of points and crossings register. Last quarter joint inspection was carried out on 20.03.24 and five deficiencies were noticed and all	DRM/SC PCE

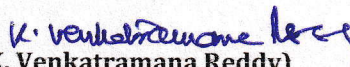
	were attended. But two deficiencies were attended on 13.05.2024 indicating that there is abnormal delay in joint attention. Moreover, after joint attention, revised observations were not recorded in some cases eg. for point no. 20 A, RH housing to be attended. After joint attention, housing details were not recorded. It shall be ensured that joint attention is carried out at the earliest as per the time lines indicated in HQ JPO issued in this regard and the revised values/parameters are recorded in the register after joint attention	PCSTE																														
11.11	Measured the earth resistance values of Earth pit provided for FOB and the iron fencing on the PF-1 and the value are as under. a) FOB: IER: 10.00 Ohms, CER: 0.97 Ohms b) Iron fence: IER: 12.0 Ohms, CER: 0.75 Ohms Chemical Treatment to be done. Additives such as salt, charcoal, or gypsum can be mixed into the soil to lower its resistivity.	DRM/SC																														
11.12	Tree trimming to be done on PF-1.	DRM/SC																														
12	C&W/BIDR depot																															
12.01	In addition to rolling IN/OUT examination and OEM of 8 rakes, examination of NMG rakes (04rakes/month) is also carried out by this unit in pit line at KHNP which 15 Kms away from BIDR. As the KHNP is not a nominated depot for examination of NMG rakes, BPC is issued for 01 cycle of loading/unloading or 07 days. For NMG rakes, eBPC is generated from CMM and manual BPC is issued with the same number as computer system is not available at KHNP. Hand held thermal printer may be provided.	DRM/SC PCME																														
12.02	List of emergency spares for ICF and LHB coaches is displayed in notice board. These spares are to be kept separately and labelled. FIBA trouble shooting along with diagram to be displayed in platform Office for the knowledge of staff.	DRM/SC																														
12.03	Freight stock spares and tools are to be kept as per the list circulated by HQ for enroute trouble shooting. Also the list is to be displayed in notice board.	DRM/SC																														
12.04	Rolling in examination points are not having proper shelter to Rolling in staff. These points need to be improved and provision may be made for keeping emergency tools for attending/trouble shooting.	DRM/SC																														
12.05	At VKB end, Rolling in examination lights are not available between Loop no. 1 & Main line and Loop no. 2 & Main line due to which light is not available on one side for Rolling in examination when a train is stabled in any of the lines. Same to be provided. Illumination levels are also to be improved for rolling in examination.	DRM/SC																														
12.06	As the BIDR station is under renovation, SSE/C&W office is shifted to Rly. Quarters located away from platform. SSE/C&W office to be proposed in new station building along with round the clock store to attend enroute trouble shooting.	DRM/SC																														
12.07	Standard furniture is not available in SSE Chamber as well as Staff room. Staff lockers are also not available, Desk top is available for Office work, but printer is not available. Same may be provided.	DRM/SC																														
12.08	Hydrants for watering of trains are available between PF no.3 & Goods line. There are 113 hydrants in which 90 are in working condition. Hydrants which are not working/ dummied to be replaced and some spare hydrant valves may be kept in depot.	DRM/SC PCME																														
13	Crew Lobby-BIDR																															
13.01	Scale check of BIDR crew lobby: <table><tr><td>Category</td><td>San.</td><td>Act.</td><td>Vac.</td><td>Excess</td></tr><tr><td>LP/Mail/Express</td><td>7</td><td>3</td><td>4</td><td>----</td></tr><tr><td>LP/Pass.</td><td>14</td><td>7</td><td>7</td><td>---</td></tr><tr><td>LP/Goods</td><td>28</td><td>45</td><td>---</td><td>17</td></tr><tr><td>LP(Shunting)</td><td>06</td><td>0</td><td>6</td><td>----</td></tr><tr><td>ALPs</td><td>45</td><td>59</td><td>---</td><td>14</td></tr></table> No LP Shunters are posted in BIDR and there is a shortage of LP/M&E and Pass. Overall, 14 excess staff are available. Crew position may be reviewed.	Category	San.	Act.	Vac.	Excess	LP/Mail/Express	7	3	4	----	LP/Pass.	14	7	7	---	LP/Goods	28	45	---	17	LP(Shunting)	06	0	6	----	ALPs	45	59	---	14	DRM/SC
Category	San.	Act.	Vac.	Excess																												
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ALPs	45	59	---	14																												
13.02	On perusal of BA test positive cases, it was noticed that on 01.03.2024, Sri G V Ratnam GTM/BIDR was tested positive twice with 06mg and 1mg. SF V is issued as per the remarks. Further details are not available. In PRLI also he was tested positive on 19.11.23. Also on 09.8.2023, Sri S.K. Chaudhary, Sr.TM/BIDR, while signing 'ON' was found positive twice and SF-11 was issued. Further details were not available.	DRM/SC PCOM																														

	Action taken on BA tested positive cases shall be monitored.	
13.03	List of alcohol prone TMRs is not available. Only LP/ALP list is available	DRM/SC
13.04	Perused manual signs ON/OFF register. Most of the manual sign ON/OFF are taking place due to CMS failure. During April 24 there were 9 failures with duration ranging from 10 minutes to 01 hr 05 minutes. In May 24 also 5 failures were recorded with duration ranging from 20 minutes to 01 hr 20 minutes due to Net work problem, Server problem etc. Detailed analysis shall be carried out and remedial measures shall be taken to improve the reliability of CMS system	DRM/SC PCEE
13.05	The instructions / drives given by HQs are not existing in the lobby. The following drives/instructions of the current financial year are not available in the lobby. a) Position of COCs in WAG9 MU dated 23.04.2024 b) Calendar drive for loco under gear examination dt 01.05.2024. c) Increase in unusual incidents / detentions of LHB rakes dt 07.05.24. It indicates the instructions are not reaching the staff below. It shall be ensured.	DRM/SC
13.06	Breath analyser of KIOSK no. 2208 (calibration due 26/06/24) was tested with alcohol and found the reading to be 126 mg/100 ml and with the same amount of alcohol tested BA in KIOSK no. 0542 (calibration due 25/06/24) and the reading was 20 mg/100 ml which is a huge variation between the two. Such variations should be checked during the calibration of the sets.	DRM/SC PCEE
13.07	The automatic door closure of the lobby is defective. Door is not getting closed leading to wastage of electrical energy as the lobby is air-conditioned.	DRM/SC
13.08	Following observations are made on CMS abnormalities. a) There was a complaint in the CMS dated 09.05.24 that AC was not working in the locomotive. No action could be taken on this complaint because of not mentioning the loco number. Crew should be counselled to fill up all the details to enable the sheds to take suitable action. b) The closure remarks for UDGR home signal flown back on 20.04.24 was due to small piece of stone found between stock and tongue rail. This remark is leading to a doubt that, in the first instance how could the signal be taken off, as any obstruction between stock and tongue rail leads to flashing of points. Hence CMS abnormalities and compliance shall be monitored regularly for taking corrective action.	DRM/SC PCEE
13.09	Footprint stickers are to be pasted on the ground near KIOSKs for exact standing location for correct capturing of image during BA testing.	DRM/SC
13.10	Cases of crew working more than 12 hrs during the last three months is as under: Feb 24- 5.0%; Mar 24-6.9%; Apr 24-3.6%. This shall be monitored regularly and to be kept under control.	DRM/SC
13.11	Average PDD of the depot for last three months are as under. Feb 24: 43 min; Mar24 :50min; Apr 24: 47 min as against 30 min stipulated by PCOM vide letter No. E/223/Optg/Loco, dated 23.3.2022. It shall be brought down duly coordinating with operating wing.	DRM/SC
14	Running Room /BIDR:	
14.01	Perused complaint register. Recently two complaints were on water cooler not working. One complaint related to drinking water and one complaint related to AC not working which were attended subsequently. However, the following items require attention. a) Hot water provision is to be made for cleaning utensils. b) Chimney is to be provided in kitchen c) Automatic door closures are not working properly.	DRM/SC
14.02	Police verification certificates, Aadhar details and medical fitness certificates of the contract staff are not available.	DRM/SC
14.03	Room number 3 & 4 having 4&5 beds respectively without any cubicles. Same may be provided.	DRM/SC
14.04	Exclusive ladies crew room is not available. Feasibility may be explored.	DRM/SC
15	Staff Interactive session at BIDR	
	An interactive session was conducted with all the available field staff consisting of supervisors and staff of Engineering, S&T, Operating, Mechanical, Electrical and TrD in which approximately 25 Staff were attended.	DRM/SC

	<p>Recent cases of yard derailments and unusual incidents were discussed in detail and stressed not to adopt short cut methods. 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"> To ensure proper work site protection measures while carrying out the works in the vicinity of running lines and platforms. To ensure the Availability of personal protective equipment to all the field staff as per the stipulations. Commercial staff to ensure no residual fuel in two wheelers before loading them into SLRs duly certified by CBSRs. 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. S&T staff to issue proper disconnection while attending signal failures. SMs to ensure correct setting, clamping and padlocking of points before giving written authority to LP during signal failures. 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. Sectional supervisors to check the knowledge of the field staff in their functional areas and to arrange local training sessions wherever required to ensure availability of proper tools and equipment. Sectional TIs to carry out more number of surprise inspections 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. 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. TRD staff to ensure the re-installation of RE bonds with proper profiling after completion of joint works. 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. To follow the stipulated guidelines while stabling locos & rakes. Not to consume/ under influence of alcohol while on duty. 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. Man of the month award at GM level for the staff who have acted promptly during their working in prevention of unusual. <p>Division may organize similar counselling sessions for spreading the safety awareness among the field staff.</p>	
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No. Safety.195/2024/SA-3/SC Dvn./PRLI-BIDR.

Date: 25.06.2024.


(K. Venkatramana Reddy)
PCSO/SCR

Copy to :-

Secretary to GM – for kind information to GM.

AGM – for kind information.

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

DRM / SC – for necessary action.

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