

INTER RAILWAY SAFETY AUDIT OF SOUTH EAST CENTRAL RAILWAY – INSPECTION OF BSP & PND STATIONS AND BSP-PND SECTION OF BILASPUR (BSP) DIVISION BY SCR HIGH LEVEL SAFETY AUDIT TEAM ON 19<sup>th</sup> & 20<sup>th</sup> JUNE 2024.



PCSO	CONVENOR	Shri. K. VENKATRAMANA REDDY
CE / TP	MEMBER	Shri. B. KRISHNA REDDY
COM / G	MEMBER	Shri. B. RAVI CHANDER
CEE / Plg. & Op.	MEMBER	Shri. VISHNUKANTH
CRSE / Freight	MEMBER	Shri. RAMAN KUMAR SINGHAL
CSE – II	MEMBER	Shri. BHUPATHI SINGH

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No. Safety.195/Inter Railway/2024/SA-1/SECR/BSP Dvn.

Date : 24.07.2024.

S. No.	Observations
<b>1</b>	<b>Bilaspur (BSP) Station :</b>
1.01	This station is provided with Siemens RRI which was installed on 11.01.1989 and subsequently several modifications were also carried out. Points machines are of two types (a) siemens which works on 3 phase supply and (b) IRS type which works on 110V DC. This installation has completed its codal life (25 Years) and due for replacement. Sr. DSTE mentioned that yard modification work is sanctioned for BSP yard in which indoor signalling system is also planned for replacement. This shall be expedited.
1.02	T/A 912 was issued for S-109 failure in single line automatic section on 23.02.2024. However, form has been filled in such a way that ALL signals can be passed at ON. Speed restriction to be followed, mandated as per JPO in place, was not mentioned in the form, nor a caution order been issued. Counselling on duty staff not to use walkie talkies for communicating the aspect of the signals and to be cautious while issuing the written authorities during signal failures (especially T/A.912) and to ensure filling up of the forms carefully along with caution order wherever required as per extant rules to ensure safety. A board is displayed in the panel room stating “to pass LSS at ON, T/A 912 is the form”. It is suggested to add caution order also, as it is mandated by JPO.
1.03	While examining form T 369 3b issued for passing stop signals at ON, it was seen that many books are being used in parallel. It was understood that SMs of different locations are also issuing such authorities duly getting information from panel SM but there is no recording of such messages being exchanged in a register. The procedure for issuing the authority has to be clearly mandated in the SWR and messages to be recorded in proper registers. Jurisdiction of each SM with clear mapping of signals for which authorities shall be issued by him/her to be standardized and to be specified in SWR. At one location, only one register shall be put in use till it gets completed.
1.04	Non-standard wooden wedges were used for stabling coaches. Proper standard wedges shall be procured.
1.05	Perused Assurance Register and it is noticed that i. Sri. B. R. R. Rao, CSM was on leave from 11.05.24 to 25.05.24, performed duty on 26.05.2024 without signing in Assurance register after resuming from leave. ii. Sri. Sambunath Kesari, CSM after learning from 15.02.24 to 02.03.24, performed duty on 03.02.24 but signed in assurance register on 04.02.24. iii. Acknowledgement of some of the staff is yet to be obtained. It shall be ensured that staff shall be permitted to perform duty only after signing in the assurance register as per extant rules.
1.06	Year wise incidents as per accident register are as follows: 2024 : 5 incidents so far, 2023 : 1 incident, 2022 : 6 incidents and 2021 : 8 incidents. Reasons for the incidents, staff responsible & punishments awarded columns were kept blank for most of the cases. These columns shall be filled in for analysis of the incidents and corrective action may be taken to avoid recurrence of such instances.
1.07	Divisional Caution Orders are printed and supplied from office, which were printed without any gap in between making it difficult for any corrections and for inclusion of any emergency Caution order imposed. This aspect may be looked into.
1.08	SS-in-charge (CSM) shall conduct the night inspections as per schedule.
1.09	Safety meetings are being conducting regularly but staff acknowledgements are very poor and to be improved.
1.10	Checked the emergency contact numbers. Balani Nursing Home contact No. 07752-419300 found out of order and Jila Hospital contact No. 07752-222222 found working.

	There is no system of periodical checking of emergency contact numbers for their working. Same may be ensured.
1.11	Acknowledgement for issue of caution orders to be obtained from the concerned Crew in the "Caution order Register" individually for each train. But no such register is maintained with the SM on duty who is preparing / issuing Caution Orders.
1.12	As per officers Inspection register, last inspection was done by AOM-I/BSP on 14.03.2024, but Cabin SM/BSP has not yet seen the inspection notes. Compliance shall be monitored.
1.13	It is observed that no weather warning message was recorded for the last 4 years.
1.14	A list of special restrictions for the station has been displayed in panel room. They shall be carefully reviewed and to be included in interlocking in future yard modification works.
1.15	On 09.01.2024 at 21:10 hrs. there was a failure of <i>Point No.238 flashing in reverse</i> . This failure is accounted against operating department by S&T department since SM on duty operated the point without removing the point clamp which was clamped in normal position at 238A end. SMs shall be careful and vigilant to avoid recurrence of such incidents.
1.16	SWRD is a copy of SIP which is very big in size. It shall be in miniature form for easy reference containing all the information and need not be to the scale. By-pass Line connectivity is not shown in SWOD of BSP.
1.17	In stabled stock register details related to stabled stock clearance were not recorded in the prescribed columns. This shall be ensured.
1.18	Fire detection system is provided in S&T room and its alarm panel is provided in SM Room. But this information is not incorporated in SWR and none of the on-duty SMs available are aware of the functioning of alarm panel. Some of the communication details mentioned in page no. 26 of SWR are not available. This shall be reconciled and SWR to be updated suiting to the site conditions.
1.19	From 10.06.2024 to 17.06.2024, there were 11 occasions wherein data logger exception report ' <i>S108 Check for Passing of Danger Signal</i> ' has been generated. It could not be matched with any movement recorded in the registers in the panel. These needs to be analysed jointly by operating and signalling for taking corrective action.
1.20	As per Signal Failure Register month wise failures are as follows. Jan 24-18, Feb 24-16, Mar 24-13, Apr24 -22 and May24 -19 till date of inspection. Number of failures seems to be high. Division to analyse these failures critically and to take corrective measures for controlling the failures.
1.21	System Integrity Test (SIT) of Signalling and Interlocking arrangements is due for this yard. Sr. DSTE has mentioned that during alterations, partial testing was carried out to the extent of requirement and due to non-availability of adequate traffic block SIT was not carried out. SIT shall be carried out at the earliest as per the manual provisions.
1.22	Though relay room is kept neat and clean the following observations were made. a) Several corrections were noticed on Rack no. K1 terminations particulars which were not updated in the Rack no. K1 termination particulars document. Even in Rack no. K2 termination particulars document also manual corrections were noticed. b) Q style relay rack painting details not updated and spare relay bases are still kept. Some manual corrections in relay rack 1 disposition chart of Q type relays. These shall be reconciled and updated documents shall be made available matching to the site conditions. Sr. DSTE has mentioned that 4 <sup>th</sup> line is commissioned from GTW end recently updated as approved as made copies are yet to be supplied. Even the site testing copies are also not available. This shall be expedited.
1.23	As per the cable meggering register, main cable meggering was carried out in May 2024. Summary of the deficiencies noticed was not recorded. It was also observed that spare cables were not meggered. Sr DSTE has mentioned that tail cables meggering was not done. Advised Sr. DSTE to carryout tail cable meggering and to maintain a separate

	register for tail cables meggering. Meggering of spare cables also shall be ensured and summary of the defects noticed shall be recorded in the front page.
1.24	On duty Cabin SM, Sri S. K. Nirmalkar & Sri. B. K. Biswas and SM, Smt. Neha Ray are having isolator operation competency issued on 24.04.2024, 04.05.2024 & 24.04.2024 signed by SSE/OHE/BSP & CDTI/BSP and are counter signed by DEE/TRD/BSP. Validity of the Competency certificate is not mentioned.
1.25	Insulated hand gloves available are of 11.0 kV working potential. Same to be replaced with 26.5kV working potential.
1.26	Silica gel of the AT beside the RRI to be replaced.
1.27	In the joint inspection of points and crossings register, the Traction bonding inspection details are also being recorded. Several traction bonding deficiencies are still pending. This practice may be reviewed. It is suggested to provide separate register for joint inspection of Traction bonding by TRD and S&T supervisors for better monitoring. Also, a copy of Traction bonding diagram shall be kept in the register.
1.28	It is noticed that a separate register is not maintained for recording deficiencies and values of track circuits (bonding) between OHE and S&T which is normally scheduled every six months for joint inspection between both OHE and S&T Supervisors. These deficiencies are being recorded in the Joint Points and Crossing register which is meant for Engineering and S&T supervisors. This practice should be reviewed by the division as per the instructions stipulated in the concerned manuals.
1.29	It is noticed that the cross-bonds are not provided connecting all negative rails which was also recorded in the joint Points and Crossing register. These bonds shall be provided at the earliest.
1.30	<p>Perused joint inspection of points &amp; crossings register. Due to large number of points in the yard (More than 200), it is segregated in to 7 Zones for easy monitoring. Following observations are made.</p> <p>a) Last quarter joint inspection of points and crossings was carried out during April 2024. Deficiencies are attended partially and some deficiencies are yet to be attended. It is noticed that for some of the deficiencies noticed in previous quarter (during January 24) are yet to be attended as compliance was not recorded in the register.</p> <p>b) During 2<sup>nd</sup> quarter inspection (01.04.2024) for Point No.195B (DS point)-a remark was made that '<i>pulling back required</i>' with target date for completion as 15.05.24 but no attention done till the date of inspection.</p> <p>c) For conventional points switch opening shall be 115 +/- 3 mm. But there are several points where switch opening is not within the range but not recorded as deficiency for attending. Concerned supervisors were counselled in this regard.</p> <p>Hence joint inspection of points and crossings, shall be carried out with due diligence and deficiencies shall be attended at the earliest as per the manual provisions and entries shall be made at relevant columns appropriately. Advised the concerned supervisors to take corrective measures.</p>
1.31	<p>Point no. 212 A was checked for obstruction test and found OK. Tail cable labelling/painting particulars were not available inside the termination box near point machine 212 A.</p> <p>One more junction box pertaining to track circuit no. 407 was opened and here also cable labelling/ painting particulars were not available.</p> <p>Tail cable labelling/painting particulars shall be ensured. This aspect shall be ensured at other location boxes also.</p>
1.32	<p>Track structure of PF 1 line (DN loop) is partly with 60 kg rails and partly with 52 kg rails having 610mm length ordinary fish plates with 4 bolts. Rail joints are unsquared. It is suggested to provide rails of uniform cross section with LWR duly providing SEJ at other end also.</p> <p>One ISEJ is provided towards PND end for which reference pillars and particulars board are not available and to be provided.</p>
1.33	Track structure of Road No.1 (PF No.1, DN loop line) is 60 kg rails with 60 kg sleepers and some part is 52 kg rails/sleepers with ordinary fish plates (610 mm length) with 4

	bolts and un-squared. This track neither free rail joint or SWR track nor LWR track. However one ISEJ (with two gaps) laid on PND end. This track needs to be distressed and avoid different rail sections, make as LWR track and provide SEJ on other end also. Reference pillars & SEJ particulars board are to be provided for ISEJ.
1.34	Apron No. 2, most of the sleepers are loose and needs attention. Apron on Platform No. 6 surfacing is very bad and needs attention.
1.35	Due to space constraint in the yard, several insulated rail joints are provided instead of glued joint between the points. The condition of the Insulated rail joints is not satisfactory. For some of the joints the gap is more than 15 mm and requires attention.
1.36	In the yard most of the loop-lines are provided with free joints. Majority of the crossovers also have free joints. For <i>Point No – 281B</i> , free joints are having excessive gap. They have to be welded accordingly. This aspect shall be ensured at other points also.
1.37	<i>Point No. 208A, 212A</i> : Heel of crossing and SRJ is common and Insulated Rail joint is provided. The condition of this joint is not satisfactory. Increasing of crossover lengths has to be planned accordingly.
1.38	<i>Point No. 208A</i> : LH tongue rail is getting worn out frequently. It needs reconditioning. Even RH stock rail is also getting worn out. Point layout and alignment to be checked and corrective action shall be taken. Crossing heel joint is low by 4 mm. Rubber pads are badly crushed and to be attended. Missing ERC clips to be provided and under driven clips to be attended.
1.39	<i>Point No. 214A (1 in 8 ½)</i> : LH tongue rail is badly worn out. Considering the load on the points, this should be converted to 1 in 12.
1.40	<i>Point No. 218 B</i> : Crossing reconditioning is to be done.
1.41	<i>For Point No. 222 B</i> : Many of the ERC's in the points are loose. In the yard it is observed that in the crossing portion ERC's are not holding properly. Considering the movement of passenger and goods trains, ERC greasing in the yard may be done at a lesser frequency to avoid jamming of ERC's.
1.42	<b><i>Point No. 222 A, B</i></b> : One end of the crossover is of 1 in 8 ½ and another end is of 1 in 12. It is suggested that to check the feasibility to replace 1 in 8 ½ with 1 in 12. This will help to relax the caution order of 15 Kmph to 30 Kmph in the crossover.
1.43	For Point No.171B, point machine is replaced recently. Released point machine to be truck out from location.
1.44	J'- type ERCs are not provided to GJ in TC 369/346TR and Glued joints numbering is not done.
1.45	<i>Point No.201B(1in12), FS Lay-out:</i> Cross level in turn-out portion from station no.3, 4, 5 & 6 are CL, 6LL, CL & 10RL respectively. The same may be attended. Actual versine is varying by more than 3mm at 6 stations out of 11 stations w.r.t. design versine.
1.46	<b><i>Point No. 171 A :</i></b> a. Gauge at SRJ is +5 and cross level is 42RL. In most of the crossover locations cross level is over 35 mm. b. Fittings in the lead portion of the points are loose. Most of the ERC's are hold by spikes. c. The adequate cushion in the points is not available. Deep Screening of point to be immediately planned. d. Excessive super elevation that has been provided to be reduced. e. In lead portion, sag needs to be corrected. Being a very important point in the yard, this level of maintenance is not satisfactory. It needs to be attended at the earliest by replacing the old sleepers with new sleepers.
1.47	Location of stop Boards in dead end plat form lines of PF no. 6 and 7 vis-à-vis the local operated point no. 220 is not as per SIP. It shall be reconciled. Only a wall is built and painting is made with legend 'STOP'. Dead end buffer stops are not provided. In case of any overshoot, train will directly hit and enter the passenger area (PF). Protective measures like provision of hydraulic buffers shall be taken. Advised the divisional officers for necessary action



1.48	At DGT (Down Goods through) line number 1, 2, 3 & 4 fuelling points are available. But safety equipment such as Fire buckets and fire extinguishers are not provided. Same may be provided.																								
1.49	Water hydrant available for coach watering is to be earthed at every 100 mts and earth pits are to be provided on either ends of the water pipe lines on all lines as per ACTM.																								
1.50	Earth resistance values at FOB between location 718/16-18 were measured and found IER: 1.70 Ohms & CER: 0.30 Ohms. which are within the limits of 10 Ohms & 2.0 Ohms. On the earth pits, stencilling of earth resistance values along with date of measurement is to be done.																								
1.51	25000 volts danger boards are to be provided at the edge of platform shelters for the all the platforms as per standards.																								
1.52	Muffling is not available for OHE mast on Platform at location : 18/28. Same to be provided. This aspect shall be checked at all similar locations on platforms.																								
1.53	<b>Lifts on Platform No.1:</b> a. Lift Annual Safety Certificate was not produced. b. Automatic Rescue Device (ARD) functioning was tested. Emergency Lights inside Lift Cabin were not working. c. Emergency phone was not working. d. Safety Instructions while using lifts/elevators were not displayed.																								
1.54	<b>Escalators:</b> a. Safety announcement system is not available. b. Escalator Annual Safety Certificate was not produced																								
1.55	Electrical cables for rolling in examination lights are crossing the track without proper protection near mast No. KB11(PF-6 (NGP end)). Proper protection arrangements shall be made. Illumination also to be improved. It is also observed that lighting arrangements are available only on one side of the track. Lighting arrangements are to be provided for other side also.																								
2	<b>Crew lobby/BSP:</b>																								
2.01	It is an 'A' Category Crew Lobby with the number of Sign ON/OFF per day being 1250 approx. 5 KIOSKs integrated with biometric, Breathalyzer and camera are available for Signing ON/OFF which are not sufficient resulting in staff waiting in queue. The place is also congested and extension of the area is to be planned for installing any new KIOSKs.																								
2.02	<b>Scale Check of BSP depot:</b> <table><tr><td>Category</td><td>Sanctioned</td><td>Actual</td><td>Vacancy</td></tr><tr><td>MLP</td><td>90</td><td>59</td><td>31</td></tr><tr><td>PLP</td><td>68</td><td>1</td><td>67</td></tr><tr><td>GLP</td><td>621</td><td>353</td><td>268</td></tr><tr><td>LPS</td><td>48</td><td>42</td><td>6</td></tr><tr><td>ALP</td><td>760</td><td>445</td><td>315</td></tr></table> <p>Efforts to be made to fill up the 315 vacancies to avoid denial of periodical rest (PR) to the crew.</p>	Category	Sanctioned	Actual	Vacancy	MLP	90	59	31	PLP	68	1	67	GLP	621	353	268	LPS	48	42	6	ALP	760	445	315
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2.03	Periodical rest given to ALPs/LPGs during the month of Apr'24 & May'24 is 2.8/3.0 and 3.3/3.1 against the prescribed 4 PRs per month.																								
2.04	Average PDD (pre-departure detention) for the months of Mar, Apr & May 2024 are 107 min, 109 min and 108 min respectively which seem to be pretty high. Steps to be taken to reduce the PDD by booking the crew in close co-ordination with operating department & COA application.																								
2.05	Several cases of BOR (breach of rest) bookings were noticed in the CMS report. Lobby in-charge stated that BSP crew are signing off at USLAPUR which is considered as a sister lobby of BSP. Further the same crew are made to sign-on again within few hours to bring them back to BSP. This problem is to be sorted out. Manual correction is required to avoid payment of BOR allowance through I-PAS.																								
2.06	BA testing was conducted with alcohol in the KIOSKs TK 333, TK 336 & TK 335 and found photo of the person conducting the test was not being captured. All the KIOSKs were switched off & restarted and found working normal later. During the period,																								

	several crew had signed-on and signed-off whose photos were not captured. This aspect shall be checked regularly to ensure the capturing of the photo of the crew while signing ON/OFF.																
2.07	Footprint stickers can be pasted on the ground near KIOSKs for exact standing location for correct capturing of image during BA testing as shown in the picture which is being followed in other zones.																
2.08	It is observed that the staff are not in the habit of using straws for blowing during BA tests. This is quite unhygienic and all are to be counselled to use straws.																
2.09	Checked the Manual sign-ON register and found the details of BA test results are not mentioned in few cases. Only the BA test record numbers were mentioned. In manual signing "ON/OFF" register most of the columns are filled properly. Especially Breathalyser test column. CC signature is also missing. Even in manual sign OFF register, on 04.06.24, LP signature also is missing in addition to BA report value. In some cases, BA record no. also is missing giving raise to the doubt that whether BA test is carried out or not during sign OFF. This shall be investigated in detail and suitable action shall be taken against staff responsible for these lapses. It shall be ensured that all the columns are filled properly																
2.10	Perused CMS failure register There are frequent CMS failures at this lobby. During May 24, there were 9 CMS failures with failure duration ranging from 25 minutes to 03 hrs. 30 min. Root cause shall be analyzed and remedial action shall be taken. In addition, there are 11 instances where CMS did not work due to power supply off. Back up arrangements shall be made to avoid CMS failure due to power failure.																
2.11	The list of Alcoholic prone staff available in the lobby was prepared by the lobby in-charge based on the reports of CLIs and it pertains only to that particular (BSP) lobby only. The list of the entire division is to be prepared by the office of Sr. DEE and circulated to all the depots. Similar action is required by the office of Sr. DOM for TMRs also.																
2.12	Alcoholic prone list of Crew & Train Managers of the Division / Adjacent divisions is not available in the lobby. The same is to be prepared and kept in the lobby.																
2.13	The results / reports of blood test of the crew tested positive are not available in the lobby.																
2.14	Cases of crew working more than 12 hrs to be reduced. The cases of >14 hrs working to be brought down to zero as per the Rly board instructions. <table><tr><th>Month</th><th>&lt;9 hrs %</th><th>12-14 hrs %</th><th>&gt;14 hrs%</th></tr><tr><td>Mar'24</td><td>52.5</td><td>10.9</td><td>3.4</td></tr><tr><td>Apr'24</td><td>52.2</td><td>10.2</td><td>2.7</td></tr><tr><td>May'24</td><td>54.05</td><td>7.5</td><td>2</td></tr></table> <p>These cases may be analysed and monitored to reduce the cases of crew working longer hours.</p>	Month	<9 hrs %	12-14 hrs %	>14 hrs%	Mar'24	52.5	10.9	3.4	Apr'24	52.2	10.2	2.7	May'24	54.05	7.5	2
Month	<9 hrs %	12-14 hrs %	>14 hrs%														
Mar'24	52.5	10.9	3.4														
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May'24	54.05	7.5	2														
2.15	Details of Booking of Crew in "Fetch as per rule" for last 3 months are as under. March 24: 71.9%; Apr 24: 71.8%; May 24: 79.3%. Efforts shall be made to bring it to 100%.																
2.16	39 loco inspectors are posted at BSP but only two speed guns and two portable breath analysers are available in the lobby which are being used by them. To increase the number of ambush checks sufficient number of portable breath analysers and speed guns to be made available in the lobby.																
2.17	During Random checking, 5 on duty crew CUG numbers were called and 4 of them had their phones switched-on and responded to the calls. Details are as follows. <div><div>i) Shri Raj Kumar Sharma LPG – switched on &amp; responded.</div><div>ii) Shri R. K. Soni, LPG – switched on &amp; responded.</div><div>iii) Shri R. K. Nandanwal, LPG – switched on &amp; responded.</div><div>iv) Shri R. K. Pandey, ALP – switched on &amp; responded.</div><div>v) Shri Dharendra Kumar Singh, LPG – Switched Off.</div></div> <p>This is not a healthy practice and suitable action shall be taken against the staff who had kept their cell phones in ON condition and responded.</p>																

	As per Railway Board letter number 2010/Tele/2(1)/PT dated 08.12.2012(Telecom circular no.14/2012) cell phone should be switched "OFF" while working the train. Record of ambush checks conducted on the <i>use of CG phone by crew while on duty</i> is not available in lobby. Regular checks shall be done and a register is to be maintained in the lobby for recording the details including the violators found along with action taken.
2.18	A model of RS application by the ALPs is existing which is very good. An EBD (Emergency Braking Distance) chart can also be displayed for their awareness regarding the braking distance.
2.19	The acknowledgement of safety circulars by the crew is not being effectively carried out. Acknowledgement of some of the running staff for divisional safety circulars is missing.
2.20	Digital Caution order display is not available. Same may be procured with CMS connectivity.
2.21	Checked the breathalyser testing register and observed that the name of the person checking the BA equipment is not mentioned.
2.22	"NO SPAD" bell and board are provided outside the lobby. It should be shifted to the room where signing "ON/OFF" is taking place.
2.23	<p>There is no proper follow up mechanism on the action taken on BA tested positive cases. In some of the cases blood sample details are also not recorded. It shall be streamlined and action taken against staff tested BA positive shall be recorded in the register. Counselling CCC to ensure this without fail. Some of the observations are indicated below.</p> <p>a) On 09.03.2024, Sri Shiv Nath Nageshiya, Sr. GTM/BSP tested positive with 30 mg/100ml. After that he was absconded from crew lobby and mobile also switched "OFF". Hence unable to send Railway Hospital /BSP. Report submitted to Sr. DOM /BSP. D&amp;AR particulars are not available.</p> <p>b) On 06.01.2024, Sri D. K. Satwari, LPG/BMY tested positive, while signing "ON" at 01:45 hrs with 22 mg/100ml. LPG belongs to Raipur division. D&amp;AR action to be initiated.</p> <p>c) On 24.02.2024, Sri Hemant Kumar, ALP/BSP tested positive, while signing "ON" at 14:40 hrs with 02 mg/100ml. SF-V issued. As early as possible enquiry to be conducted and D&amp;AR action to be initiated.</p> <p>d) On 07.03.2024, Sri Pravin Kumar Mahato, DSL/ LPS/BSP tested positive, while signing "ON" at 01:14 hrs with 04 mg/100ml. D&amp;AR action to be initiated. SF-V issued. As early as possible enquiry to be conducted and D&amp;AR action to be initiated.</p> <p>e) On 07.03.2024, Sri Ananda Rao, TM/BMY tested positive, while signing "ON" at 13:49 hrs with 01mg/100ml.TMG belongs to Raipur division. D&amp;AR action to be initiated.</p> <p>f) On 11.03.2024, Sri S. M. Mishra LPG/BSP tested positive, while signing "ON" at 01:40 hrs with 01mg/100ml.TMG belongs to Raipur division. D&amp;AR action to be initiated.</p>
2.24	<b>Long absent cases:</b> Sri Priya Kumar Sharma, ALP/BSP & Sri Md. Maksud Alam, ALP/BSP were absent from 12.05.2023 & 30.05.2023 respectively. D&AR action to be initiated.
2.25	<p>It is noticed that CMS abnormalities not being closed properly and at times it is taking more time. Some of the observations are as under</p> <p>a. On 01.05.2024, LP of train no. RPLW/N made a remark that between GAD-KRBA Auto section "As per SCOR order number 34 Train allowed without Guard &amp; Without tail lamp". But compliance is given as <i>Sr. DOM will permit to working of train W/o Guard</i> which is violation of G&amp;SR of SEC Railway?</p> <p>b. On 02.05.2024 &amp; 06.05.2024 also same cases reported by LP of train no. BOBR/E &amp; train no. BALCO respectively.</p> <p>c. On 03.06.2024, LP of train no. MBPJ/N made a remark that between KRBA- URG block stations "Rail cutting and welding work running at URG UP M/L but not, mentioned in caution order. Compliance was given as <i>"caution order control has been informed for necessary action"</i>.</p>



	Proper analysis of CMS abnormalities shall be carried out and abnormalities shall be closed with proper remarks only after attending the deficiencies.
2.26	SM on duty is responsible for issuing of Caution order to all Pass/Mail Express trains and the AYM on duty is responsible for issuing Caution order to all Goods trains. But practically they are keeping caution order copies in the plastic dock box in the lobby. Acknowledgement should be obtained from the concerned Crew in the "Caution order Register" individually for each train.
<b>3</b>	<b>Running room / BSP:</b>
3.01	It is 'A' category running room. Total no. of beds available: 163, Average occupancy: 246, Peak occupancy: 163. Peak occupancy time 20:00 hrs to 04:00 hrs. In the Bed occupation Register, most of the crew not writing vacation time and relevant columns. Computerised bed occupancy system can be implemented for better management of resources like utilization of linen, their washing expenditure, planning / consumption of meals, providing man power etc.
3.02	One room consisting of 4 beds in two partitions is nominated for female crew having attached washroom. CC cameras may be installed for having a view of the corridor and in no case, it is to be allotted to other male occupants.
3.03	Last standing committee inspection was carried out on 15.01.24 and is overdue for next inspection (from 15.04.2024)
3.04	Following deficiencies require attention. a) Showers in the 'B' wing bath rooms are in disconnected state b) Health faucets are not available in lavatories. c) Window curtains were not available for room Nos. C13, C14 & C15 and Bed sheets were used instead. d) Partition wall in the 'C' wing urinals is broken. e) Cupboard handle in the newly constructed block F2 is in broken condition. f) One Indian style toilet in F2 is not having door. g) Automatic door closures are not available for rest rooms.
3.05	In the Block number B, toilet number 2 & 3 flush to be attended. In the urinals naphthalene balls to be used for better hygiene. Proper cleaning the toilets to be ensured as foul smell was emanating.
3.06	There were no pillow covers available during the time of inspection. Checked the washing register and found 350 bedsheets were being issued per day whereas only 45 pillow covers were being issued. The bedsheets are of 2019 make and the condition is not satisfactory.
3.07	No electric chimney is available in the kitchen resulting in walls getting stained with oil.
3.08	Examined the contract staff regarding the usage of fire extinguisher and found, they were not conversant using the same. All the staff are to be trained and demonstration given regarding the procedure of using fire extinguishers
3.09	There were several complaints regarding the bad quality of food and sufficient bearers are not being arranged by the contractor resulting in delay in serving the food. The complaint book provided was a plain register and not the one with a proper format containing 3 leaves/copies for each complaint.
3.10	The vegetables available were not fresh. The brands of rice mentioned in English and Hindi in the contract is different. A different brand was being used which was not mentioned in the contract. Regular quality check may be carried out.
3.11	Chapattis are being pressed on the kitchen platform. A separate wooden / stone pedestal can be procured.
3.12	A lot of dust was noticed on the chairs in the dining hall.
3.13	Passport photos of the kitchen staff are not available in their medical certificates. The following kitchen staff are due for medical, they are 1) Mrs. Sita Bai, Cook, due on 27.01.2023, 2) Mr. Govinda Go Swamy, Cook, due on 21.04.2023 3) Mr. Prashanth Yadev, Asst. Cook, due on 21.04.2023, 4) Mrs. Roshanikosule, Asst. cook, due on 21.04.2023. 5) Mrs Sakinya Begam, Cook, due on 27.01.2023. They should be sent medical as early as possible.

3.14	There is no separate gas bank. Gas cylinders are kept in the kitchen.
3.15	There is no apparatus available in the running room for checking TDS of drinking water.
<b>4</b>	<b>SSE/P. Way/BSP (IC) office:</b>
4.01	From TMS portal it is noticed 27 No. of new welds are yet to be USFD tested in SSE/P. Way/BSP section (15 Nos – welding done in 02/2021; 8Nos -welding done in 09/2022 remaining 4 Nos- welding done in 06/2024). USFD testing shall be expedited and provision of joggle fish plate to be ensured for these welds till testing is done.
4.02	No register is maintained for Lateral & Vertical wear of rails in curves (radius 600 m or less) as per Para 425 of IRPWM as stipulated in their schedule inspection of curves. The lateral wear, vertical wear and total loss of section should be recorded and proper record of measurements maintained.
4.03	3 Fire Extinguishers are available. Staff working in SSE/P. Way/BSP office are not having knowledge on using of fire extinguishers.
4.04	Section register and infringement register shall be maintained and sectional ADEN shall scrutinise these registers regularly as per IRPWM provisions.
4.05	Half-yearly report on the condition of Permanent Way not submitted by SSE/P. Way (In-charge). He shall submit half- yearly reports on the state of track in his charge, to DEN through ADEN in every 6 months as per Para 655 of IRPWM
4.06	Drilling bit of 26.5 mm diameter is not available in the store, which is required for drilling holes to the rail at CMS crossings for maintaining gap less joints.
4.07	The following life expired materials are available in the store and to be disposed off. Abrasive discs-240 No's (Mfg. Date- April 21 and expiry/use before April'23). Electrodes (Mfg - 13.03.2021 and expiry/use before 18 months from Mfg). Grinding stones-40No's use before March 2017.
4.08	It is observed that a) CMS crossing bolts are kept haphazardly b) Engineering indicator Boards i.e. W/L, SI, CI, TP & TG boards are dumped at one location Materials shall be organised and stacked properly. Welding portions shall be kept in a neat and clean room
4.09	The condition of stores of SSE/P. Way/BSP is shabby. A proper storage depot may be planned, so that segregation of material can be done in a better manner and all scrap shall be disposed off.
<b>5</b>	<b>Coaching depot/BSP:</b>
5.01	349 catwalk lights are provided to cater to lighting needs of 3 Pit lines. 18 lights are not working. No lights are provided inside pit lines to check underframe.
5.02	Depot has coach holding of 628 ICF coaches and 284 LHB coaches. Primary maintenance rakes-11 ICF, 08 LHB and 01 VB. Pit/Washing lines-04 (26 Coach capacity). Covered shed for IOH and average IOH 23 coaches/month. LHB trolleys received from MIBW after SS-2 were kept in open area and phonic wheel opening was not covered and exposed to atmosphere, which may cause ingress of dust/moisture and may lead to en-route failures.
5.03	Overhauled ICF trolleys received from MIBW were kept in open area with the flexible pipe connections of BMBCs are exposed to atmosphere. Same may be coved with dummy plugs.
5.04	Calibration stickers were not available on Pressure gauges of SCTR.
5.05	The following observations were made on maintenance registers. a) D2 Monthly schedule register for LHB coaches was checked and found some entries are left blank and Under gear, Upper gear Supervisors have not signed the register. b) Registers of D3 (Six monthly), FIBA, SCTR and SS-1 schedules were checked and noticed some of the entries were left blank. All the parameters shall be measured as per maintenance schedules and records shall be maintained properly duly signed by the concerned supervisors...

<b>6</b>	<b>Freight depot &amp; Goods examination yard/ BSP:</b>
6.01	Goods examination yard has 03 examination lines with CC pathways. Almost 90% of the trains are offered for examination in loaded condition for End-to-End examination. Rakes are being loaded with invalid BPCs, this should be avoided.
6.02	ROH shed has covered area of 170x22m and 170x13m. There are 03 EOT cranes of 15T cap and 03 EOT cranes of 5T capacity. Load testing of EOT cranes and wire ropes is overdue from Apr-24, This shall be expedited.
6.03	ROH target of the depot is 100 wagons per month, but due to non- availability of feed, ROH out turn is badly affected and ROH of only 128 wagons are attended in 2024-25 till 20 <sup>th</sup> Jun.
6.04	Modified Bell crank levers of Escorts make BMBS are provided / attended in 11 wagons only till date. This shall be expedited.
<b>7</b>	<b>Accident Relief Train/BSP:</b>
7.01	ART has composition of 04 coaches and 03 wagons and no coach/wagon is due for any schedule. But Wagons/coaches were not stencilled with <i>fit to run</i> indicating maximum speed at which they can run. Same to be stencilled on all wagons/coaches. Last movement details of ART was not updated in the concerned register.
7.02	Joint inspection of JAG Officers along with ADRM was conducted on 14.03.2024. Sr. DEN, Sr. DSTE & Sr. DEE (Op) have not signed in the register. Availability of concerned BOs for the joint inspection and signing jointly to be ensured.
7.03	<p><i>Mechanical tool van with spare wheel:</i></p> <ol style="list-style-type: none"> <li>Most of the Wooden packings ends were not secured with iron strips, same to be secured to avoid cracking and breakage.</li> <li>Rail skate and wooden packings are lying on floor, items to be properly stacked and Housekeeping to be improved.</li> <li>Annual load testing of Lifting chains was done on 25.03.24, but load testing of wire ropes was not carried out. Same to be ensured.</li> <li>Wiring for illumination is available, but power source is not available. Portable generator may be kept for illumination.</li> </ol>
7.04	<p><i>OHE material van:</i></p> <ol style="list-style-type: none"> <li>Latest standard list of items and list of staff nominated along with mobile numbers to be displayed in flexi board. Items are to be arranged systematically, labelled and location plan of items to be displayed in the van for easy identification. Petrol, Oil stored in plastic cans, same to be stored in Jerry cans.</li> <li>Catenary wire bundle is obstructing the doorway and the movement of staff would be restricted at times of emergency.</li> </ol>
7.05	<p><i>Engineering Tool van:</i></p> <ol style="list-style-type: none"> <li>DA and Oxygen cylinders are available as per requirement, stored and secured properly. Calibration of pressure gauges of Oxygen and DA regulators not done. Refilling date to be displayed by stickering the details.</li> <li>General purpose grease kept in 20ltr drum in open condition, same to be stored properly to avoid ingress of dust and moisture.</li> <li>The calibration details of the gauges available in Wagon No. SECR-008701 are neither available nor recorded anywhere and even not known to anyone.</li> <li>Metal tapes are available for use and it is suggested not to use metal tapes being electrified territory.</li> <li>BRN Wagon is loaded with Rails &amp; OHE Mast whose CC is 68 tonnes and tare weight is 23.3 tonnes. The weight of the loaded wagon is not known and it is suggested to ensure that the weight of materials is within the CC.</li> </ol>
7.06	<p><i>HRE Tool van:</i></p> <ol style="list-style-type: none"> <li>02 sets of HRE (Make: BEMCO) with spare power pack, control table and Roller carriage are available in tool van and found in working condition. Ultra thermic/Under water cutting equipment, 130T capacity inflatable Air bags are not available, same to be procured.</li> </ol>

	<p>b. Separate registers for inspection for JAG, Sr. / Jr. scale Officers and Sr. Subordinates to be kept.</p> <p>c. Petrol, Diesel and Hydraulic Oils are stored in Plastic cans, same to be stored in Jerry cans to avoid fire incidents.</p> <p>d. Firefighting suits were available and on random check it was observed that they were damaged at the folding / joints.</p>
7.07	<p><i>Electrical tool van:</i></p> <p>a. All the 1.4KVA generators are numbered. Randomly generator no: GK-07 was started, but electric output was not generated. Working condition of all generators shall be ensured.</p> <p>b. Electrical generators registers were not properly maintained, All the entries are general in nature. Equipment specific remarks to be maintained to identify when that equipment was checked during routine checks and the working condition of that equipment.</p> <p>c. Emergency inflatable lighting tower (ASKA) no.1 was checked and found in working order. The balloon is soiled and Illumination level is very low. Same to be rectified.</p> <p>d. All weather switch boards are non-standard and local made. Standard all weather switch boards to be provided.</p>
<b>8</b>	<b>Self-Propelled ARMV/BSP</b>
8.01	03 coach formation of Self-propelled ARME is commissioned on 18.11.2023 which under warranty and not due for any schedule. 02 sets of HRD (LUKAS) and one set of HRE (BEMCO) available and HRD sets were found working satisfactorily. Petrol, Hydraulic oil etc., are stored in plastic cans, same to be stored in Jerry cans to avoid fire incidents.
8.02	Details/ Reports of mock drills conducted were not available. <i>Mock drills shall be conducted regularly as per the schedules stipulated and reports shall be kept in the MRV detailing the lapses noticed and corrective action taken.</i>
8.03	In Medical van, list of medicines was available but expiry date was not displayed. This shall be ensured for timely replacement of expired medicines.
8.04	Illumination in OT (operation theatre) is to be improved by changing the lamp as black spots are noticed.
8.05	Inspection registers are not properly maintained and action taken for the inspection notes is not available.
8.06	SPARMV siding has one side exit towards Raipur side only and doesn't have proper approach road. Staff have to cross running lines to reach SPART and most of the times Goods trains are stabled in these lines, which may delay the reporting of staff in emergencies. This may be looked into.
8.07	Crew is booked round the clock for SPARMV. Rest room is not available for the crew booked for SPARMV.
8.08	Two oxygen cylinders are available in SPAMRV. Calibration details of pressure gauges of these cylinders were not available. Staff were also not aware of this. Oxygen cylinders shall be checked for their working and shall be replaced based on the condition.
8.09	Dictaphone which is standard item to be kept in MRV is not available and to be procured.
8.10	Triage bands are not available. The staff available were also not having any knowledge of the various bands to be made available and their usage.
8.11	Only a few breakdown staff are having CUG numbers. As per Railway Board letter No. 2009 / Safety (DM) / 6 / 19 dated 24.04.2015, CUG connections are to be provided to all breakdown staff.
8.12	As per Railway Board letter No.2010/Safety (DM)/6/23 DATED 16.9.2013 "System of sounding Siren/hooter from control office" not provided in BSP Control office.
<b>9</b>	<b>Electric Loco Shed/BSP</b>
9.01	The sanctioned strength of the shed is 258, and on roll are 223 (Supervisors-24, Technical staff-157, helpers-38, Non-technical staff-4). There are 35 vacancies. The

	total holding of ELS/BSP is 189 and the actual staff required as per the yard stick is 473. Necessary additional sanction of staff may be obtained on priority.
9.02	56 locos were running overdue for minor schedules (IA/IB/IC) as on 19.06.2024. Loco number 43362 and 43353 are running overdue for IB schedule from 21.02.2024 (119 days) and 11.03.2024 (100 days). Necessary messages may be given for moving the loco dead to home shed.
9.03	Two number of BDV testing machines are available in the shed, out of which one is not calibrated. The same may be processed on priority. Further, both are to be calibrated every six months instead of once a year as per RDSO report No. ELRS/PR/113 (Rev'0').
9.04	Transformer number wise records of DGA should be maintained instead of loco number wise as per RDSO report No. ELRS/PR/113 (Rev'0').
9.05	Only one DGA machine is available for testing the transformer oil. One stand-by equipment is to be procured on priority.
9.06	Calibration facility of Primary over current relay (OCR-78) is not available in the shed. Test bench for calibration of OCR-78 is to be developed as per RDSO letter No. EL/3.1.35/2 (Elect.), Dated: 29.01.2013.
9.07	The periodicity of UT of WAG locomotive axles prescribed by RDSO as per Technical CircularNo.47, Rev.2 is 12 months. Currently 3 WAG-9 locos (38008, 32630 and 38144) are due for UT. UT should be carried out in these locos on priority.
9.08	Strengthening of under slung compressor legs to avoid falling of CPs on track as per RDSO modification sheet No. 484 Rev '0', Dated: 24.01.2022 is due in 22 locos. Same is to be carried out in these locos on priority.
9.09	Provision of additional safety sling for traction link of WAG-9 locomotives to avoid falling of traction link due to breakage of traction link bolts as per RDSO modification sheet No. 473 Rev '0', dated:26.07.2023 is due in 175 locos. Same is to be carried out in these locos on priority.
9.10	Replacement of TBU/PBU with conventional brake rigging in WAG9 locos as per RDSO modification sheet No. 381 Rev '0', dated: 07.09.2009 is due in 4 locos. Same is to be carried out in these locos on priority.
9.11	Working of FDU should be ensured in every maintenance schedule instead of in major schedule as per RDSO letter No. EL/3.1.35/2 (Elect.) dated: 29.01.2013.
9.12	Capacitance value of DC link capacitors of Auxiliary converters should be measured and recorded during major schedules as per RDSO Lr. No. EL/3.1.35/2 (Elect.), dated: 29.01.2013.
9.13	Air-conditioned storage ward may be developed for storage of bearings, varnishes and rubber components to avoid failures due to deterioration at higher temperatures as per RDSO Lr. No. EL/2.2.13 dated: 24.11.2016.
9.14	It is observed that while carrying out welding work, welders were not wearing Personal Protective Equipment (PPE) such as hand gloves, welding safety goggles/ safety screen and safety shoes. Staff shall be counselled and use of PPE shall be ensured while working.
9.15	Shed was advised to make a census of various makes of Harmonic Filter capacitors and get the defective lot of M/s Yash (Brand Name: Sunny) capacitors replaced at the earliest. These capacitors are failing due to poor thermal stability. The Sunny make capacitors in locomotives are a potential safety hazard, hence they are to be replaced at the earliest.
9.16	Only one ferro debris testing machine is available in the shed for checking the metal content of grease samples of the bearings of Axle box, Traction Motor and MSUs which is not having calibration. It is recommended to procure standby equipment or propose AMC cum calibration.
9.17	Electronic lab is not available in the shed. Electronic lab for testing of 3-Phase equipment to be created as per TC-135.
9.18	Cabs ACs are not working in 10 locomotives as per the records of PPIO. Same are to be put into service on arrival of the locos to shed.

9.19	Rain water is leaking in HL and LL bay. Needs to be attended on priority in view of the onset of monsoon season.
9.20	Traction Motor Dropping Detection System (TMDDS) as per RDSO modification sheet no. 496 dated 01.12.2023 for 3 phase locomotives to be started & completed on priority.
<b>10</b>	<b>OHE Depot (TrD)/BSP</b>
10.01	Staff details: Total sanction-56, Actual-49, Vacant-7. Vacancies may be filled up at the earliest.
10.02	Due to difficulty in getting power blocks, depot is lagging in maintenance of Turnouts, Crossovers, SI etc. Required Power blocks shall be given for maintenance of OHE assets for reliable working.
10.03	Depot is having Rail rod equipment. Calibration of this equipment to be done regularly.
<b>11</b>	<b>Inspection ex. BSP-PND section:</b>
11.01	UP line TQI is 94 & DN line TQI is 88. It is observed that the down line TQI is very less. Programmed attention should be given to improve the TQI.
11.02	At few locations in the section, for rear side OHE mast number painting details are missing. Same may be painted for easy identification of mast numbers for trains running in opposite direction and also during the rear window inspection.
11.03	Stenciling on OHE masts is in faded condition. Same to be done in the entire section.
11.04	Riding is to be improved at the following locations. a) USL- Points and crossings portion b) GTK-Main line portion and Points and crossings portion (PND side) c) KLTR - Points and crossings portion (BSP side) d) KGB- Points and crossings portion (BSP side) e) At km 761/11, most of km 757 f) TGQ- Points and crossings portion (PND side) g) At km 795: Curve entry portion h) BHTK: Main line portion. i) At km 816 : Curve portion. j) Most of the section between SBRA and PND
11.05	Km 557/0: Cross level to be attended.
11.06	<b>Minor Bridge No. 23 K</b> : Span 2x6.10UP line, twin box (2x6.1 m) slab DN line. Epoxy grouting of abutment is in progress. This needs to be completed before the monsoon. As per Joint Inspection done on 15.06.2024 by ADEN/Central/BSP, SSE/P. Way/KGB & JE/Works/L/BSP, following deficiencies were recorded. These may be attended at the earliest. a) Rusted MS liners (04 Nos.) to be replaced. b) Ballast profile to be maintained as per standards. c) Minor cracks and disintegration of stone masonry mortar observed at pier face APR end & Abutment APR end. d) Crack observed at ballast wall in approach at APR end (UP stream side). e) Some minor patch repair observed at pier BSP end face. f) Epoxy mortar & resin painting can be done to increase strength of pier & resin painting to stop accumulation and penetration of water at pier walls. g) In DN line (Box type)-crack found at ballast retainer wall at APR end (DN stream side).
11.07	In BSP division as per TMS Rail/Weld failures are 88 in the year 2022-23 and 80 in the year 2023-24. Thorough analysis of Rail/Weld failures may be carried out and steps may be taken to reduce the same.
11.08	At few locations TRD bonds profiling is to be attended subsequent to track works.
11.09	Cattle grazing is noticed in the vicinity of the track at few locations which include km 736/9, km. 740/26, km 755/6, km 811. A survey may be made and tress pass prevention measures shall be taken for arresting cattle trespass.
11.10	In ghat section (KGS-BHTK section) tree trimming /cutting is to be done especially between km 791 and km 794 and also between km 811/16 to km 812/01.



11.11	In the entire section released Engineering materials (Rails and sleepers) are lying along the track. They shall be stacked securely.
11.12	Proclaim machine was seen near bridge no. 440 very close to the track. Proper work site protection measures shall be taken and machine working near the track shall be permitted only in the presence of responsible Railway supervisor.
11.13	Yard modification works are in progress at KGS, BHTK and KOI stations. Proper worksite protection measures shall be ensured while carrying the works near the track.
11.14	At km 800: Deep cutting is seen. Suitable precautions may be taken to avoid earth slips.
11.15	<p><b>Steel Girder Br. No. 66 K at Km.808/5-7 (Span 3x18.3 m) :</b></p> <p>a) Condition of bridge is good. Pathway is provided. However few H-Beam sleepers are having J-hook bolts of lesser lengths with missing split pins. These short length J-hook bolts are to be replaced duly providing split pins. Some of the nuts were loosened and require tightening.</p> <p>b) Traction 'U' bonds are not available between the main rail and the guard rail on the bridge. Continuity bonds at fish plated joints are missing. Bond between two girders is also not available. Missing traction bonds are to be provided as per standards.</p>
11.16	OHE mast no. 812/1 appears leaning. This shall be observed and corrective action shall be taken.
11.17	Near curve no. 59A at km 812/01- 811/15, under driven ERCs are to be attended.
11.18	LC gate at km 806/43 (KOI station), stop board on sliding boom is not provided and the same may be provided.
11.19	Barbed wire is wound around the mast instead of Anti monkey climbing devices (AMCD). AMCDs are to be provided as per RDSO design in the entire section.
<b>12</b>	<b>Pendra Road Station (PND) :</b>
12.01	Weather warning messages are not recorded since 2020 onwards.
12.02	On 22.02.24 PLCT (No.030971) and on 22.03.24 PLCT (No.030973) was prepared and cancelled subsequently. The reason for cancellation is not mentioned and the corresponding entries were not available in S&T Failure register.
12.03	Non-signaled memo in Form No. T/511 (Srl No.4) was issued for UP Tower Car on 30-01-2024 in which it was written as a Note stating that "All routes locked by VCD" and acknowledgement of the Driver (Operator) was not obtained while handing over the form. It shall be ensured.
12.04	The padlocks in CH cut out key box are not numbered which may result in misplacing of keys for opening it. This will result in delay during emergency requirement.
12.05	Data logger exception reports of 'S27 Check for passing of danger signal' was crosschecked with data logger simulation of 10.06.2024 03:45, 05:40 etc. It was seen that the trains were dealt on signals. These reports shall be scrutinized jointly and re-validation is to be done if required to reflect actuals.
12.06	On 23.04.2024, 28AT track failed at 09:00 hrs and rectified at 16:10 hrs. Total 20 trains piloted out. 28T feed end Glued Joint defective same replaced and rectified the failure. This failure looks avoidable.
12.07	<p>Last quarter joint inspection of points and crossings was carried out on 12.06.2024. Following observations are made.</p> <p>a) Three items were pending as per the summary of deficiencies. Two related to glued joint insulations and one related to water logging. These may be expedited.</p> <p>b) Joint signatures were not available for compliance. Only one official has signed and no designation is mentioned. Joint signatures of Engg and S&amp;T supervisors shall be ensured for joint attention.</p> <p>c) During first quarter joint attention (04.04.2024), the following deficiencies were attended without disconnection i.e., Point No.37B &amp; 32A - 1<sup>st</sup> stretcher bar insulation was replaced and Point No.38A - GTP insulation was replaced.</p> <p>Hence joint inspection of points and crossings, shall be carried out with due diligence and deficiencies shall be attended at the earliest as per the manual provisions and entries shall be made at relevant columns appropriately. Advised the concerned supervisors to take corrective measures.</p>

12.08	On duty SM, Sri Sanjit Paswan is having isolator operation competency issued on 07.08.2020 signed by SSE/OHE/PND & CDTI and by ADEE/TRD/PND. Validity of the Competency certificate is not mentioned.
12.09	Insulated hand gloves available are of 7.5 kV working potential. Same to be replaced with 26.5kV working potential
12.10	There is no separate register kept for joint inspection of TRD bonding by S&T and TRD supervisors and it is being recorded in Joint inspection of points & crossings register. Separate register may be kept for this purpose along with station traction bonding diagram.
12.11	Perused cable meggering register. As per the register Meggering was done during the months of February and March 24. Details of the cables like type, length, grade, date of installation etc., were kept blank. Summary of deficiencies is not brought out making it difficult to verify the cable defects. No separate register is kept for tail cable meggering. Summary of the deficiencies shall be recorded after cable meggering along with action taken.
12.12	Location Box no. L17 near point 33B is seen. LB inside cable entry points are not closed and sealed properly and prone for rodents. One signalling cable is taken subsequently from outside making a hole to LB foundation externally with its cable conductors unterminated. Unused cables shall be removed and cable entry holes are to be closed properly. This aspect shall be checked in other locations also.
12.13	Cross over 36 portion damaged sleepers are to be replaced
12.14	Point number 36B RH tongue rail is not resting on all slide chairs and getting worn out frequently and a portion was chipped off near third sleeper. This tongue rail shall be watched and to be replaced/reconditioned if required. Its layout may be checked and corrective action may be taken.
12.15	<b>Pt No. 32 A :</b> Crossing is low. Crossing nose wear is 8 mm. This needs to be attended.
12.16	SEJ No.7 on DOWN line needs packing.
12.17	Point.No-44B: Alignment of SRJ needs to be corrected.
12.18	KM-819/36-34: Sag to be eliminated.
12.19	For PF Stalls, RCCBs are not provided. Power supply is extended through 2 wire system (Phase & Neutral) and earthing is not provided. Wooden meter boxes & switch boards are provided. Same to be replaced with concealed GI Boxes.
12.20	CLS Panel auto-changeover & buzzer are working. Rusted bolts and washers inside CLS Panel are to be replaced. CLS Panel is to be wall mounted. Old Wooden boxes & records are to be removed near CLS Panel.
12.21	Only One earth connection is provided to High mast. As per Regulation-43 (vii) of CEA Regulations-2023, two separate and distinct connections with earth are to be provided.
12.22	25000 volts danger boards are to be provided at the edge of platform shelters for all the platforms.
12.23	Roof leakage is observed in PF No.1 COP towards Bilaspur end. As it is a potential hazard for free passenger movement and nearby electrical equipment, same to be attended on priority. If feasible, ceiling fans & lights under gutters to be relocated.
12.24	<b>LC No-38, Km-820/10-12(Spl Class):</b> a) Gateman Seho Prasad Yadav is very well conversant with safety rules. The condition of LC gate is good. No wicked gate is available and to be provided b) Stop boards are not provided on the sliding booms. The same to be made available. c) Pot holes are to be attended near the track and in between the rails..
<b>13</b>	<b>SSE/P. Way/PND (IC) office:</b>
13.01	From TMS portal it is noticed that 12 No. of new welds are yet to be USFD tested in SSE/P. Way/PND section. USFD testing shall be expedited and provision of joggle fish plate to be ensured for these welds till testing is done.
13.02	Section register and infringement register shall be maintained and sectional ADEN shall scrutinise these registers regularly as per IRPWM provisions.

13.03	Half-yearly report on the condition of Permanent Way not submitted by SSE/P. Way (In-charge). He shall submit half- yearly reports on the state of track in his charge, to DEN through ADEN in every 6 months as per Para 655 of IRPWM												
13.04	26.5 mm drill bit which is required for drilling holes to the rail at CMS crossings for gap less joint is not available in stores.												
13.05	Expired Electrodes boxes of 10Nos (Mfg.10/2012, use before 18months) are to be disposed-off.												
13.06	<b>Sub Station/PND</b> a) 2 Nos. Of 33kV/416V 250kVA Transformers are provided. However, both the Transformers are in working condition independently, one catering to station loads and other to quarters. No stand-by transformer is available. Single line diagram to be changed in line with current operation b) Danger markings are in faded condition c) DISCOM supply is directly fed to 4-Pole structure without any isolator at Railways end to enable ease of maintenance. d) Locking arrangement to be provided to AB Switches and AB switch handles to be earthed. AB blades are in rusted condition. e) Transformer outgoing cables are in open condition. Same shall be closed with proper plate & grommets to prevent rodent entry f) Only one earth connection is provided for Transformer body. At least two separate and distinct connections with earth are to be provided for Transformer Body.												
14	<b>TSS/PND</b>												
14.01	Incoming supply id 220 K.V, TSS provided with 03 nos. of Transformers <table><tr><td>Transformer No.</td><td>Make</td><td>Capacity</td></tr><tr><td>TR-01</td><td>CGL</td><td>20 MVA</td></tr><tr><td>TR-02</td><td>CGL</td><td>20 MVA</td></tr><tr><td>TR-03</td><td>ABB</td><td>21.6/30.24 MVA</td></tr></table> TR-01 in service. TR-02 is out service for Oil filtrations. There is no standby Transformer to TR3 (21.6/30 MVA transformer) as total 21.6 MVA load can't be shifted to TR-01.	Transformer No.	Make	Capacity	TR-01	CGL	20 MVA	TR-02	CGL	20 MVA	TR-03	ABB	21.6/30.24 MVA
Transformer No.	Make	Capacity											
TR-01	CGL	20 MVA											
TR-02	CGL	20 MVA											
TR-03	ABB	21.6/30.24 MVA											
14.02	TSS is provided with M/s Bharat make, 200 ah battery set commissioned on 01.07.2019 with lug dated 10.2018. Battery set has completed its codal life same to be replaced. Measured the Specific Gravities & voltages of 5 cells randomly and found Specific Gravity varying from 1190 to 1220 and voltage is varying from 2.16 to 2.20 V.												
14.03	Gasket of CB/BM are in good condition, Heaters are to be kept in ON condition as it is rainy season												
14.04	Silica gel is to be replaced for CB-209 & BM-209												
14.05	TSS main gate removed for third line. Same is to be provided for security of TSS.												
14.06	Working potential of Insulated hand gloves is not written on the hand gloves. Same are to be replaced with working potential of 26.5 kV at all TSS.												
15	<b>Crew lobby/PND:</b>												
15.01	2 KIOSKs are available. The average sign-on/sign-off per day is 120. CMS network was down during the entire duration of inspection on 20.06.24.												
15.02	Footprint stickers can be pasted on the ground near KIOSKs for exact standing location for correct capturing of image during BA testing as shown in the picture which is being followed in other zones.												
15.03	CMS failures are occurring frequently due to server down and even due power supply failure probably due to non-availability of battery back up to networking equipment. This shall be analysed and corrective measures shall be taken to minimise the CMS failures.												
15.04	Perused manual signs ON/OFF register. Though the prescribed format books of manual sign-on / sign-off were available plain registers are being used. The details regarding the result of BA test are not being recorded. Standard register shall be maintained with all requisite details. Frequent inspections by officers shall be carried out at this station for improving the working culture.												



15.05	The list of Alcoholic prone staff available in the lobby was prepared by the lobby in-charge based on the reports of CLIs and it pertains only to that particular (PND) lobby only. The list of the entire division is to be prepared by the office of SR.DEE and circulated to all the depots. Similar action is required from Sr. DOM for TMRs. Adjacent division list also shall be maintained.
15.06	Some of the BA tested positive cases and status is indicated below. a. On 20.11.2023, Sri Rajeev Kumar GTM/PND found positive 17mg/100ml at 07.07 hrs. After that he was absconded from crew lobby. Hence unable to send Railway Hospital /BSP. Report submitted to Area Manager /SDL. D&AR particulars are not available. b. On 03.3.2024, Sri P.K. Dubey/LPG/PND tested positive at 22.01 hrs with 04mg/100ml.He was send to Railway Hospital/BSP which is far of 107kms on 04.3.2024. Railway hospital given report on 22.3.2024 stating that "NO ALCOHOL" in blood report. c. On 26.3.2024, Sri Niranjana Singh/Sr. ALP/BSP tested positive at 16.01 hrs with 01mg/100ml.He was send to Railway Hospital/BSP which is far of 107kms on 27.3.2024. Railway hospital given report on 10.5.2024 stating that "NO ALCOHOL" in blood report. d. On 23.12.2023, Sri Rajesh Kumar/LPG/PND tested positive at 19.25 hrs with 01mg/100ml.He was send to Railway Hospital/BSP which is far of 107kms on 27.3.2024. Railway hospital given report on 13.01.2024 stating that "NO ALCOHOL" in blood report.
15.07	For BA test positive cases, staff are being directed to BSP (which is 100 kms. away) by first available train for medical check-up and blood report. The sanctity of the procedure of examination is lost when the blood samples are collected after such a long interval. There is no system of taking blood samples immediately for taking necessary action on the staff. This shall be ensured without fail. Staff found BA positive are being booked to HQ and subsequently were taken for duty. Details of action taken are missing.
<b>16</b>	<b>Running room / PND:</b>
16.01	It is having bed capacity of 51beds. In room no.6, 10, 11 & 13 AC was not working and to be attended. Few complaints were also recorded about non-functioning of AC.
16.02	No gas bank is available same may be provided as Gas cylinders are kept in the kitchen.
16.03	Bain-marie is not available. It was told that the Bain-Marie was sent for repairs long ago.
16.04	The brand of rice being used is not as per the one mentioned in the contract.
16.05	Electric chimney is not available resulting in walls getting covered with stains.
16.06	Chapatis are being pressed on the kitchen platform. A separate wooden / stone pedestal can be procured.
16.07	There is no separate room for female occupants.
16.08	Computerised bed occupancy system can be implemented for better management.
<b>17</b>	Points not set against cases are being monitored by the division. But from the statistics, it could be seen that they are not coming down. Action to be stepped up.
<b>18</b>	A meeting was held with DRM/BSP on 21.06.24 and important observations are brought to his notice for taking necessary action.

No. Safety.195/Inter Railway/2024/SA-1/SECR/BSP Dvn.

Date : 24.07.2024.

*K. Venkatramana Reddy*  
(K. Venkatramana Reddy)  
Principal Chief Safety Officer

**Copy to:**

Secretary to GM / SECR – for kind information to GM/SECR.

PCSO/SECR, PCE/SECR, PCOM/SECR, PCME/SECR, PCSTE/SECR & PCEE/SECR.

DRM / BSP / SECR – for information and necessary action.

Sr. DSO/ BSP/ SECR – for necessary follow up action.