

**BI-MONTHLY HIGH LEVEL SAFETY AUDIT INSPECTION OF GWD & PASR STATIONS AND
GWD – RC SECTION (EXCLUDING RC) OF HYB DIVISION BY HQrs. HIGH LEVEL SAFETY AUDIT
TEAM ON 07th FEBRUARY 2024.**



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BI-MONTHLY HIGH LEVEL SAFETY AUDIT INSPECTION OF GWD & PASR STATIONS AND GWD – RC SECTION (EXCLUDING RC) OF HYB DIVISION BY HQrs. HIGH LEVEL SAFETY AUDIT TEAM ON 07th FEBRUARY 2024.

No. Safety.195/2024/SA-1/HYB Dvn./GWD-RC.

Date: 21.02.2024.

S. No.	Observations	Action By
1	Traffic Interlocked LC No.98 at Km. 186/12-13 between GWD – SRNR Stations :	
1.01	This gate is recently replaced from MOLB to EOLB during November 2023 (11.11.2023). GWR is not matching with EOLB panel operation w.r.t. the buttons and indications provided in the operating panel. GWR is to be corrected to suite as per the site conditions. Section TI was counselled in this regard.	DRM/HYB
1.02	Gateman Sri Pritam Biswas has reported that he did not read the GWR as he is a Bengali and cannot read English, Hindi and Telugu, but he could understand Hindi. In such case, he should have been explained by the Station Superintendent and Station Superintendent shall certify that he had been explained the contents of the GWR. System of obtaining SWR/GWR assurance from staff to be audited to ensure SR 2.03.02.4.	PCOM DRM/HYB
1.03	Gateman is lacking the knowledge of working in electrified territory in OHE safety and emergency protocols. Gateman to be counselled in handling on various precaution to be taken during rail breakage, OHE snapping, etc. in gate vicinity.	DRM/HYB
1.04	Lot of released materials and garbage was found near the LC gate and to be cleared.	DRM/HYB
1.05	The vertical clearance of one of the EOLB booms in closed condition is more than 1m and to be rectified.	DRM/HYB
1.06	On perusal of the location box termination, <i>painting particulars mismatch</i> was noticed w.r.t. actuals, as wiring was noticed against spare terminals. The EOLB wiring & painting particulars were not checked by ADSTE/HYB who had commissioned the EOLB. Painting particulars shall be updated and <i>As Made documents</i> shall be made available suiting to site condition.	PCSTE DRM/HYB
1.07	M. S. FLAT (Earth strip) connected to the location box not fixed properly. Earthing of Location Boxes was not done properly. The cables armour to be earthed immediately as per standards.	DRM/HYB
1.08	One spare cable was seen inside the location box housing the operating panel without any termination.	DRM/HYB
1.09	EOLB pedestals and boom lock posts were not earthed with M.S. flat from -ve rail.	DRM/HYB
1.10	On perusal of surprise inspection register, it was noticed that on 04.01.24, SS/GWD had inspected and recorded his observations but subsequently there was over writing against the gateman name. This shall be investigated in detail.	DRM/HYB
1.11	Cover over shed/shelter may be provided for the operating panel area in order to avoid hard ship to the gate man to close/open the gate during rainy season.	PCE DRM/HYB

1.12	Gate man has represented that one commercial hoarding near LC gate is obstructing his view of the road traffic approaching the LC gate. This may be removed / relocated.	DRM/HYB
1.13	Town side Road warning signal of the LC to be relocated suitably to have proper visibility to road users.	DRM/HYB
1.14	Train Vehicle Units (TVUs) of this gate is high and a very busy gate which is not provided with inverter/AT power supply to gate lodge (gateman's room). Divisional Authorities to ensure provision of uninterrupted power supply to gateman's room. This aspect to be ensured at all such LC gates having heavy TVUs.	PCEE DRM/HYB
1.15	<ul style="list-style-type: none"> a) Flange-way to be cleared from muck. b) Standard ballast profile has to be made at LC approaches duly providing ballast retaining wall. c) LC gate approaches, track to be overhauled and drainage in LC portion has to be improved by filling clear ballast at the end of check rails on either sides. d) Fixing of check rail vis-à-vis the road width shall be ensured as per the standards as it was noticed that check rails on GWD end were ending at edge of the road which is unsafe for road vehicles during passing in track portion. e) Wooden blocks at the end of check rails on both sides to be provided. The space between the ends of the road width and the check rails should be filled with ballast. f) Speed breakers should cover full width of the road including berms and to be painted as per stipulations in the manual. 	PCE DRM/HYB
2	Gadwal Junction (GWD) Station :	
2.01	During the vegetation cleaning in the yard at few locations TrD ST bonds were damaged and to be attended.	DRM/HYB
2.02	Water stagnation is noticed in small culvert in the yard (Minor Bridge No.408) towards SC end to be cleared. Ballast retainer is damaged and to be attended. Bridge number is to be painted.	DRM/HYB
2.03	At Km.186/15-17: Surfacing to be attended.	DRM/HYB
2.04	On Minor Bridge No.409 at Km.186/17-18, ballast cushion to be ensured and Vent way clearance has to be done as drainage was blocked.	DRM/HYB
2.05	S&T Board (Axle counter warning Board) is erected near LSS (Towards SC end) without any legend.	DRM/HYB
2.06	Location Box No.37 area premises is being soiled by the local people staying around. This area to be protected by providing barricading. Tress pass prevention measures may be taken.	DRM/HYB
2.07	For routing homing signal (SC end) earth pit was full of vegetation and to be attended. Details of earth resistance and date of measurement were not painted. This aspect to be ensured at other locations also.	PCSTE DRM/HYB
2.08	SEJ No.36 of LWR No.18 at KM. 187/0-1 : On approach of SEJ, two additional wider base sleepers to be provided one on each side as per standard drawing. For check rail bolts split pins are to be provided.	PCE DRM/HYB
2.09	Point No.20B TWS with SSD : CMS crossing of Point No.20B has local defects (dent mark/wheel burn). It needs to be attended.	DRM/HYB

2.10	At old gate lodge (now being used as tool box room for Engg. Gang) near ROB (SC end) several released materials including loose items i.e., rail closures, fish plates, ERCs of CL-I & III are available and prone for miscreant activity. Advised DEN/Lines to clear these materials immediately.	PCE DRM/HYB
2.11	Earth pit is missing to Location Box near Home Signal-S2. At most of the locations details of Earth measurements are not painted on the earth pits.	DRM/HYB
2.12	Point No. 20B operation was obstructed by Throw rod cover. SSD of Point No. 20B needs to be adjusted for obtaining standard JOH clearances (JOH-RH side 56mm & LH side 64mm).	PCE DRM/HYB
2.13	Point No. 19B, rubber pads were worked out due to vibration on account of packing issue. Worked out rubber pads to be replaced and proper packing may be ensured.	PCE DRM/HYB
2.13	Due to PF extension work trolley path way towards SC end was shifted and old path way is removed partially. Balance portion also shall be removed.	DRM/HYB
2.14	Speed indicator Board and caution indicator Boards were provided in between tracks of Road No.1 & 2 and corrective action shall be taken to avoid SOD infringements.	PCE DRM/HYB
2.15	UP Loop-line (Road-1) : a. Lot of jammed ERCs were available and to be replaced. b. There are several free rail joints and to be welded. At one of the joints gaps is more than 30mm and to be attended.	PCE DRM/HYB
2.16	Some of the glued joints were not installed properly and require sleeper adjustment as joint is resting on sleeper instead of suspended joint.	PCE PCSTE DRM/HYB
2.17	FOB at GWD station was last inspected during 07/2022 and next due on 07/2023. This FOB is overdue for inspection and to be carried out immediately.	PCE DRM/HYB
2.18	At few locations TRD bonds profiling is to be carried out.	DRM/HYB
2.19	Double Cleats to be provided for OHE structure bonds on PF as per guidelines issued by HQ.	DRM/HYB
2.20	Traction bond at Km. 187/5-6 (Point No.19 cross over) has to be connected to the running rail.	DRM/HYB
2.21	ATD guide tube was missing at Km. 186/20, GWD/1001. Same to be provided.	DRM/HYB
2.22	ATD parameters at location : 187/2 : Half tension length – 517.5m; temperature – 32 degree Weight applied for free movement – 11.2 kg Y value was 185 cm and as per chart it shall be 237 cm. ATD to be adjusted.	PCEE DRM/HYB
2.23	ROB between location : 187/4-5, 187/4A-5A : Parapet wall height above road level was 88 cm. 2 XPM sheets were provided only on OHE portion instead of complete portion of Track. Out of which one sheet was in tilted condition and likely to fall on OHE. As a safety measure, 185 cm height, XPM sheets are to be provided for complete portion of the track immediately. Engineering department to be advised for regular checking of these. In future, in all upcoming projects parapet wall of 1.83 m. height to be provided	PCEE PCE DRM/HYB

	for complete portion of track and same to be ensured while approving the drawing as part of GAD.	
2.24	<p>Earth pit at location : 187/5 :</p> <p>a) Individual Earth resistance – 9.7 ohms. Treatment to be given to improve the earth resistance value.</p> <p>b) All earth pits are to be maintained properly.</p> <p>c) Station Earthing/bonding plan to be made and kept at Office, Depot, Station. Regular drive to be conducted and records to be maintained.</p> <p>Most of the earth pits in the yard were damaged and painting faded. Same are to be attended and to be painted neatly duly indicating, Earth pit No. Earth resistance value, date of measurement as per standard practice.</p>	PCEE DRM/HYB
2.25	Electric Shock treatment board to be provided in SM cabin as per strict implementation of I.E. Act.	DRM/HYB
2.26	S30A Emergency Route Cancellation has been recorded as an exception report in data logger on 14:23:15:906 04/02/2024; but there was no such cancellation on that date. This needs to be investigated and necessary data validation if required needs to be done.	DRM/HYB
2.27	Station diary: On 24 th January, 2024, Ms P. V. Shobha Rani, SM had handed over duty to Sri Goutham, SM at 19:00 hours. But Sri Goutham, SM had not signed in Station Diary at Taking over column.	DRM/HYB
2.28	<p>Following discrepancies were noticed in SWR.</p> <p>a) Engineering LC No. 5 is closed permanently against the road traffic without obtaining sanction from competent authority during November 2023 as per the message given by SSE/P. Way/KRNT on 15.11.2023 indicating that <i>gate man was withdrawn due to RUB work</i>.</p> <p>b) Tower car siding / shed line is not existing at the site but shown in SWOD and SWR. RE organization officials had issued first and part, second and part safety certificates without indicating the pending works while issuing safety certificate.</p> <p>c) SWOD was also not made properly. SIP was used as SWOD by changing the title block. This practice shall be stopped and SWOD shall be made in A3 size preferably based on SIP matching to the site conditions.</p> <p>Stringent action should be taken against the erring staff responsible for the above lapses.</p> <p>All the above discrepancies shall be attended duly taking the necessary approvals and carrying out necessary corrections to the plans and other relevant documents to ensure that SWR matches with site conditions.</p>	PCE PCSTE PCOM DRM/HYB
2.29	Perused Joint inspection of Points and crossings register. The last quarter of Joint inspection of points and crossings was carried out on 20.01.24 and all deficiencies were attended. There was a repeated deficiency of point 11A floating to be attended. For points with thick web switches, SSD maintenance (lubrication of moving parts of SSD) is figuring regularly. Deficiencies noticed shall be attended permanently to avoid repetition.	PCE PCSTE DRM/HYB
2.30	There is no CMS kiosk at this station. Manual sign ON/OFF register was not maintained properly and for some of the entries on 6 th and	PCEE DRM/HYB

	7 th February 2024, signature of SM on duty was missing. Feasibility of provision of CMS kiosk may be explored to avoid manual sign ON/OFF.	
2.31	For testing portable BA instrument, proper testing equipment may be provided. All SMs shall be counselled on the Procedure of daily testing of BA instrument.	DRM/HYB
2.32	No abnormalities (signal defects / track defects / unusuals) were recorded by the crew for the past one month. Crew should be encouraged to record the abnormalities after completion of their journey at the time of <i>signing off</i> .	PCEE PCOM DRM/HYB
2.33	BSNL phone is not available. It is one of the authorized means of communication as per G&SR. The same may be provided at SM office.	DRM/HYB
2.34	SM has represented that 25 W VHF set provided for adjacent station communication was not working properly. This shall be attended to work as per the stipulations indicated in SWR (Para 6 of Page no. 26)	PCSTE DRM/HYB
2.35	<i>Stable load register</i> : For Light Engines, loco crew are writing A9 & SA9 applied but not mentioning about the number of skids placed and application of handbrakes. And for trains stabling, operating staff are mentioning the details about application of hand brakes but not mentioning whether secured with chain and padlock. All concerned shall be counselled in this regard.	PCEE PCOM DRM/HYB
2.36	Approved as made circuits were available without tower car siding issued by RE and to be verified whether corresponding to the site conditions. EOLB circuits of LC 98 are to be incorporated. CT rack Indoor painting corrections were made and documents to be updated. Updated <i>approved as made circuits and other documents</i> shall be made available suiting to the site conditions.	PCSTE DRM/HYB
2.37	ELDs were not available for power supplies of UFBI Block, 24V internal and BPAC power supplies.	DRM/HYB
2.38	In the relay room, loose wiring was noticed. Sectional staff have mentioned that loose wiring was related to Tower car siding work. Availability of approved circuits for the alteration works shall be ensured.	PCSTE DRM/HYB
2.39	Cable meggering was carried out on 17.11.2023 where as in one of the pages it was written as 17.11.2028. Such type of mistakes shall be avoided. 18 NWR conductors were shifted from conductor 3 & 4 to conductor 1 & 2 due to low insulation but not recorded clearly in the cable meggering register. Conductor 3&4 also were shown as 18 NWR which were shifted to 1 & 2. All other related documents also to be updated accordingly.	PCSTE DRM/HYB
2.40	At crew rest room, CC cameras were not available. Same may be provided. Mesh door requires attention as wire mesh was in torn condition.	DRM/HYB
2.41	In caution order of GWD-RC section PSR of 10 Kmph was mentioned from 0/00 Km. to 0/00 Km. due to 8° (degree) curve which is confusing. This CO pertains to Goods loop and to be represented properly to avoid confusion.	PCE PCOM DRM/HYB
3	Staff interaction and safety counselling session at GWD :	
3.01	An interactive session was conducted with all the available field staff consisting of supervisors and staff of Engineering, S&T, Operating,	DRM/HYB

	<p>Mechanical, Electrical and TRD in which approximately 75 Staff were attended.</p> <p>Recent cases of yard derailments of GTL division were discussed in detail and stressed not to adopt short cut methods while carrying out shunting. Supervisors of Operating, Loco shall carryout surprise checks on the shunting practices followed by the field staff to identify any unsafe practices and to take corrective action.</p> <p>In addition, the following items were also discussed.</p> <ol style="list-style-type: none"> To ensure proper of 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. Some of the Engineering staff have represented about the non-supply of the safety shoes. Advised sectional AEN for necessary action. Commercial staff to ensure no residual fuel in two wheelers before loading them into SLRs duly certifying the same by CPSRs, and also to ensure proper closing of wagon doors after completion of loading. 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. Sectional supervisors to check the knowledge of the field staff in their functional areas and to ensure availability of proper tools and equipment, to arrange local training sessions wherever required. Sectional TIs to carry out more number of surprise inspections and also to check the knowledge of the SMs in dealing the trains during signal failure/ abnormal conditions and also to ensure that SWR matches with the site conditions. 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. 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>	
3.02	<p>During interaction SS has mentioned that the torch lights supplied were not having enough brightness and requested for better torches with more brightness. This may be looked into.</p>	PCOM DRM/HYB

4	Rear Window Inspection Ex. GWD-RC section :	
4.01	In most of the locations side drains walls were collapsed and require attention/cleaning (Eg. Km. 54, Km. 37, Km. 18).	DRM/HYB
4.02	80 KMPH Speed indicator board at Km.55/5-6 at the approach of GWD Station was in faded condition.	PCE DRM/HYB
4.03	At several locations released rails were lying near the track. (Eg. Km. 52/4-3, 33/15-14, 31/9-8, 25/5-4, PASR yard top point location). A special drive shall be launched for clearing the released materials from site.	
4.04	Riding is to be improved at the following locations: 51/2-1, 49/9, 46/13-11, 44/13-11, Km.22, Km. 16/2-15/15.	DRM/HYB
4.05	a) At Km. 53/17: Track alignment to be corrected. b) At Km. 51/2: Track surfacing to be attended. c) Track alignment at SEJ portion at Km.50/2-3 to be attended. d) At Km. 4/3: Cross-level to be attended.	DRM/HYB
4.06	Ballast deficiency to be recouped at isolated locations in Km.49, Km.34, Km.10, Bridge No.2 at Km. 5/2-3 and also outer rail portion of all curves in the section.	DRM/HYB
4.07	At Halt stations in PF area track portion wooden distant blocks were not available. Halt station name boards were not painted with the station name.	DRM/HYB
4.08	Tress pass location at Km.34/0 – barricading / rail fencing to be provided.	DRM/HYB
4.09	At Km. 4/7-8, W/L board was leaning and to be attended.	DRM/HYB
4.10	Abutment / column from track center is less than 8.0m at Km.19/5-6 and also at Km. 45/11-12 under ROB. Guard rail to be provided.	DRM/HYB
4.11	Entire section counter weights provided for OHE were in rusted condition. The same to be attended. Some of the OHE masts also needs repainting.	PCEE DRM/HYB
4.12	a) At LC gate No.219 (at Km. 567 near RC Yard): tree trimming to be done. b) At Km. 4/9: Creepers to be removed. c) At Km. 14/5-6, Km.17/6-9, Km.18/6, Km.25/15, Km. 27/2-5 tree branches near OHE to be trimmed.	DRM/HYB
4.13	a) Vitreous Enamel goods warning board may be provided in the section. b) PASR : Near UP & DN Home signals, Calling-ON boards were in faded condition and to be attended.	DRM/HYB
4.14	Some of the T/Loop boards were in faded condition and to be attended (Eg. at Km. 55/1, Km. 55/4, Km. 31/2)	DRM/HYB
4.15	Some of the OHE mast numbers were in faded condition and to be attended (Eg. at Km. 27/14, Km. 27/12 & Km. 7/14)	DRM/HYB
5	Panduranga Swamy Road (PASR) Station :	
5.01	Point No.13B: SRJ welding to be done and LH stock rail burr to be removed. Date of installation to be painted (at prescribed location in switch portion).	DRM/HYB
5.02	Point No.13A – GR pads were missing to sleeper No.2, 1, 1AS, 2AS, 3A & 4A. The same to be provided.	DRM/HYB
5.03	Conventional SEJ No.9 of LWR No.5 at Km. 30/278 : The gauge was varying from N to -10mm and Cross level was varying from 2LL to 9LL This needs to be attended.	PCE DRM/HYB

	In SEJs it was noticed that tongue rails were not in square and reference pillars were not fixed properly. Tongue rail squareness shall be ensured and reference pillars shall be fixed properly as per the provisions in the IRPWM.	
5.04	Calibration details of Gauge-cum-level of SSE / P.Way / MBNR (IC) and SSE / P.Way / KRNT (IC) were not available and were showing different values during track parameter measurement. It shall be ensured that measuring gadgets are calibrated periodically as per the guidelines issued by HQ. <i>Note :</i> As per PCE Lr.No.W.506/Gen/Track-TM/Vol.XIV dated 17.12.2015, the SSE/P.Way (IC) should check the accuracy of spirit level, gauge and straightedge every month and enter this examination in the Gang Dairy. It is also his responsibility to ensure that the gang works with accurate gauge and spirit level at all times, as necessary for measurement of track parameters.	PCE DRM/HYB
5.05	S1 Emergency Signal Cancellation has been recorded as an exception report in data logger on 03-02-2024 at 17:15:56:890 hrs. However, there was no such cancellation on that date. This has to be investigated and necessary data validation if required needs to be done.	DRM/HYB
5.06	Track bonding diagram painted in the equipment room is to be updated indicating tower car siding.	DRM/HYB
5.07	Cable termination painting particulars in Relay Room were corrected whereas the "K" rack particulars document requires update incorporating the corrections as several manual corrections were noticed.	PCSTE DRM/HYB
5.08	Non RDSO type fire detection system with only two detection points is available in Relay Room. To be replaced with RDSO approved type fire detection system.	PCSTE DRM/HYB
5.09	ELDs were not working properly and to be attended.	DRM/HYB
5.10	Proper protection arrangements shall be made for 230 V termination in battery room duly providing termination box with cover.	DRM/HYB
5.11	Fire Extinguisher provided in equipment room was due for testing since 24.07.23 and was kept on floor. It shall be replaced and to be fixed at proper location.	DRM/HYB
5.12	Signs of water seepage is noticed in equipment room and requires attention. For windows wire mesh to be provided.	DRM/HYB
5.13	25 Watts VHF set provided in SM room for adjacent station communication was not working and to be attended.	DRM/HYB
5.14	In IPS status monitoring panel in SM room call S&T staff indication was displaying erroneously and to be attended.	DRM/HYB
5.15	Humming was observed on block phone on either directions and to be attended.	DRM/HYB
5.16	The EC circuit is not working properly. Heavy humming sound was observed. The joints may be opened and Armour to be earthed immediately in the section.	DRM/HYB
5.17	Earth pits provided for COP are to be connected to negative rail also.	DRM/HYB
5.18	One set of hand gloves for isolator operation was available in OHE key box which was suitable for working potential of 7500 volts. Same to be replaced with working potential of more than 25000 volts.	DRM/HYB
5.19	Bond sleeve and PVC pipe to be provided at every location where the bonds are going under S&T rail to avoid short circuit.	DRM/HYB

5.20	Observed heavy noise and voice is not clear in TPC phone provided at TSS.						DRM/HYB
6	Coaching depot / KCG :						
6.01	The following safety items are causing concern in maintenance as the percentage of compliance is very low. Supply position to be improved.						PCME DRM/HYB
	S. No.	PL No.	Item	AAC	Proportionate AAC	Cuml. Supply Apr'23 to Feb'24	
	1.	30510636	Fixing of IRS type Door lock	284	260	45	
	2.	30648762	Hammer box with hammer	160	147	20	
	3.	33500368	Primary spring outer (Yellow)	10	9	3	
	4.	38147830	Air brake hose coupling FP	250	229	77	34
6.02	Noticed that strands of safety wire rope of Bio-Toilet fixing arrangement were found cut and also not in place. To be attended.						PCME DRM/HYB
6.03	Water seepage in building is noticed in the entire building. The same needs to be attended at the earliest.						PCE DRM/HYB
6.04	Catwalk was damaged badly. To be attended on priority.						DRM/HYB
6.05	Fire extinguisher was not provided near the Oil storage room. To be provided.						DRM/HYB
6.06	At electrical panel <i>Non-Conducting protective Mat</i> to be provided.						DRM/HYB
6.07	Most of the electrical junction boxes provided for pit line lighting were without cover. To be attended.						PCME DRM/HYB

No. Safety.195/2024/SA-1/HYB Dvn./GWD-RC.

Date: 21.02.2024.

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

Copy to :-

Secretary to GM – for kind information to GM.

AGM – for kind information.

PCE, PCOM, PCME, PCSTE & PCEE.

DRM / HYB – for necessary action.

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