

**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF
BITRAGUNTA STATION OF VIJAYAWADA DIVISION FOR THE PERIOD
NOVEMBER & DECEMBER 2013**

S. No.	Para	Subject / Topic	Action for rectification
1	2.0 (b) (c)	<p>Safety Point Alarm: Not provided at NLR, VKT and BTTR stations. Division should expedite the work of installing the device at all stations.</p>	DRM/BZA COM CSTE
2	2.0 (c)	<p>NELLORE & VENKATACHALAM: Fire Service Station No. 101 was found in disconnected condition when checked from NLR and VKT stations. There is no alternate contact number which is not desirable. Division need to ensure that the Fire Service Station contact numbers (DOT and mobile) at all stations are obtained and written on the DM Display Board. Division is also advised to co-ordinate with District Fire Authorities and advises them to ensure that 101 and alternate contact telephones are always kept in working order.</p>	DRM/BZA CSTE
3	3.0 (b) (c)	<p>LC Gate No.107/T of VKT Station: LC Gate audio buzzer is presently manual. Suggested to make it automatic with the operation of lifting barrier. Gate Cabin needs to be rebuilt / replaced. There is feasibility to eliminate this LC by LHS.</p>	DRM/BZA PCE
4	4.0 (d) (f)	<p>VKT Station: Various Ambush Checks conducted:</p> <ul style="list-style-type: none"> • Train No. UP 12764, RPF No. 437 of CLX was found travelling in the Guard compartment instead of legitimate duty of Patrolling. • Crew of Train No. 12760 failed to respond to the danger hand signal exhibited. • Crew of 12864 failed to follow the rule when SM failed to exchange ‘all-right’ signals and Guard did not bother to look towards station; instead kept green hand signal outside. <p>UP NCT Goods which was regulated from 02.30 hours to 05.25 hours. They were on duty from 18.00 hours. They have already completed 12 hours and the have to work the train upto RU which may take another 4 – 5 hours. Needs effective planning and crew management.</p>	DRM/BZA CEE CSC COM

5	5.0 (b) (d)	<p>Footplate inspection by Train No. 12830 Express from VKT to GDR on 13.12.2013 06.15 to 06.40 hours):</p> <ul style="list-style-type: none"> • Loco crew of HB/BY Goods and Train No. 12625 proceeding on adjacent line in opposite direction did not respond to the engine flasher light exhibited as a part of ambush check. • Crew of 12830 was not having CBC key. 	<p>DRM/BZA CEE</p>
6	6.0 (a)	<p>GDR station: During the surprise BA test conducted on Sri. Sk. Kareemulla, SE/C&W/GDR at GDR station who was performing rolling ‘in’/‘out’ examination <u>was tested positive</u> with 40 and 49 mg/100ml of blood.</p>	<p>DRM CME</p>
7	7.0 (d)	<p>Footplate inspection by Train No. 12677 between GDR – BTTR stations on 13.12.2013: As a part of ambush check, advised LP of the train to react as if ‘lurch’ is experienced short of UP IBS – the LP, <i>instead of stopping near IBS and alerting the SM in rear, has proceeded further and stopped near UP Home Signal of NLR station.</i> However, the LP followed all other rules correctly. But, <u>following Train No. 12509 was allowed to leave at 10.36 hours as per TCO No. 13/12 by the Controller before the track ‘fit’ certification given by PWI/NLR at 10.50 hours. Secondly, the PWI/NLR proceeded by road to the location instead of proceeding by rail.</u></p>	<p>DRM/BZA COM PCE</p>
8	9.3	<p>BTTR South Cabin: (Route Cancellation Register):</p> <ul style="list-style-type: none"> • From the record, it was seen that route cancellations are more (30 in November month) on account of change in the planning. But, the concerning fact that needs to be addressed is to ensure that SR 3.36 rule provisions of serving a written memo to the LP before putting back the signals are not followed in many cases. • It is noticed from the recorded details that CASMs are resorting to putting back the signals and opening the LC Gate frequently for the passage of 108 ambulance which is improper. 	<p>DRM/BZA COM CME CEE</p>
9	10.0	<p>MRV Siding/BTTR:</p> <ul style="list-style-type: none"> • Two diesel locos (one on either side) with MRV coaches is placed in MRV Siding. • These locos are daily attached and detached and in the process Shunt Signal Nos.39 & 3 is taken ‘off’, but on completion of the movements the route is not getting 	<p>DRM/BZA COM CSTE CME</p>

		<p>cleared. The entries in the Route Cancellation Register of North Cabin reveal that from 25th September 2013, cancellations are done daily twice.</p> <ul style="list-style-type: none"> • Whenever MRV is ordered, the rake is pulled out to Road No.5 and further dispatched on Starter Signals, but the problem that needs to be addressed is when Road No.5 is occupied, it becomes difficult to dispatch the relief train towards GDR direction within target time. • On several previous occasions, there was delay in turning out the MRV due to various problems. • On the day of Safety Audit Inspection also, a mock drill was conducted by ordering the movement towards NLR direction at 17.00 hours and it took 33 minutes'. <p>In order to overcome above problems, it would be appropriate to relocate the MRV on to Road No.10 or Road No.9.</p>	
10	15.2(e)	<p>North Cabin/BTTR: On 22.10.2013, From 20.44 of 22.10.2013 to 09.20 hours of 23.10.2013, S-1 UP Home Signal was in 'blank' condition, almost 12 hours+..</p>	<p>DRM/BZA CSTE COM</p>
11	15.2(h)	<p>North Cabin/BTTR: BPAC failures are more. There is a need to analyse and rectify one time failures. It was also noticed, that Sr.DOM and Sr.DSTE/BZA have issued a Joint Circular stating that one time BPAC failures need not be entered in the S&T Failure Register. It is opined that nothing should prevent in making failure entry in the S&T Failure Register as advised by CRB and COM. It is necessary to understand that resetting provision is one alternate arrangement and the reason for failures are required to be analysed and preventive maintenance efforts are to be made by S&T Officials by accepting the failure memos</p>	<p>DRM/BZA CSTE COM</p>
12	16.0	<p>LC Gate No.144 (Traffic) interlocked LC Gate 'at KM 207/22-24 and LC Gate No.143 at KM 207/6-8 between BTTR-AXR stations. The distance between these two LC Gates are less than 1000 meters. Division need to study the feasibility of closure of any one LC Gate.</p>	<p>DRM/BZA PCE</p>
13	17.0(a)	<p>The over shoot / shunting neck connected to road No.1,2,3 & 4 towards GDR is extended up to LC No.144 and terminating short of the stipulated safety margin of 30m against Board guidelines. This needs to be rectified.</p>	<p>DRM/BZA PCE</p>
14	18.1	<p>BTTR Yard:</p>	

		Avoidable joints to be welded in point no.14A, 12A (after crossing portion one side combination joint is welded and other side fish plated). One meter fish plates are not provided in P&C locations. Fish plate joints gaps are widen & not in squaring in Road no.4. GR pads are missing/dropped from SRJ of P.No18A to one rail length.	DRM/BZA PCE
15	19.1	Crew Lobby/BTTR: Loco defect register: Defects passed by LPs are not repeated to TLC/PCOR. No system exists for getting feedback.	DRM/BZA CEE
16	19.2(b)	Crew Lobby/BTTR: On 08.12.13, LP of Train No 12710 Express reported that between BZA-BTTR section at SPF station, Distant signal was displaying 'attention', Inner Distant signal was displaying 'proceed' and Home Signal was also displaying 'Proceed'. Feedback received that at SPF, S&T staff are working for shifting of cable. It is a serious lapse on the part of S&T Officials and should understand that interfering with the signal aspects when the signal is taken 'off' for the movement of a train will invite accident / unusual.	DRM/BZA CSTE

No. Safety. 195/Bi-MSA/6/2013/BTTR

**(S. P. SAHU)
CHIEF SAFETY OFFICER**

Copy to Secretary to GM for kind information of GM.
COM, CSTE, CME, CEE, PCE
DRM/BZA for information and necessary action.

**BI-MONTHLY SAFETY AUDIT INSPECTION OF BITRAGUNTA
STATION OF VIJAYAWADA DIVISION FOR THE PERIOD NOVEMBER
& DECEMBER 2013**



SHRI. S.P. SAHU	CSO	CONVENOR
SHRI. S. K. GUPTA	CME/PLG	MEMBER
SHRI. GOPI SINGH	CSTE/PLG	MEMBER
SHRI. SANJEEV AGARWAL	CE/TM	MEMBER
SHRI. N. RAJENDRA KUMAR	EEE/G/HQ	MEMBER
SHRI. A.FERNANDEZ	DY.COM/RVNL	MEMBER

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Para

Subject / Topic

1.0 Night Surprise Inspection:

- 1.1 **Checked rear SLR SR00719 of T.No.12604 Express at SC station:** Guard was not equipped to break the OTL and use of EL box. The EL box door covers are provided with bolt & nut and sealed which got jammed and the Guard could not open the EL box. Stretcher was not in good condition. Folding connecting rods are bent. SSE/E/TL&AC/Erode maintenance and SM/Erode need to ensure these two items are attended for immediate use which is needful at the time of emergencies.



2.0 Inspection at Nellore station at 03.10 hours:

- a. Sri K.C.Sivaram , ASM & Sri V.C.Narasaiah, Pointsman were on duty and were having valid competency certificates.
- b. At NLR, VKT and BTTR stations, **Safety Point Alarm is not provided.** Division should expedite the work and ensure that the same is provided at all stations.
- c. **Fire Service Station No. 101 was found in disconnected** condition when checked from NLR and VKT stations. There is **no alternate contact number.** This is not desirable, especially in the background of serious fire accident at NLR station in July 2012 resulting in casualties of 31 passengers. Division need to ensure that the Fire Service Station contact numbers (DOT and mobile) at all stations are obtained and written on the DM Display Board. **Division is also advised to co-ordinate with District Fire Authorities and advises them to ensure that 101 contact telephones are always kept in working order.**
- d. Block Instrument Telephones are not used instead hot line is used. **PGU side block telephone is not working.**
- e. **LC Gate Register:** It was noticed that Dy.SMs/NLR are not following the prescribed instructions in maintaining the register by making separate entries for UP and DN direction trains on each page. Instead, both are written on one page making it cumbersome for any Inspecting Official. Added to this, they are also not writing

the details of LC Gates. SMR/BTTR and TI/BTTR to ensure that the instructions circulated vide Fly Leaf No. 2/2010 is strictly followed. Following is the specimen of the Fly Leaf instructions;

Date	Train No.	LC No.	Time & PN given by SM to Gateman about the train		Time & PN received by SM from Gateman in assurance of closure of the Gate		Signature of SM
			Time	PN	Time	PN	
17.02.'10	7604	101	1000	29	1002	75	Sd/-
		102	1001	34	1003	49	Sd/-
		103	1002	*....	Sd/-
		104	1003	22	1005	67	Sd/-
		105	1004	*....	Sd/-

- Separate entries to be made for UP direction and DN direction (i.e., left hand page for one direction and right hand page for another direction).
- * indicates interlocked LC Gate for which there is no exchange of PN.
- However, in case of interlocking failures, exchange of PNs is mandatory.
- Ensure the correct register, i.e., **T.1601** is only used at stations and not **T.1602**.
- Do not make multiple entries for all LC Gates in one row.

3.0 Inspection of LC Gate No.107/T of VKT Station:

- Gateman Sri. K. Venugopalan was in possession of valid competency certificates and was in uniform and alert.
- LC Gate audio buzzer is not interlinked with the closure of lifting barriers. It is **suggested to interlock the sounding of buzzer with the closing / opening of lifting barriers to eliminate the chances of forgetful nature of the Gateman** who is supposed to switch on the bell every time before lowering / lifting barrier against the road traffic.
- This LC Gate is operated from the erstwhile cabin. The old lever frame with 4 levers is still in operation. **General cleanliness of the cabin is very shabby and not tidy.** The **condition of the Cabin needs immediate attention apart from brightening work.** The ladder provided to climb the gate lodge is also in very dangerous condition surrounded with vegetation. The gate lodge needs to be rebuilt. Existing road surface on track portion is more than 3 to 4m height. **There is feasibility to eliminate this LC Gate by provision of LHS at this location, the same may be explored.**



- d. **Furniture** provided at the gate lodge is in **damaged** condition and needs immediate replacement.



- e. **Only one HS lamp** is available against the stipulated **three**.
- f. **Gate Working Rules:** GWR of 27.02.2008 was provided. **The instructions made available are only copy of Appendix 'A' of SWR/VKT.**
- g. It is **suggested to ensure provision of sliding boom arrangement** at all Traffic LC Gates on priority to avoid detention to trains in cases of gate boom damages.
- h. STOP boards are faded.
- i. The warning sign boards on both sides are **not standard** and gate lodge side one direction only sign boards are provided out of two. Single strip at 50-100m distance and double strip at 200m distance are **not provided**.
- j. As a part of ambush check to check the alertness of crew, **stop hand signal was exhibited** to Train No. 12734 UP Narayanadri Express which ran through the station and LC Gate at 04.30 hours, **but the GLP of train did not notice. Thus, they have violated SR 4.41 & 4.43.**

4.0 Inspection of VKT:

- a. Sri. S. Kumar, Dy.SS was on duty in uniform and was in possession of valid BCC and electrical isolator competency certificates. However, the validity period is not mentioned in the electrical isolator competency available which is supposed to be three years.
- b. **LC Gate Register:** The entries are improperly written in the register as brought out in earlier Para.

- c. **Stabled Load Register:** BT rake with load of 28 wagons is stabled on GL-3 from 11.12.13/18.45hrs. Setting of points & clamping (P.No.33 & 36) against the occupied line **though feasible, the same is not done. But, a remark is passed in the register as if clamped and padlocked.**
- d. **Various Ambush Checks conducted:**
- Train No. UP 12764 Padmavathi Express was stopped at the station 'out of course' at 04.53 hours of 13.12.2013 to check the response of crew in adhering to the 'on' position of departure signals. On stopping the train, it was noticed that Sri. A. Yedukondalu, **RPF No. 437 of CLX was found travelling in the Guard compartment of SLR instead of patrolling** the running train. He was de-trained at VKT and the train was despatched at 04.55 hours.
 - **Crew of Train No. 12760 Charminar Express failed to respond to the danger hand signal exhibited at VKT station** at 05.15 hours of 13.12.2013 during the ambush check conducted. They need to be taken up for the violation of SR 4.42.
 - **Crew of Train No. 12864 failed to follow the rule SR 4.42 when SM failed to exchange 'all-right' signals at VKT station** at 05.21 hours (ambush check conducted making the SM not to exchange signals with train crew) and Guard of the train was sitting inside the Guard compartment and put up his green hand signal outside; and did not bother to see towards station. The crew need to be pulled up for the violation of rule.
- e. **SWR Declaration Register:** Sri. Sk. Mahaboob Basha, SS, **who resumed from sick** (more than 15 days) **did not sign in the declaration register which is in violation of SR 5.06.** He was in sick list from 04.01.2013 to 23.01.2013.
- f. UP NCT Goods which was regulated at VKT station from 02.30 hours to 05.25 hours. On enquiry with the crew it was noted that they were on duty from 18.00 hours at BTTR, moved as pilot to VKT by 17406 at 19.50 hours. **They have already completed 12 hours approximately and it is understood from Divisional Power Control that they have to work the train upto RU of GTL Division which may take another 4- 5 hours.** It appears that there is **no proper planning** on the part of crew management by the Divisional Authorities. It is necessary to plan properly and ensure that crew do not work for over hours.
- g. **S&T Failure Register:** On 02.10.2013, PLCT was given to DN BOXN Goods at 15.25 hours and to DN 66083 at 14.37 hours, **but failure entry was not made on both the cases.** In case of the second train, failure memo also not prepared and not taken by the S&T Officials. Similarly, on 25.6.2013 at 09.12 hours, UP12710 Simhapuri Express was also given PLCT **but failure entry was not made.**
- h. **Route Cancellation Register:** On 20.9.2013 at 18.30 hours, route was cancelled (Counter 2) for BCN Goods and **the reason for route cancellation was not written which is essential.**
- i. First Aid box last replenished on 21.8.13 and the same is **overdue for replenishment. TI/NLR though inspected this station on 4.12.13 did not notice**

this deficiency.

- j. From the record of route cancellation register, it was noticed that counter numbers are jumping by 4 – 5 numbers during testing. The S&T Officials are not writing the clear details.

5.0 Footplate inspection by Train No. 12830 Express from VKT to GDR on 13.12.2013 06.15 to 06.40 hours):

- a. LP Sri D.CH.V.Rao Mail/Express and ALP Sri Anil Kumar of BZA depot were in sober condition and not due for PME, Tech. and G&SR.
- b. **Loco crew** of Train No. HB/BY Goods and Train No. 12625 **proceeding on adjacent line in opposite direction approximately between 06.20 – 06.30 hours did not respond** to the engine flasher light exhibited as a part of ambush check conducted by CSO/SC.
- c. Also, noticed that loco no. 21243, WAM-4/BZA – **auto-flasher unit was malfunctioning** (on applying emergency brake through ALP-D1 pilot emergency valve, auto-flasher did not respond. Instead, on releasing it has responded).
- d. **The crew was not having CBC key as personal equipment as per amended SR 4.19.**

6.0 Inspection at GDR station:

- a. During the surprise BA test conducted on **Sri. Sk. Kareemulla, SE/C&W/GDR at GDR station who was performing rolling ‘in’/’out’ examination was tested positive** with 40 and 49 mg/100ml of blood.
- b. Road No.1, inadequate drainage and broken PSC sleepers needs to be replaced. Pumping joints & Broken/missing ERCs are to be recouped. These defects are found and mentioned in earlier inspections of CSO/SC on 15.11.2012, 28.02.2013 & Dy.CSO/Engg/HQ on 28.9.2013. Even though these defects are not yet attended. Same should be attended on top priority.



7.0 Footplate inspection by Train No. 12677 Janshatabdhi Express from MAS – BZA between GDR – BTTR stations on 13.12.2013:

- a. **Loco crew** of Train No. HB/BY Goods and Train No. 12625 **proceeding on adjacent line in opposite direction did not respond** to the engine flasher light exhibited as a part of ambush check.
- b. Also, noticed that loco no. 21243, WAM-4/BZA – **auto-flasher unit was malfunctioning** (on applying emergency brake through ALP-D1 pilot emergency valve, auto-flasher did not respond. Instead, on releasing it has responded).
- c. The crew was not having CBC key as per amended SR 4.19
- d. **As a part of ambush check, advised LP of the train to react as if ‘lurch’ is experienced short of UP IBS – the LP, instead of stopping near IB and alerting the SM in rear not to allow following train, has proceeded further and stopped near UP Home Signal of NLR station.** However, the LP followed all other rules correctly. But, the **concerning point is, following Train No. 12509 which arrived VDE station at 09.55 was allowed to leave at 10.36 hours as per TCO No. 13/12 by the Controller before the track ‘fit’ certification given by PWI/NLR at 10.50 hours. Secondly, the PWI/NLR proceeded by road to the location instead of proceeding by rail. Division to intensify the campaign to follow the correct procedures as per SR 6.07, especially in the background of two major accidents involving casualty that took place on other Railways.**
- e. Advised LP not to whistle and not to exchange ‘all-right’ signals with station staff to check the alertness and response of SM. **SMs of KJJ and TMC stations failed to react as per SR 4.427.1 and 7.2** when the LP failed to give long whistle and failed to exchange ‘all-right’ signals.

8.0 BITRAGUNTA STATION:

- a. BTTR is an important Class ‘B’ station, on BG, double line electrified section in BZA – GDR route ‘A’ section of BZA Division.
- b. Signals and points are operated in co-ordination with SM/PF, Dy.SS/North & Dy.SS/South Cabins.
- c. The station is equipped with Standard II (R) interlocking and signals are MACLS.
- d. Block stations on either side of BTTR are SVPM on North at a distance of 4.32 KMs and AXR at a distance of 6.25 KMs on South side.
- e. There are 10 running lines at this station. Road No. 5, 6 & 7 are nominated for reception and departure of coaching trains.
- f. In addition to the running lines, there is one MRV Siding and one PQRS Siding.
- g. There are 3 LC Gates of which one is a Traffic Gate and the remaining two are Engineering. Except, the Traffic LC Gate, remaining two are non-interlocked whose normal position is ‘closed’ to road traffic.

- h. SSDAC is provided between BTTR-SVPM and BTTR-AXR stations.
- i. BTTR station is crew changing station for all Goods and certain coaching trains.
- j. There is a Combined Crew Lobby and Running Room at this station.

9.0 Inspection of BTTR/South Cabin:

9.1 Sri. Kuldeep Rai, Dy.SS was on duty in uniform and in possession of valid competency certificates.

9.2 **S&T Failure Register:** Following are the details of failures recorded;

- a. On 11.12.2013, from 20.12 to 20.32 hours, LC Gate No. 144 indication failed.
- b. On 07.12.2013 from 16.36 to 16.39 hours, S-47 (Road No.4 Starter Signal) automatically put back and route cancellation done. **Failure memo was written but the same is not taken by S&T Officials.**
- c. On 23.11.2013, from 08.50 to 08.51 hours, suddenly power disrupted and LC Gate No. 144 indication failed. DN Home Signal also gone back to 'on' position and Road No. 4 Starter also flown back. **Failure memo was written but the same is not taken by S&T Officials.**
- d. On 02.11.2013, from 16.42 to 16.50 hours, LC Gate No. 143 indication failed and DN BCN Goods suffered a detention of 8 minutes.
- e. On 28.10.2013, from 11,50 to 12.36 hours, BPAC dropped and resetting not obeyed.
- f. On 25.10.2013, from 09.50 to 10.00 hours, LC Gate No. 143 indication failed and Train No. 12711 suffered a detention of 10 minutes.
- g. On 25.9.2013, from 01.04 hours to 01.30 hours, track dropped.
- h. On 13.9.2013, from 14.10 to 14.50 hours, LC Gate No. 143 failed and Train Nos. 17480, 12652 and 22851 suffered a detention of 25, 5 and 4 minutes respectively.
- i. On 12.9.2013, from 09.05 to 09.20 hours, after arrival of KRMR Goods, Point No.8 flashing started.
- j. On 18.8.2013, from 17.25 to 17.51 hours, Point No.7 'N' flashing and as a result of this failure, Train No. QLN Goods suffered a detention of 2 minutes and 12712 for 6 minutes at Home Signal. **Failure memo was not written by the SM.**
- k. On 06.8.2013, from 10.30 to 11.14 hours, LC Gate No. 143 failed and **the remark written against the failure was 'S&T staff working'.**

From the above failures, it can be seen that **LC Gate indication failures are more** and the Division has to go into the details of such failures which hamper the movements, analyse and prevent avoidable failures. Also, it is recommended that resetting is only a device provided to eliminate immediate detentions to trains before the arrival of S&T Officials and that does not mean that failures need not be written in the S&T Failure Register and failures need not be attended. It is to be understood that failure memos should be accepted. On no account the same shall be rejected.

- 9.3 **Route Cancellation Register:** From the record, it was seen that **route cancellations are more on account of change in the planning.** But, the concerning fact that needs to be addressed is to ensure that SR 3.36 rule provisions of serving a written memo whenever the departure signals are put back to 'on' position are followed in true spirit of the rule and also intensive counselling is necessary to ensure that SMs do write the correct reason for route cancellations. Following are the details;
- a. On 18.11.2013 at 08.12 hours, S-1 route cancellation done **but the reasons for route cancellations are not written by the Dy.SS.**
 - b. On 14.11.2013 at 23.12 hours, line clear cancelled for Road-7 train.
 - c. On 13.11.2013 at 13.46 hours, line clear cancelled for CP/N Goods on Road-5.
 - d. On 05.11.2013 at 18.07 hours, Home Signal was put back for SNF Goods **without mentioning the reason for putting back the signal.**
 - e. On 03.11.2013 at 11.07 hours, line clear cancelled for BCNHL on Road-5.
 - f. On 22.10.2013 at 15.01 hours, signals are put back for the passage of 108 ambulance. **It is not proper to put back the signals for the passage of 108 ambulance due to the closure of Traffic LC Gate. Secondly, it is not known whether it is reception signal or departure signal. SMs need to understand the correct procedures and avoid avoidable cancellations.**
 - g. On 10.10.2013 at 01.50 hours, S-1 **Home Signal was put back for allowing shunt movement which is improper.**
 - h. On 18.9.2013 at 23.32 hours, **LC Gate was opened by putting back the signals to allow the passage of 108 ambulance.**
 - i. On 14.9.2013 at 08.32 hours, S-1 Home Signal was automatically flown back but this failure was neither reported nor recorded.
 - j. On 09.9.2013 at 13.55 hours, line clear cancelled for BCNHL Goods since crew were not ready for Road-10 train.
 - k. On 18.8.2013 at 03.35 hours, S-1 route cancelled after arrival of 13352 train **and this failure was not entered in the S&T Failure Register which is essential.**
 - l. On 18.8.2013 at 03.13 hours, S-1 route cancelled after arrival of 12840 train.
 - m. On 07.12.2013 at 01.07 hours, S-46 was put back for HX Goods since Guard was not ready.
 - n. On 04.12.2013 at 20.24 hours, GLP of CHTS Goods did not respond on walkie-talkie. Hence, signals were put back to clear road traffic.
 - o. On 03.12.2013 at 11.20 hours, S-49 was put back since the crew was not ready.
 - p. On 29.11.2013 at 12.19 hours, line clear was cancelled for NMG Goods on Road No.2.
 - q. On 26.11.2013 at 03.28 hours, line clear was cancelled for 57258 on Road No.5.
 - r. On 26.11.2013 at 09.10 hours, line clear was cancelled for Road No.4.
 - s. On 25.11.2013 at 16.00 hours, line clear was cancelled for Road No.5.

- t. On 24.11.2013 at 10.13 hours, line clear was cancelled for Road No.5.
- u. On 22.11.2013 at 18.12 hours, line clear was cancelled for Road No.4.
- v. On 22.11.2013 at 09.14 hours, line clear was cancelled for Road No.4.
- w. On 21.11.2013 at 11.49 hours, line clear was cancelled for Road No.5 for 57280.
- x. On 18.11.2013 at 16.07 hours, line clear was cancelled for Road No.5.
- y. On 16.11.2013 at 07.10 hours, line clear was cancelled for Road No.2.
- z. On 13.11.2013 at 13.33 hours, line clear was cancelled for Road No.4.
- aa. On 12.11.2013 at 10.45 hours, line clear was cancelled for Road No.2 for Parcel Special.
- bb. On 09.11.2013 at 14.22 hours, line clear was cancelled for Road No.4 for BTPN Goods.
- cc. On 08.11.2013 at 18.09 hours, line clear was cancelled for Road No.2.
- dd. On 08.11.2013 at 09.00 hours, line clear was cancelled for Road No.3 for AJJ Goods.
- ee. On 03.11.2013 line clear was cancelled for Road No.4.
- ff. On 02.11.2013 at 15.52 hours, line clear was cancelled for Road No.5.

Divisional Authorities need to tighten up this type of working by intensifying the counselling and warning the staff for violation of rule provisions.

9.4 Train passing document PLCT:

- a. On 30th June 2013 at 09.21 hours, UP PLCT towards AXR station was given to Train No. 12711 **but entry in T/A 1425 (line clear enquiry book) was not made. In this case, it is necessary to take up the LP of the train for failing to sign in that T/A 1425.**
- b. On 22nd April 2013, three trains were given PLCT at AXR station, they are Train No. 67279 at 16.30 hours, UTCM Goods at 16.5 hours and TKD Goods at 17.30 hours. **But, the failure entry was not made in the S&T Failure Register at BTTR.**

9.5 Ensuring complete arrival of train:

- a. The CASMs are responsible for ensuring that the conditions for granting line clear are complied with before he grants line clear for a train.
- b. He is also responsible to ensure that the complete train has arrived by observing the 'clear' indication on the panel through BPAC and/or observing the LV board/flashing tail lamp for a run through train or by exchanging a PN with the Guard in case of failure of BPAC.
- c. The CASM is also responsible for altering the points immediately on arrival of the train against the occupied line.
- d. **But, a conventional practice was noticed in which the CASM and Dy.SS/PF are exchanging PNs as a token of assurance that points are set against the occupied**

line. The SR 14.10 and SWR do not stipulate for this provision.

e. Hence, it is proper to withdraw this procedure.

9.6 **Relay Room Opening Key Register:**

Month	No of times opened
Sept'13	03 Times
Oct'13	05 Times
Nov'13	12 Times
May'13till date	Not recorded

Crosschecked data logger report of opening of Relay Room with Relay Room Key Register and found that there is **entry was not made on 06-12-13 at 18.23 to 18.24 hours.**

9.7 **BA Test conducted** on the following staff along with test results:

- A.Kamesh LP/GNT Negative
- S.Naresh ALP/GNT Negative
- D.CH.V.Rao LP/BZA Negative
- Anil Kumar ALP/BZA Negative
- Sk. Kareemulla SE/C&W/GDR **Positive 40 and 49mg/100ml of blood**
- P.Altaf Kh/C&W/GDR Negative
- P.Ramanaiah Tech-1/C&W/GDR Negative
- B.Mohanaiah Kh/C&W/GDR Negative
- P.Clarance LP/BZA Negative
- S.Pratap ALP/BZA Negative

Action taken on Sri. Kareemulla may be advised.

10.0 **MRV Siding:**

- a. MRV is placed in a dedicated Siding with exit provision controlled by Shunt Signals in either direction.
- b. Two diesel traction locos, one on either side of MRV is attached and kept on this Siding.
- c. These locos are detached and attached to MRV on daily basis. In the process of attaching and detaching, Shunt Signal Nos.39 & 3 is taken 'off', **but on completion of the movements the route is not getting cleared. The entries in the Route Cancellation Register of North Cabin reveal that from 25th September 2013, cancellations are done daily twice. Failure entries are not made in the S&T Failure Register since the facility of resetting is available and S&T Officials are not bothered to rectify the defect.**
- d. Whenever MRV is ordered due to accident / unusual, the Shunter/LP will energise the loco and pull out the rake to Road No.5. Further, if the movement is towards

GDR direction, the rear loco need to be detached and started on departure signals. **The main problem that needs to be addressed with least possible detention is when Road No.5 is occupied with any train at the time of ordering the MRV.**

- e. If the movement is towards, BZA direction, the Shunter/LP has to detach the loco after pulling the MRV on Road no.5, get down from the loco and take charge of the other loco leading towards BZA direction, cranked that loco and then draw ahead on Shunt Signal. Then movement is given back on to vacant line before taking ‘off’ departure signals for the movement.
- f. On several previous occasions, there was delay in turning out the MRV due to various problems.
- g. On the day of Safety Audit Inspection also, a mock drill was conducted by hooting the accident siren by ordering the movement of MRV towards NLR direction at 17.00 hours by hooting the siren and noticed that it **took almost 33 minutes to start the relief train against the permitted target time of 20 minutes.** This was the result despite the presence of entire team of Officials at station and Road No.5 of BTTR free. If it were to be night and Road No.5 is not free, the detention will be much higher. Division is advised to rectify the shortfalls by repeated mock drills till to ensure timely departure in case of emergencies.at 17.00 hours and the train
- h. In order to overcome above problems, **it would be appropriate to relocate the MRV on to Road No.10 or Road No.9.**

11.0 Inspection of MRV:

11.1 Electrical observations:

- a. List of electrical equipments to be provided in ARMV as per scale is displayed. Electrical equipments are available and found in good working condition. List of nominated breakdown staff is displayed.
- b. It is observed that testing of equipment is carried out regularly and the same is recorded in the maintenance register.
- c. The working of 1.4 KVA petrol start kerosene run generator set was tested on load and found working satisfactorily except slight leakage of petrol from the knob. The leakage was attended by staff.
- d. Voltages of two coaches were checked and following are voltage values.

Coach No.	Voltage	
	On Load	Off load
94616	109.6	112.7
91734	109.7	112.3

- e. Additional equipment available i.e., 3 KVA DG set (1 No.), 40 W FTL outdoor

fittings (10 nos.), Inflatable emergency lighting system (1 No.) and all are in working condition.

12.0 Inspection of ART:

12.1 Electrical observations:

List of electrical equipments to be provided in ART as per scale is displayed. Out of 40 nos. of 150 W MH fittings, 10 nos. are available. Sr.DEE/M/BZA informed that PO for balance quantity released and the firm has supplied poor quality fittings which were rejected by the consignee. The same are to be recouped at the earliest.



12.2 In ART 20 nos. of 2 m height Telescopic stands are to be made available but instead local made stands are provided. Indent for 60 nos. of Telescopic stands already placed and is under process in COS office.

12.3 Stacking of available equipments in racks are very good and item wise name boards are also provided on racks for easy identification of the equipment.



12.4 It is observed that regular testing of equipment is carried out and the same is recorded in the maintenance register.

12.5 Kerosene oil and HSD oil were painted with different colours on drums for easy identification and to prevent accidental mixing of oils. It is suggested to procure 2nos. of barrels pumps for pumping oil from the kerosene and HSD oil drums.



12.6 Checked 3 nos. of 1.4 KVA Generator sets and a 15 KVA DG set and found in working condition.

12.7 The following additional equipments are available and all are in working condition.

- 3 KVA DG set – 2 nos.,
- 40 W FTL outdoor fittings – 25 nos.
- Inflatable Lighting Towers – 3 nos.

12.8 15 nos. of helmets, 12 nos. of rain coats and 11 nos. of safety jackets are provided in ART as a safety measure. Staff are to be counseled regularly for usage of the same at the breakdown site.

13.0 Inspection of 11 kV/433V substation (West colony) details:

- a. Supply category – HT-VI, SC No.65, CMD in kVA – 200, Average RMD in kVA – 137, Average monthly consumption – 55,000 units
- b. The sub-station is provided with 2 nos. of 250 KVA transformers sets of Mahindra make manufactured in 2011 and commissioned on 28.10.11. It is observed that maintenance of the sub-station is carried out regularly as per the maintenance schedules and the same recorded in the register.
- c. Checked competency certificates of all 26 maintenance staff at Bittragunta issued on 19.10.11 and valid for 5years. Competence certificate also to be issued to Shri B. Gourishankar, SSE/M/BTTR. who has recently joined in this depot.
- d. 15 Nos. of earth pits are available. EP No. 10 was checked and individual earth resistance measured is 1.5 Ω . Last recorded value is 1.9 Ω on 11.05.13.
- e. Safety items available in the sub-station are displayed. Safety items like helmets, belts, gloves, ladders, rubber mats, safety chains, danger boards, earth discharge rods and shock treatment charts are in good condition. It is also noticed that 2 Nos. fire extinguishers are due for refilling on 12.01.2014 and 1No. first aid box replenished on 11.12.13.
- f. The gate of the sub-station is not closing properly as there is lot of gap. Unauthorized persons/cattle may enter the sub-station area through this gap. The same is to be attended immediately.
- g. 2 nos. of standby DG sets of capacity 40 kVA and 63 kVA for extending power supply to station and running room respectively are available in the office of SSE/E/M/BTTR and are in working condition.
- h. **11 kV/433V substation (East colony) details:** Supply category – HT-II, SC No.433, CMD in kVA – 120, Average RMD in kVA – 44, Average monthly consumption – 185,000 units. CMD to be reviewed since RMD is less than 80% of CMD.

14.0 Inspection of Dy.SS/PF:

- 14.1 Sri.R.L.Meena, Dy.SS, S/Sri G.Srikanth, G.Malyadri and Sd.Gouse Mohiuddin all Pointsman were in uniform and in possession of valid competency certificates **except Sri. G.Malyadri, Pointsman was not issued with 'Electrical Isolator Competency Certificate'**.
- 14.2 **Monthly Safety Meeting:**
Schedule is being followed regularly. Observed that out of 31 station staff only 21 members are acknowledging. **Efforts should be made to make it 100%. Also, necessary to involve Guards since BTTR is having large number of Guards (131 Nos.) stationed to work trains.**
- 14.3 **Monsoon Patrolling:**
It is in force between BTTR-AXR stations. Noticed that signatures from gatemen of LC gates which they encounter were not obtained by the Patrolmen. Entries in TSR should be made as per the movement of the Patrolman, i.e., from BTTR to AXR and vice-versa and not on the same page.
- 14.4 **Stabled Load Register:**
It is being maintained as per the guidelines given by Headquarters. Cross checked with the GLP memos and noticed that they **are not connected** with the loads stabled at BTTR station.
- 14.5 **Weather Warning Register-** The following messages were received:
 - 1600hrs on 28.11.2013
 - 2345hrs on 27.11.2013
 - 1410hrs on 22.11.2013 and
 - 1602hrs on 20.11.2013.

The **acknowledgement copies are not pasted** in the register as per the instructions given in Accident Manual.
- 14.6 **Bio-data Register:** None are due for Refresher Course training.
 - a. Sri.M.Naga Raju, Pointsman who is due for PME on 28.12.2013 and Sri R.Appala Raju, Pointsman on 27.12.2013 may be directed for PME on time.
 - b. Staff should be directed for PME immediately on attaining the age of 45 years as per IRMM since PME due dates and DOBs are tallied (Sri.M.Zakeer Hussain Goods Guard whose **DOB is 10.08.1966 attended PME last on 01.11.2010 and due is written as 31.10.2013 which should be 10.08.2011**).
- 14.7 **SMs Night Inspection Register:**
It is conducted regularly. However, recording the initials of SCOR on duty need to be followed duly scoring 'off' one PN from the PN Sheet.
- 14.8 Trial run of ART and MRV is due on 22.12.2013. MRT was ordered at 02.40hrs on 22.09.2013 for the derailment of T.No.12666 Express between SVPM and KVZ

stations but left at 03.30hrs i.e., **after 50 minutes**. From the LTM it was noticed that OHE failed 3 times for 19 minutes and the non availability of DSL Crew. Crew turned up at 03.15hrs.

14.9 **Caution Order Register-**

- a. **BTTR-GDR:** SR 15 KMPH is in force from 19.06.2012 on Common Loop at Singarayakonda station due to 1 in 8 ½ Curve turn out. This should have become PSR by this time now.
- b. **BTTR-BZA:** SR 'Whistle Freely' was imposed on 11.11.2013 at KMs 329/08-09 for newly opened LC Gate No.235 between Chinaganjam and Vetapalem station was **not cancelled till the date of inspection**. Secondly, it is inappropriate to continue such SRs for months together and thirdly, as long as W/L board is provided, it is binding on the part of LPs to whistle.
- c. It was noticed that **DYSS in shift duties are not taking acknowledgement** from Guards booked for the trains and there is no record maintained.

15.0 **Inspection of North Cabin:**

15.1 Sri. Arjun Prasad Sah, Dy.SS was available in uniform and was in possession of valid competency certificates.

15.2 **S&T Failure Register:**

- a. On 07.12.2013, from 11.10 to 11.12 hours SH-39 route was locked after light engines movement.
- b. On 29.11.2013, from 05.10 to 05.30 hours, Point No. 12 was flashing. **Failure memo was prepared but not taken by the S&T Officials.**
- c. On 04.11.2013, from 14.36 to 14.50 hours, UP Home Signal failed for BTPN Goods and the train was admitted on Calling-ON Signal. **No intimation was given to S&T Officials.** SMs need to understand that Calling-on is a facility extended to receive the train in case of signal failure but the failure entry and failure memo should be insisted.
- d. On 23.10.2013, from 12.40 to 14.30 hours, UP Home Signal failed and Train No. MNGT Goods and MCSI Goods were admitted on Calling-On Signal.
- e. On 22.10.2013, from 20.44 to 09.20 hours S-1 UP Home Signal was in '**blank' condition** after the arrival of Train No. 12863 and the block instrument failed in TOL position. S&T Officials have partially rectified by restoring the Caution' aspect of the Home Signal at 21.15 hours. Final rectification of the signal took place at 09.20 hours of next day, i.e., **almost 12 hours+**. Division is advised to conduct enquiry as to how the trains were dealt during this 12 hours without pre-warning the LPs, secondly how the conditions for granting 'line clear' are complied and why so much time was taken for final rectification of the signal on Route "A".

- f. On 15.10.2013, from 10.44 to 11.03 hours, UP BPAC failed and Train No. 12296 dealt on PLCT.
- g. On 11.10.2013, from 18.55 to 19.12 hours, DN Home Signal failed at SVPM due to wrong operation by SM/SVPM.
- h. **On the following occasions, though failure memo was prepared, the same was not taken and no S&T staff attended:**
 - On 28.9.2013, from 18.26 to 18.46 hours DN BPAC failed and Train No. 17279 dealt on PLCT.
 - On 05.9.2013, from 13.00 to 13.26 hours, DN BPAC failed and Train No. 12641 dealt with a detention of 15 minutes.
 - On 23.8.2013, from 16.10 to 16.59 hours DN BPAC failed and Train No. MLCT dealt on PLCT.
 - On 20.8.2013, from 16.59 to 17.45 hours UP BPAC failed and Train No. 67280 and 12711 were dealt on PLCT.
 - On 19.8.2013, from 12.25 to 13.00 hours DN BPAC failed and Train No. 12659 dealt on PLCT.

BPAC failures are more. There is a need to analyse such failures and rectify one time failures. It was also noticed, that Sr.DOM and Sr.DSTE/BZA have issued a Joint Circular stating that one time BPAC failures need not be entered in the S&T Failure Register. It is opined that nothing should prevent in making failure entry in the S&T Failure Register as advised by CRB and COM. It is necessary to understand that resetting provision is one alternate arrangement and the reason for failures are required to be analysed and preventive maintenance efforts are to be made by S&T Officials by accepting the failure memos.

- i. On 02.8.2013, from 11.00 to 11.22 hours, LSS failed and automatically flown back.

15.3 **SWR (No. B.161):**

- a. The SWR was issued on 01.01.2010.
- b. Amendment Slip No. 1 was issued on 30.11.2010, Amendment Slip No.2 on 14.5.2013, Amendment Slip No.3 on 23.7.2013 and Amendment Slip No.4 on 09.12.2013.
- c. Para 8.5 (C) of SWR stipulate that “Shunting beyond UP LSS No.43 towards GDR treated as train movement and line clear shall be taken, departure and reception signals can be taken ‘off’” – **this Para is applicable to single line sections and not to double station. Hence, it should be written as “beyond UP LSS, SM has to block forward the section and issue Shunting Order T.806 with PN”.**

- 15.4 Block Forward entries were crosschecked with Shunting Order T. 806 and noticed that Shunting Order is improperly prepared. SMR and TI/BTTR to educate and counsel the SMs and Shunter/LPs.

15.5 **Relay Room and Relay Room Key Register:**

- a. Relay room ceiling & side walls are getting cracks very badly. Needs major repairs on priority.



- b. It was observed that relay room was opened on 14.11.2013, 22.11.2013 and 23.11.2013 to attend the Axle Counter failure for Road No.8. **But, this failure is not entered in the S&T Failure Register. SMs should be advised to ensure that all failure entries are recorded and reported, any deviation should be taken up seriously.** S&T Officials should also sensitise 'all-concerned'.

16.0 **LC Gate No.144 (Traffic):** Interlocked LC Gate 'Special' class at KM 207/22-24 between BTTR-AXR stations.

LC Gate No.143 at KM 207/6-8 Traffic interlocked. The distance between these two LC Gates are less than 1000 meters. Hence, the Division need to study and analyse the feasibility of closure of any one LC Gate in order not only to overcome the recurring expenditure but also to minimize the accidents / unusual. Also, necessary to eliminate one LC Gate to reduce detentions.

17.0 **Yard constraints:**

- a. The over shoot / shunting neck connected to road No.1,2,3 & 4 towards GDR is extended up to LC No.144 and terminating short of the stipulated safety margin of 30m against Board guidelines. This needs to be rectified to avoid the occurrence of any accident as a result of overshooting of a train or shunt movement beyond the buffer stop and infringing the traffic at LC Gate No.144.(**ME, Rly.Bd. DO. Lr. No. 2003/CE.II/TS/4 dated 28.08.2003 connects**).
- b. **Exit and Entry for MRV and ART:** The MRV Siding is connected to Road No.5 which is the UP Main line. ART is stabled on Road No.3 which is not having Starter Signal provision towards TEL end. Both GL-3 and MRV Siding have been provided with electric point machines and track circuiting. With little modification and change in nomenclature from MRV Siding to MRV line, it will be possible to provide signalled R&D provision to both these lines.
- c. Road No.9 which is a full length (CSR 732 meters) R&D Goods Loop is blocked with stabling of Monsoon Reserve Stock. ADRM and DRM/BZA in their recent inspection notes instructed that the monsoon special should be placed in the PQRS siding at the TEL end of the station yard which is not in use and has adequate CSR to hold the full length train with independent shunting neck of 300 meters.

- d. SS/BTTR to immediately carry out the instructions of DRM after getting PQRS line certified by the concerned SSE. This will make Road.No.9 available for dealing of trains.
- e. **Relocating of ART siding to Rd.No.10:** Road No.10 is Track Circuited line with motorized point and signals towards TEL end and signal interlocked towards GDR end. By replacing Shunt Signals with a Starter Signal from Road No.10 at GDR end, this will facilitate entry and exit of ART with signaled movement.
- f. Road No.10 being the outer most line with road approach will enable the ART staff to entrain without crossing the running line as is now required for road No.3. With this minor modification of the signaling arrangements, both MRV and ART can be dispatched without delay presently involved for indirect dispatch for non-signal lines.

Division to seriously examine the suggestion and make efforts to adopt.

18.0 BTTR Yard inspection:

18.1 Avoidable joints need to be welded in point no.14A, 12A (after crossing portion one side combination joint is welded and other side fish plated). **One meter fish plates are not provided** in Point & Crossing locations. **Fish plate joints gaps are widen & not in squaring** in Road no.4. **GR pads are missing/dropped** from SRJ of P.No18A to one rail length.

18.2 Point No.11A (1 in 12, FSL) at KM 209/1 on UP line, CMS crossing laid on 11/2010- found following deficiencies;

- a. Crossing is not centred on the sleepers (GRPs are not centre on the sleepers). Squaring & spacing of sleepers need to be attended.
- b. Crossing sleeper insert holes are elongated and ERCs are dropping frequently (shims also not provided).
- c. Crossing nose wear 6.5mm (9.0mm-2.5= 6.5mm). Wings are also badly worn out. It should be replaced/recondition on priority.
- d. Wing rail wear on LH side is 2mm & RH side is 5mm against
- e. Crossing joint gaps are 12, 5, 3, 0 mm against gapless.
- f. ERC greasing not done.

CMS crossing nose wear found badly worn out. Imposed SR of 50 KMPH till such time the same is replaced.

18.3 Checked point no.14A (1 in 12, FSL) laid on 07/2011:

- a. Gauge tie plate fully corroded. Stretcher bars & connecting rods are painted but gauge tie plate not painted.
 - b. The Gauge varies on main line is -5mm to +9mm and turn – out portion is -6mm to +12mm. Gauge to be rectified by adjust GFN liners on non-gauge face side of the lead portion.
 - c. Crossing joint bolts are bent & loose. Spherical washers are provided not in prescribed locations.
 - d. Inadequate Packing at crossing portion.
 - e. Fish plate joints in switch portion are wide gap i.e 11mm on both sides.
- 18.4 Point No.11, Leading portion check rail provided in inner rail side, same to be extend upto crossing portion (upto check rail).
- 18.5 Road No.6 in BTTR yard requires to be overhauled due to poor drainage. Suitable drainage arrangements are also required to be made since it is noted that water is stagnant between the tracks. The estimate for construction of drains is under process at Division should be pursued and work taken up early. Filth accumulated on the ballast needs to be cleared. Since this is a common loop, periodical cleaning should be ensured.
- 18.6 Inspection of point No.S-18 ‘B’ – 1 in 8 ½ crossing: The following points need to be attended:
- a) Versines
 - b) Replacement of crushed GR pads
 - c) Provision of ‘J’ clips and cut liners at rail joints
 - d) Tightening of loose plate screws
 - e) Greasing of ERCs.
- Released fittings lying beside the track should be removed immediately. Fouling mark is seen loosely resting on ballast and needs to be fixed properly to avoid any shift of position.
- 18.7 Checked LC Gate No.144/T at KM.207/23-25. TVUs 131430. Gateman Sri P. Ramakrishna has Competency Certificate valid up to 17.06.2014 and PME due on 24.04.2015. His knowledge of rules is satisfactory. Road surface needs to be attended and check rails cleared. Adequate fencing is available on both sides and boom heights are within the limits. Buzzer is interlocked with lifting barriers and is in good condition. Wicket gates may be provided.
- 18.8 Checked curve No. 11 @ Km.207/23-17 on GDR end up line. TB and TE rail posts need to be provided. Crushed GR pads are to be replaced and ERC greasing is to be done.

18.9 On Platform No.1, the horizontal distance from centre of the track to platform is 1.710m and needs to be adjusted. The platform is **in two levels**. The height at lower level of platform is 0.51m and higher level is 0.79m.

19.0 Inspection of Combined Crew Lobby:

19.1 From Loco defect register, **defects passed by LPs are not repeated to TLC/PCOR**. No system exists for getting feedback.

19.2 Track Defect Register:

- a. On 18.11.13 at 15.00hrs, LP of BCN remarked that at KM 44/14 between YLK-VKI **Banner Flag kept across the track without issuing any Caution Order**. Same was repeated to TLC at 18.45hrs and no feedback till date of inspection.
- b. On 14.11.13, LP of DKZ Goods train passed remark that while passing at KM 206/16-18 some abnormal sound heard, memo served to SM/BTTR & same was repeated to TLC at 09.30hrs. PWI/BTTR remarked for this, 'noticed rail breakage at KM 206/14-16 & SR 30kmph imposed & after attending all repairs Caution order is cancelled', Date & time of remarked by PWI **not mentioned**. But as per feedback received from Engineering Control reveal that 'Sr. P.Way/supervisor/VKT went to spot & found some fish plates & ERCs are removed. Meanwhile SSE/P.Way/NLR along with ASIPF/NLR went to spot by 17644 Exp & conducted Joint check & imposed SR of 30kmph at 9.05hrs as per Sr.DEN/BZA instructions'. From these two different feedbacks it becomes difficult to analyse as to what had actually happened?

Signal Defect Register:

- a. On 09.12.13 & 12.12.13, LP of Train No 16031 Express reported that between ODR-GDR section Automatic Signal No 1290A showing two aspects at a time. Feedback was not received for the same and instead it was written it is pertaining to S.Rly. The Divisional Controller should ensure that the feedback is received from MAS Division of Southern Railway. Division should also co-ordinate with that Divisional Officer and tightens up the issue.
- b. On 08.12.13, LP of Train No 12710 Express reported that between BZA-BTTR section at SPF station, Distant signal was displaying 'attention', Inner Distant signal was displaying 'proceed' and Home Signal was also displaying 'Proceed'. **Feedback received that SPF S&T staff are working for shifting of cable. It is a serious lapse on the part of S&T Officials and should understand that interfering with the signal aspects when the signal is taken 'off' for the movement of a train will invite accident / unusual**. Instead they should follow the

laid down safe procedure.

19.3 02 Nos. CMS Kiosk was available and in working order.

19.4 On checking the BA equipment records, it was found that the crew was tested with Crew ID 0000 from 13.11.2013 to till date of inspection i.e., 13.12.13 (60 Nos.). The crew should not undergo the BA test with Crew ID 0000 for which instructions were already given to all over the zone which has further been re-iterated by the Division.

19.5 Gradient Board was available.

19.6 **Illuminated Caution indication board should be provided.**

19.7 18 Nos. of coaching Fit LP list available.

20.0 Inspection of Running Room:

- a. Running Room was outsourced and total 28 staff were working.
- b. Medical certificate was available and valid.
- c. Last complaint recorded by the staff was on 10.12.13 and action on the contractor was taken by imposing a fine.
- d. Cattle trapper should be provided at the entrance of the Running Room.
- e. Total 09 Fire Extinguishers are available and is not due for maintenance but FE Expiry Date was not available.
- f. Wind shield at Room No 7 was giving sound.
- g. Air duct of centralized cooling system to be provided properly.
- h. In 3rd and 4th Bathroom shower is not provided.
- i. Shoe Shining Machine, Black shining brush to be changed since worn out.
- j. On Bed No. 10 Electrical socket to be fixed properly.
- k. Magazines and Newspaper were available.
- l. In Kitchen Room, it was noticed that the cookery items were provided on the platform instead of shelf.
- m. Fly catcher was in working order.
- n. **New running room:** Solar water heaters -2500LPD, 2Nos. of centralised air cooling system – 11500cfm, air curtains -1, geysers 5 star rated 25litres capacity -

1, fans and lights, night lamps are in working condition.

- o. **Old running room:** Solar water heaters -1000LPD, geysers 5 star rated 25 litres capacity - 2, fans and lights, night lamps are in working condition.2 Nos. Centralized air cooling system – 11500 cfm and (ii) Water cooler with RO system(for old & new running room) – 1No. are available and in working condition.

21.0 Average consumption is 3,220 units for LT 3ø pump house at SC No.199. Type & capacity of pump – Monoblock, 30HP -1No. 20HP – 2 Nos. average working hour of the pumps - 6-8hrs/day, manning 12hrs shift. Pump house is nearly 2 kms from station and this can be planned for automation.

22.0 PVC insulated wires were run on platform for lights and fans. There are no 70% & 30% lighting circuits at station. Sr.DEE/M/BZA informed that this was due to damage of the old cables. Switching ‘ON’ & ‘OFF’ of lights and fans is done by on duty TL staff as per train arrival/departure timings. To plan platform lighting with a new UG cable by replacing the existing damaged UG cable while ensuring 70% & 30% lighting circuits and bifurcation of fans circuit at station as a part of energy conservation action plan.

No. Safety. 195/BI-MSA/6/2013/BTTR

(S. P. SAHU)
CHIEF SAFETY OFFICER