

SOUTH CENTRAL RAILWAY

BI-MONTHLY INTERNAL SAFETY AUDIT BETWEEN NIDADAVOLU JUNCTION – BHIMAVARAM
STATIONS OF VIJAYAWADA DIVISION ON 14th DECEMBER 2012



SAG-LEVEL SAFETY AUDIT TEAM

Sri. P. N. RAM	CSO	CONVENOR
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Sri.A.V. KUMAR	CME/Plg.	MEMBER
Sri. RAJEEV KUMAR	CESE	MEMBER
Sri. B.S.K. RAJKUMAR	CE/W	MEMBER
Sri. ALEEM	CSE	MEMBER

**BI-MONTHLY SAFETY AUDIT BETWEEN NIDADAVOLU – BHIMAVARAM
STATIONS OF VIJAYAWADA DIVISION ON 14TH DECEMBER 2012**

Para	Subject / Topic
1.0	Inspection of Dy.SS/Platform/NDD:
1.1	Sri. J. Venkata Rao, Dy.SS was on duty from 0700-1100 and Sri. K.G.Welson, PM on duty and both of them were in possession of competency certificates.
1.2	Weather Warning Message Register: Weather Warning message copies were handed over to concerned officials immediately but the copies are not pasted in the register.
1.3	Gradation Register: Gradation Register: Gradation of staff was done for P.E Dec-12. Out of 25 (12 SS/DYSS/ASMs & 13 Pointsmen) 09 SS/DYSS/ASMs and 09 Pointsmen were graded "A", 03 SM/ASM and 03 Pointsmen are graded 'B', remaining one Pointswoman graded as "C". The instructions issued by Railway Board vide their letter No.2002/safety-1/18/2 dated 16.02.12 for system of monitoring of staff classified as 'C' & 'D' including pro-forma there on to be followed strictly for gradation of staff. SS/ND and TI/RJY should monitor the working of staff graded 'B' and make efforts to improve their performance.
1.4	Bio-data Register: None are due for PME and Refresher Course. However, SS/NDD should observe stipulations given in Para 514 of IRMM while directing for PME for those employees who attain the age of 45 years.
1.5	Caution Order Register: <ul style="list-style-type: none"> • Down Side - Restriction 'Four wheeler movement is not permitted on Slow Line' between Kovvur – RJY stations is in force from 0700hrs of 18.08.2004. • Branch Line- <ol style="list-style-type: none"> 1. SR 50 KMPH at KMs 100/2-1 between BVRM-UNDI station for poor visibility of UMLC No.108 UFA from 1300hrs of 27.11.2011. 2. SR 50 KMPH Moturu Yard for stopping on Main line is in force from 0700hrs of 23.05.2002. <p>The above 2 SRs should have been given the status of PSR by this time now.</p> • It was observed that the Engineering Officials are giving chatty and imposition messages of caution order under one notice which is improper. The Engineering and Operating Staff need to be enlightened about the need to give chatty message separately and imposition message separately.
1.6	SWR Appendix-E: <ul style="list-style-type: none"> • 1 Tail Lamp is not in working condition. • Two tail lamps are available in the station against 3 mentioned

	<ul style="list-style-type: none"> • First-Box should be kept in unlocked condition.
1.7	<p>PN Sheet:</p> <p>It was noticed from the PN sheet that the SMs are only writing the Train No. in the details column putting a bracket for 4 to 5 PNs. Other than to adjacent station SM, the PN is given to Platform Dy.SS, other end CASM, Gatemen of Non-interlocked LC Gates, etc., the details of which are not written. This is improper and needs to be rectified not only at this station but also at all other stations of the Division.</p>
1.8	<p>SWR:</p> <ul style="list-style-type: none"> • SWR No. NDD/SWR/B.31 was issued on 25.10.2010 and brought into force w.e.f. 18.11.2010. • Amendment Slip No. 1 to SWR of 12.12.2012 was received just one day ahead of Safety Audit, i.e., on 13.12.2012 containing around 30 replacement pages to SWR. The interesting point noted was that 12 staff (ASMs and Pointsmen) have blindly acknowledged in the SWR Assurance Register without knowing the contents of it (CASMs and Dy.SS/PF were tested for their updation on the amendment received to SWR for which they have acknowledged). It gives wide scope for conclusion that staff are not in the habit of reading the amendments issued from time to time, may be to G&SR or SWR. SMR, TI and other Divisional Inspecting Officials shall counsel the staff. Staff should not be forced to put their signatures just because of the visit of Safety Audit Team or such inspections, instead they should be encouraged and given adequate time to go through and then append their acknowledgement. • Para 6.5: It was noticed that CASMs are communicating one PN to Dy.SS/PF giving the assurance that the train has arrived complete by observing LV indicator. They are also giving one more PN to Dy.SS/PF as a token of assurance that the points are set against the occupied line immediately on arrival of stopping train. In this connection, it is brought to the notice of the Operating Staff that there is no need to comply this procedure since the CASM is entirely responsible for ensuring complete arrival and he is also responsible for altering the points immediately on arrival of the stopping train as per GR 3.38(2). The activity of giving two PNs to Dy.SS/PF who in turn write them in a separate column in the register is not warranted and will only contribute for additional work + time for them. Apart from this, it is also brought to the notice of the staff that SR 14.10 and Para 6.5 of SWR do not specify for this procedure to be followed. Hence, it is proper to withdraw this system not only at this station but also at other stations where end-panels are provided.
1.9	<p>Shunting Order (T.806):</p> <ul style="list-style-type: none"> • Perused the records and noticed that the shunting order is properly prepared in triplicate as per rules and served under clear acknowledgement to the LP, Guard and station record. • The movements are cross checked with the daily activity and noted that they are proper for the last couple of weeks.

1.10	<p>VTO:</p> <ul style="list-style-type: none"> • As per Para 10.0 of SWR, DN Starter signal of Road No.1 is nominated as VTO of the station. • The visibility of Starter signals on either direction for Road No.1 was checked and found that it is visible from the Dy.SS/PF Office.
1.11	<p>Rake checks made at NDD:</p>
a.	<p>Checked Train No. MLSW/BOXN load, which was waiting for path and the following observations made.</p> <ul style="list-style-type: none"> i) BPC No. 1023010297/ RYD/VSKP/ECOR , issued on 13.12.2012, End to End with 93% brake power. Load is 59+1/60/4812 T. ii) Sri K.N.Vijayakumar, Guard/RJY found alert and in uniform and has fixed BP gauge in WCR BVZI 86160976355. iii) Checked the complete formation by dropping BP pressure 1.5 kg/cm² from loco and found 07 IOPs on formation, brake power worked out to 88%. iv) Hand brake wheel missing for 35 wagons. v) Hand brake connecting pull rod deficient on 04 wagons. vi) Load/Empty gear missing on 14 wagons. vii) Load/Empty handle damaged on 08 wagons.
b.	<p>Checked Train No. RC/N, which was waiting for path and the following observations made.</p> <ul style="list-style-type: none"> i) BPC No. 020772/BZA/CC - 47/100%, issued on 21.11.2012, Load is 59+1/60/4812 T. ii) Sri B.Noka Raju, Guard/RJY found alert and in uniform and has fixed BP gauge in WCR BVZC 74657 iii) Hand brake wheel missing for 15 wagons. iv) Hand brake connecting pull rod deficient on 02 wagons. v) Load/Empty handle damaged on 07 wagons.
c.	<p>Checked Train No. BCN/E, which arrived and waiting for placement for loading at siding. The following observations made.</p>

	<p>i) Incoming Loco No.27584/WAG7/Erode was detached from formation, without providing the securing arrangement to formation, i.e., Hand brakes of six wagons next to the loco were not applied, wedges not provided to the 1st wagon No. SE BCN 130930, and also cut off angle cock of 1st wagon was kept 'closed', instead of keeping it 'open'.</p> <p>ii) Incoming Guard/RJY Sri CH. V. Satyanarayana has not applied the hand brake of ER BVZC 86020700212 (Last vehicle).</p> <p>iii) Train arrived at 12.05 hrs and loco detached from formation at 12.16 hrs, after reversal of loco attached on formation at 13.30 Hrs. Stabled load entries are not made in the stable load register for the above train.</p>
1.12	<p>Joint inspection of points and crossings: Joint Inspection of points and crossings and track circuits of NDD yard for the 4th quarter of 2012 have been carried out by SSE/P.Way and SSE/Signal on 27-11-12 and 28-11-12. All the points noted during joint inspection have been attended.</p>
1.13	The distance pieces for PF 1, 2 & 3 are not provided.
1.14	Following deficiencies are noticed in NDD yard:
a	<p>Inspection of Point No.21A towards VSKP:</p> <ol style="list-style-type: none"> 1. Lead rail fully corroded. 2. One meter fish plates are not provided. 3. All switch portion bearing plates are corroded. Sleeper No.21-27 special bearing plates are corroded. No painting/oiling done. 4. Station numbers, date of point laid are not painted. 5. This point was laid during 1999 and heavy corrosion is observed in the slide chairs.
b	<p>Inspection of Point No.20A towards VSKP:</p> <ol style="list-style-type: none"> 1. Crossing joint gap is 15mm against gapless. 2. Crossing portion ERCs are dropping due to loose packing (observed while passing UP train No.12663 at 11.20hrs). This is probably due to elongated inserts of PSC sleepers. Proper shims may be used to make ERCs tight. 3. Mismatching of lead rail at crossing block joint. 4. LH lead rail (from switch portion end) flange portion fully corroded. Following Part of lead rail recently replaced, remaining part also need to be replaced on top priority. And observed three seized broken ERCs for this rail & there is no proper holding to the rail. 5. One meter fishplates are not provided. 6. Crossing joint gaps are wide against gapless.

	7. Avoidable joints available in the point may be welded. Slide chairs are badly corroded.																								
c	<p>Inspection of Point No.17B towards VSKP:</p> <ol style="list-style-type: none"> LH side housing only one sleeper against 4 sleepers. Sleeper No.21 & 22 chair plates are replaced recently. Screw spikes are not able to be provided due to seized broken part of screw spikes in holes of dowels. So, new chair plates are provided without screw spikes. Non-standard GR pads are provided for these two sleepers. RH lead rail flange portion butting to outside inserts due to outside GFN liners are not provided/crushed and some sleepers outside liners are provided inside causing Gauge in Turn-out portion is +11 to +19mm. However main line side Gauge is +4mm on same location. Inspected Point No.17/B. GR pads in the switch portion have been wrongly placed due to which they are coming out of position under passing trains. This is due to provision of incorrect rubber pads on the sleepers. Lot of broken ERCs are observed in this point and at some locations they are continuously missing for four sleepers. Combination liners have been wrongly placed resulting in a slackage of upto + 19 mm on the main line. A total of 38 Nos. of ERCs is missing on this point. 																								
d	<p>Inspection of Point No.17A towards VSKP:</p> <ol style="list-style-type: none"> Switch rail joint gaps are wide (approximately 40-50mm) P.No.17 (A&B) cross over- total 38 No. of seized broken ERCs are available. 																								
e	Point No.16A- Most of the ERCs are half drive only.																								
f	<p>SEJs at Road No.5 & 4 at KM 302/7-9 reference pillars & particular boards are not provided. Following gaps are noticed.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Road No.4:</th> <th colspan="3" style="text-align: center;">Road No.5:</th> </tr> <tr> <th style="width: 15%;">Direction</th> <th style="width: 15%;">Total gaps</th> <th style="width: 15%;">LWR side</th> <th style="width: 15%;">Direction</th> <th style="width: 15%;">Total gaps</th> <th style="width: 15%;">LWR side</th> </tr> </thead> <tbody> <tr> <td>LH</td> <td style="text-align: center;">60</td> <td style="text-align: center;">30</td> <td>LH</td> <td style="text-align: center;">45</td> <td style="text-align: center;">13</td> </tr> <tr> <td>RH</td> <td style="text-align: center;">43</td> <td style="text-align: center;">30</td> <td>RH</td> <td style="text-align: center;">58</td> <td style="text-align: center;">30</td> </tr> </tbody> </table>	Road No.4:			Road No.5:			Direction	Total gaps	LWR side	Direction	Total gaps	LWR side	LH	60	30	LH	45	13	RH	43	30	RH	58	30
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g	One BCN empty rake came from BZA on Road No.6 arrived, Guard Sri. Ch. V. Satyanarayana/RJY was not conversant with train protection rules (GR.6.03) and action to be taken at the time of parting & securing. PME particulars not available.																								
h	FOB steps bottom surface (waist slab) towards station side is very bad condition. Waist slab damaged caused reinforced rods are exposed. Needs to attended (FOB for the movement of local public for moving from outside to outside). It is observed that spalling of concrete took place for FOB steps and entire cover has fallen off exposing the reinforcement bars. These may be repaired immediately.																								
i	At fishplated joints, track fittings are missing at many locations. J clips and Lip cut liners																								

	should have been provided at these locations to have full complement of track fittings.																								
j	It is observed that one of the goods loop is only having two fish bolts at each joint in the entire length of loop line. It is reported that TRR was done recently on this loop line and it is planned to weld all these joints. Hence, only two bolts were provided in the joints.																								
1.15	<p>For the joint works with the Engineering Department, the disconnection memo is issued by S&T Staff. A copy of memo from Engineering Department has to be obtained for joint work before issuing of the Disconnection Notice and copy of 'track fit' memo has to be taken from Engineering Department by S&T Staff before giving the Reconnections. Track 'fit' memo was not issued by Engineering Department for the following works before giving reconnections.</p> <p>i) On 05.10.12 at 13.45 hrs, in 35 BT Relay end Glued Joint replacement.</p> <p>ii) On 22.10.12 at 14.55 hrs. in Pt 39 B end crossing nose replacement</p> <p>iii) On 30.10.12 at 11.35 hrs. the replacement of 39 AT rail replacement.</p>																								
1.16	Tested Point Nos.20A, 20B, 14A & 14B of 'A' cabin for track locking, out of correspondence and obstruction test and found working satisfactorily and the readings are within the permissible limits.																								
1.17	<p>(a) Point No. 20A opening was 111 mm on RHS and 115 mm on LHS. The electrical readings are as follows:</p> <table border="1"> <tr> <td>N to R</td> <td>109 V / 90 V</td> <td>1.8 A / 4.7 A</td> </tr> <tr> <td>R to N</td> <td>110 V / 92 V</td> <td>1.7 A / 4.3 A</td> </tr> </table> <p>(b) Point No. 20B opening was 116 mm on RHS and 116 mm on LHS. The electrical readings were as follows:</p> <table border="1"> <tr> <td>N to R</td> <td>106 V / 90 V</td> <td>2.0 A / 4.5 A</td> </tr> <tr> <td>R to N</td> <td>109V / 95 V</td> <td>1.8 A / 4.6 A</td> </tr> </table> <p>(c) Point No. 14A opening was 113 mm on RHS and 112 mm on LHS. The electrical readings were as follows:</p> <table border="1"> <tr> <td>N to R</td> <td>115 V / 109 V</td> <td>2.3 A / 4.8 A</td> </tr> <tr> <td>R to N</td> <td>116V / 111 V</td> <td>2.3 A / 5.1 A</td> </tr> </table> <p>(d) Point No. 14B opening was 114 mm on RHS and 115 mm on LHS. The electrical readings were as follows:</p> <table border="1"> <tr> <td>N to R</td> <td>109 V / 91 V</td> <td>1.7 A / 3.7 A</td> </tr> <tr> <td>R to N</td> <td>113V / 107 V</td> <td>1.7 A / 3.9 A</td> </tr> </table> <p>(e) Track circuits nos. 18T, 13AT & 12AT of A cabin are found working normal and the readings are within the permissible limits as follows.</p> <p>18TR Relay end voltage was found to be 3.07 V, whose PU voltage is 1.4 V 13 ATR it was 3.29 V, whose PU voltage is 1.4 V</p>	N to R	109 V / 90 V	1.8 A / 4.7 A	R to N	110 V / 92 V	1.7 A / 4.3 A	N to R	106 V / 90 V	2.0 A / 4.5 A	R to N	109V / 95 V	1.8 A / 4.6 A	N to R	115 V / 109 V	2.3 A / 4.8 A	R to N	116V / 111 V	2.3 A / 5.1 A	N to R	109 V / 91 V	1.7 A / 3.7 A	R to N	113V / 107 V	1.7 A / 3.9 A
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	12ATR Relay end voltage was found to be 3.30 V, whose PU voltage is 1.4 V
1.18	<p>Amar Raja Make IPS was provided at cabin-A and working satisfactorily. One set of batteries were provided i.e.:</p> <p>55 cells, 200 AH capacity, Southern Make installed on 30.07.2009.</p> <p>Some of the battery readings are as under:-</p> <p>Cell No.09: 1200 / 1.98 v, Cell No.19: 1200 / 1.9 v. Cell No.29: 1200 / 1.97 v, Cell No.39: 1200 / 1.98 v. Cell No.49: 1200 / 1.97 v, Cell No.55: 1200 / 1.96 v.</p> <p>The readings are within the limits. However, the cell voltage should be charged up to 2 v.</p>
1.19	The opening and closing of relay room is linked with data logger through the door switch and found working satisfactorily.
1.20	Last cable meggering was done on 24.11.2011 and it is overdue for meggering.
1.21	Last Earth resistance readings were taken 16/ 22.10.2012. All the readings are below 10 Ohms, which are within the limit.
1.22	UP AT / DN AT / Local supply automatic changeover (CLS panel) at 'A' cabin, sometimes chattering as stated by ASM on duty. Hence, IPS is momentarily shutting down due to which IPS may fail at any time. The same was informed to Sr.DEE/BZA, who was available at cabin.
1.23	CLS Panel tested on UP, Down directions and on normal supply, found working satisfactorily.
1.24	All the lights and fans are working satisfactorily. In station building switch panel, marking stickers shall be provided on MCB's for easy identification.
1.25	<p>Station switch room-cum-generator room:</p> <ul style="list-style-type: none"> • Two no's of Fire extinguishers are available out of two one of 75 kg. Due date is not mentioned and other 10 Kg, its due date is 15-3-2013. • Rubber mats are provided near the distribution panel. Safety items like Helmets, Safety shoes, safety hand gloves, etc., are not available. • The station switch room is provided with one 23.85 KVA gen-set to meet the emergency leads during power failure which will feed station building and 25% F.T lamps of platform 1, 2 & 3. Generator tested and found working satisfactory. Generator panel do not have frequency meter. • Checked generator log book, it is observed that meter reading column are empty in some pages. It is advised to fill up all the columns of log book regularly. • Schematic wiring diagram is not available, some may be provided in the switch

	room for easy identification.
1.26	<p>Inspection of sub-station:</p> <p>Inspection of Electrical Installation 11KV/NDD:</p> <ul style="list-style-type: none"> • Two old abandoned water storage tanks are available in circulating area which needs to be removed. • Flooring is in very bad condition. • Roof leakages were noticed which developed due to vertical cracks in slab (small trees are grown on the slab causing cracks). • The sub-station is provided with two nos. of 100 KVA transformers. Out of two one is working and other one is stand by. 11 KV supply is stepped down to 415 v and fed to station building, staff quarters, microwave station yard tower, goods shed, north LC gate, north cabin, IOW office & pumps. The above two transformers are manufactured in the year 1964 and commissioned in the year 1965. Already 47 years of service completed. Therefore it is advised to replace the old transformer with new transformers of suitable capacity. HT consumption from year 2001 to till date is enclosed. • Two nos. of fire extinguishers are available their sl.nos are (1) 121 & (2) 3 and their due dates are 13-3-12. Four nos. of fire buckets with sand are available. Schematic wiring diagram, stock treatment boards are available. First air box is not available. • The following safety items are available. <ul style="list-style-type: none"> • Helmet – 1 No. • Hand gloves – 1 set • Safety belt – 1 no. • Earth discharge rod – 1 No. • Safety chain – 1 no. <p>It is advised to provide one more set of above safety items in the sub-station as a safety precaution.</p> <ul style="list-style-type: none"> • 10 nos. of earth pits are available. Two earth pits are tested for individual earth resistance. i.e. EP4 – 2.1 Ohm of EP-5 – 2.2 Ohm. It is advised to improve the earth resistance by strengthening the pits. • SSE/NDD informed that during rain substation distribution panel room roof is leaking with rain water, due to which ceiling fan got burnt. It is advised to attend the roof leakages immediately for safe working during maintenance.

1.27	<p>Inspection of SP at NDD:</p> <ol style="list-style-type: none"> 1. SP (Sectional Parallel post)at KM 558/29-31 between NDD-CU. Date installed was on 16.11.96. Date of commissioning on 16.2.09 2. Maintenance schedule display board is not filled with schedule done, due date, name of technician, remarks, checking of Equipments- BMs, Battery charger, ATs, PTs , Gantry, Earth pits, Cable trench. 3. FA box last replenished on 27.10.12 next due on 27.12.12. Fire extinguishers last checking done on 27.11.12 next due on 27.2.13. 4. Battery & Charges (Microtex) – Last inspections done yearly on 8.12.12, 8.12.11 (earlier) against every 6months. 5. In history card (PT, Type-I), signature of supervisor not obtained in prescribed column. 6. Tested the working conditions of BM 232 and 235 through remote control from TPC and found working satisfactorily. In schematic diagram exhibited, the PTFE neutral section is not shown. Supervisor is not signing in the maintenance register. The SP switch yard is neat and clean. The safety items like fire extinguishers, first aid box, fire buckets of 4 Nos. with sand are available.
1.28	<p>It is reported that Road 1 and Road 2 get submerged frequently whenever heavy raining takes place at NDD station. This is due to the geometrical situation of NDD yard which is lower than the surrounding areas and natural drainage of rain water is not possible. Whenever inundation of yard takes place Engineering Department is operating two pumps to drain out rain water.</p>
1.29	<p>Night patrolling: Night patrolling due to cold weather is in force between NDD-CU block section. Entries of train signal register and night patrol book were verified. Entries are available in both the TSR and patrol book. Sri V.Durga Prasad worked as night patrol man on 14-12-2012.</p> <p>Similarly Sri K.Venkat Rao, worked as night patrol man in NDD-NBM block section on 14-12-2012 and corresponding entries are available in TSR.</p>
1.30	<p>Officers' Inspection Register: AO/COA has conducted inspection on 27.06.12 & 27.03.12. AOM/M/BZA and DOM/Chg/BZA have inspected on 27.07.12, 11.06.11 respectively. <u>It is advised to conduct the inspection of station by Sr.DOM/BZA & DOM/G/BZA to improve operating safety.</u></p>
1.31	<p>TI's Inspection Register: TI/RJY has conducted last safety inspections on 11.12.12, 28.09.12 & 26.07.12. Casual inspection was conducted on 12.06.12, regular inspection on 29.10.12. Apart from these inspections it is advised to conduct night surprise inspection, as per schedule of inspections to check alertness of staff during night.</p>

2.0	Inspection of North Cabin NDD station:																		
2.1	Sri M. Sadhu, Dy.SS was on duty from 0700-1100 and Sri G.Ravi Shankar, Dy.SS from 1100-2100hrs with valid competency certificates.																		
2.2	Pointsman is not posted to work in the cabin/s which is necessary. The Pointsman should be responsible for the upkeep of the safety equipment of the cabin, responsible for exchange of 'all-right' signals from 'off' side for run through trains, responsible for assisting the CASM in correct setting, clamping and padlocking of points in case of point / signal failures, responsible for delivering train passing documents in case of failures, etc.,																		
2.3	<p>S&T failure Register:</p> <table border="1" data-bbox="358 720 1369 961"> <thead> <tr> <th data-bbox="358 720 589 762">Date</th> <th data-bbox="596 720 1260 762">Type Of Failure</th> <th data-bbox="1266 720 1369 762">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="358 770 589 802">August'12</td> <td data-bbox="596 770 1260 802">Signal failure-1 & LC Gate failure-1</td> <td data-bbox="1266 770 1369 802">02</td> </tr> <tr> <td data-bbox="358 810 589 842">September'12</td> <td data-bbox="596 810 1260 842">Track Circuit failure-1 & LC Gate failure-1</td> <td data-bbox="1266 810 1369 842">02</td> </tr> <tr> <td data-bbox="358 850 589 882">October'12</td> <td data-bbox="596 850 1260 882">LC Gate failures-2</td> <td data-bbox="1266 850 1369 882">02</td> </tr> <tr> <td data-bbox="358 890 589 921">November'12</td> <td data-bbox="596 890 1260 921">IB failure-1, Signal failure-1 & LC Gate failure</td> <td data-bbox="1266 890 1369 921">03</td> </tr> <tr> <td data-bbox="358 930 589 961">December'12</td> <td data-bbox="596 930 1260 961">Nil as on date of inspection</td> <td data-bbox="1266 930 1369 961">Nil</td> </tr> </tbody> </table> <ul style="list-style-type: none"> ➤ 'Failure memo' was not handed over to S&T Officials occurred at 0150hrs on 04.11.2012 during which T.No.57229 passenger was dealt. ➤ Track was dropped at 0520hrs on 03.11.2012 for Road Nos. 1&2 but failure was not recorded in the failure register. ➤ Similarly following failures were not recorded in the failure register- <ol style="list-style-type: none"> a. On 06.12.2012 at 1325 hrs. 38BT locked after passing 17239 Express. b. On 11.11.2011 at 1245 hrs. BPAC dropped after passing 18645 Express. c. On 07.02.2012 at 1200 hrs. BPAC dropped after clearance of DUOMATIC Machine. d. On 19.05.2012 at 1440 hrs. BPAC dropped on clearance of MCN Goods. e. On 09.06.2012 at 1334 hrs. after clearance of 18645 Express which was rectified at 1410hrs. f. On 18.08.2012 at 0620hrs T.NO. 22859 Express was received on COGGN since 39BT dropped after the departure of T.NO.12829 Express. g. On 14.09.2012 at 0905hrs 34BT was dropped after shunting. h. On 03.09.2012 Maruti Suzuki AP 31P3127 hit LC Gate at 1334hrs. i. On 03.11.2012 at 1722hrs T.NO.22819 Express was admitted on COGGN due to Track Danger j. On 04.11.2012 at 0645hrs T.NO.17481 Express was dealt on COGGN and the failure memo was given to S&T staff. 	Date	Type Of Failure	Total	August'12	Signal failure-1 & LC Gate failure-1	02	September'12	Track Circuit failure-1 & LC Gate failure-1	02	October'12	LC Gate failures-2	02	November'12	IB failure-1, Signal failure-1 & LC Gate failure	03	December'12	Nil as on date of inspection	Nil
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October'12	LC Gate failures-2	02																	
November'12	IB failure-1, Signal failure-1 & LC Gate failure	03																	
December'12	Nil as on date of inspection	Nil																	

	<p>Staff needs to be warned and counselled that failure entries must be made in the Failure Register and failure memos must be obtained by the S&T Officials before attending the failure. They should also be warned that acknowledgement must be obtained for all such memos.</p> <p>➤ Acknowledgements were not obtained during the following failures-</p> <ol style="list-style-type: none"> On 16.07.2012 IBS flown back after passing 17029 Express On 19.08.2012 for LC gate 384 Boom failures. 																																													
2.4	<p>Disconnection and Reconnection Register:</p> <ol style="list-style-type: none"> On 13.12.2012 at 1310hrs disconnection was given for Point 35B LH tongue rail reconditioning work along with engineering staff. Reconnection was given at 1340hrs. On 30.11.2012 at 1225 hrs. disconnection was given for replacement of leading stretcher bar on point 38A with engineering staff. Reconnection was given at 1245hrs. On 30.11.2012 at 1200 hrs. Disconnection was given for crossing nose replacement work on point 38A with Engineering staff. Reconnection was given at 1220hrs. <p>On completion of above works track 'fit' was not given by Engineering officials / not obtained by Operating and S&T officials which is not in conformity with SR 3.51.</p>																																													
3.0	Inspection of South Cabin/NDD:																																													
3.1	Shri. C.H. Barik, ASM was on duty, alert and in uniform with valid competency certificate.																																													
3.2	<p>S&T Failure Register:</p> <p>The S&T failures are as follows;</p> <table border="1"> <thead> <tr> <th>Month</th> <th>BF</th> <th>SF</th> <th>PF</th> <th>TF</th> <th>AC</th> <th>BPAC</th> <th>LC Gate</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Sept'12</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> <td>2</td> <td>-</td> <td>-</td> <td>4</td> </tr> <tr> <td>Oct'12</td> <td>-</td> <td>1</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>2</td> </tr> <tr> <td>Nov'12</td> <td>-</td> <td>-</td> <td>-</td> <td>2</td> <td>1</td> <td>-</td> <td>-</td> <td>3</td> </tr> <tr> <td>Dec'12 till date</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>Nil</td> </tr> </tbody> </table> <p>It is observed that in Nov'12 (03.11.12 & 04.11.12) Track failures has caused enormous detention to trains due to stagnation of water on account of heavy rains. Proper preventive measures to be taken to avoid stagnation of water in the station yard.</p>	Month	BF	SF	PF	TF	AC	BPAC	LC Gate	Total	Sept'12	-	1	-	1	2	-	-	4	Oct'12	-	1	1	-	-	-	-	2	Nov'12	-	-	-	2	1	-	-	3	Dec'12 till date	-	-	-	-	-	-	-	Nil
Month	BF	SF	PF	TF	AC	BPAC	LC Gate	Total																																						
Sept'12	-	1	-	1	2	-	-	4																																						
Oct'12	-	1	1	-	-	-	-	2																																						
Nov'12	-	-	-	2	1	-	-	3																																						
Dec'12 till date	-	-	-	-	-	-	-	Nil																																						
3.3	<p>Relay Room Key Register: The relay room openings are as follows.</p> <table border="1"> <thead> <tr> <th>Month</th> <th>No of times opened</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>	Month	No of times opened																																											
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	<table border="1"> <tr> <td>Sept'12</td> <td>5 Times</td> </tr> <tr> <td>Oct'12</td> <td>7 Times</td> </tr> <tr> <td>Nov'12</td> <td>7 Times</td> </tr> <tr> <td>Dec'12</td> <td>6 Times</td> </tr> <tr> <td>Till date</td> <td></td> </tr> </table> <p>The relay room opening register is not having column for cause for opening of relay room. It is advised to use proper register for opening of relay room.</p>	Sept'12	5 Times	Oct'12	7 Times	Nov'12	7 Times	Dec'12	6 Times	Till date	
Sept'12	5 Times										
Oct'12	7 Times										
Nov'12	7 Times										
Dec'12	6 Times										
Till date											
3.4	<p>Train passing documents: Checked train passing documents and observed the following irregularities.</p> <ol style="list-style-type: none"> 1. T/A 1425 issued for T. No. 57232 on 02.10.12 has been cancelled without remarks. 2. T/C 1425 issued for T. No. 77242 on 05.11.12 has been cancelled without remarks. <p>It is advised that whenever train passing documents are cancelled, the reason for cancellation to be specified clearly.</p> <ol style="list-style-type: none"> 3. T/A 1425 issued for T.No.67299 Exp. 22.11.12 station codes were used against the instructions. 4. T/B 1425 issued for T.No.12704 Exp. on 30.11.12 station codes were used and even station master stamp was also not available on record copy. <p>It is advised that station full name with capital letters to be written in all. Train passing documents. Station Master stamp is also to be affixed before issue.</p>										
4.0	<p>Inspection of LC Gate 384/T at KM 556/15-17 in NDD yard:</p> <ol style="list-style-type: none"> 1. Sri. D. Purnachandra Rao, Pointsman working in the gate was in uniform and in possession of competency certificate. 2. Winch operation is not provided for EOLB. 3. On 06.11.2012 at 1430hrs LC Gate crank handle veedor counter recorded 6 numbers due to intermittent failures. This was not recorded in the S&T Failure Register. 4. Road surface is uneven due to recent heavy rains. The same to be improved for smooth passage of road vehicle. 										
5.0	<p>Inspection of Tanuku station:</p>										
5.1	<p>Sri. K.V.R. Prabhakara Rao, Dy.SS was on duty from 0700-1900hrs and Sri. Ch.Samuel, Pointsman from 0700-1900hrs and both of them were in possession of valid competency certificate.</p>										

5.2	<p>Weather Warning Message Register:</p> <ul style="list-style-type: none"> • Weather warning message copies were handed over to concerned officials immediately but the copies are not pasted in the register. • Last weather warning message was received at 17.40 hrs on 05.12.12. • The signature of P. way supervisor was obtained in the register. But, the name of the official to whom message repeated was not filled. • It is advised that all the details as per the columns of weather warning Register to be complied strictly.
5.3	<p>Stabled Load Register:</p> <ul style="list-style-type: none"> • Maintained as per the guidelines given by HQ. • BPC details is not written. • Register is not having column for detention to load.
5.4	<p>Joint Inspection of Points & Crossings:</p> <p>I. For the 1st Quarter was done on 26.01.2012, 3rd Quarter was done on 26.09.2012 & 4th Quarter was done on 30.10.2012, the deficiencies noticed were attended and for the 2nd Quarter was done on 30.04.2012, the deficiencies noticed were Nil.</p> <p>II. The Joint Inspection of Track Circuits was done for the 1st Quarter on 26.01.12, 2nd Quarter on 30.04.2012, 3rd Quarter was done on 26.09.2012. The deficiencies noticed were attended & for the 4th Quarter on 30.10.2012. The deficiencies noticed were 'nil'.</p>
5.5	<p>Officers Inspection Register:</p> <ul style="list-style-type: none"> • DRM/BZA has conducted rear window inspection of BZA-BVRM section on 21.08.12. • Sr.DSO/BZA has conducted station inspection on 09.02.12. • DOM/G/BZA has conducted last inspection on 14.10.11. • It is observed that no Operating Officer has conducted inspection of this station for the last one year. • It is advised that instead of conducting schedule of inspections at convenient stations, important stations on NDD-BVRM section should also be conducted regularly.
5.6	<p>TIs Inspection Register:</p> <ul style="list-style-type: none"> • TI/BVRM has conducted casual inspection on 09.07.12 and 15.11.12, monthly safety inspections on 06.10.12 and 08.08.12, regular inspection on 11.09.12. • It is advised that apart from these inspections night surprise inspection also should be conducted as per schedule of inspections to check alertness of the staff during night, as per the statistics the most of the accidents were occurred during the night time.

	<ul style="list-style-type: none"> • DRM/BZA to advise all operating officers to check the same during station inspections.
5.7	<p>Caution order messages Register:</p> <ul style="list-style-type: none"> • It is observed that in caution order messages register while imposition of caution order on 31.03.12 ,the PN was exchanged and initials of self, message repeated SM were not recorded. • Both have exchanged same PNs, i.e.,11/TNKU & 11/AL. Whenever same PNs are received / given it is proper to score off that PN and give another PN.
5.8	<p>Electrical observations:</p> <ul style="list-style-type: none"> • The station is provided with three L.T services i.e. one for station Building, second for pump of 6 HP and Third for quarters (20 Nos.) . All the lights and fans are working. • A 7.5 KVA Generator of 3 phase is provided to feed the supply during power failure. Generator tested and found working satisfactory. • On account of energy conservation 70% & 30% lighting is maintained. One F.T lamp at FOB and at main entrance not working. Same to be attended.
6.0	Inspection of BVRM:
6.1	Sri. M.P. Prasad, Dy.SS was on duty from 1100-2100hrs, Sri P.Srinivasa Rao, Pointsman and Sri Kalaram Baig, Pointsman were on duty from 0700-1900hrs and are in possession of valid competency certificates.
6.2	Weather Warning Message Register: Weather warning message copies were handed over to concerned officials immediately but the copies are not pasted in the register.
6.3	Bio-data Register: None are due for PME and Refresher Course. However, SS/NDD should observe stipulations given in Para 514 of IRMM while directing employees for PME when they attain the age of 45 years.
6.4	Gradation Register: It should be maintained as per the guidelines given by RB from January 2012.
6.5	<p>SWR Assurance Register:</p> <ul style="list-style-type: none"> • Suggested to maintain this register in 3 parts, i.e., one part for the permanent station staff including amendments received to SWR, one part for those staff who work on relief duties and another part all those staff who resume duties after a lapse of consecutive 15 days.

	<ul style="list-style-type: none"> • Crosschecked with muster copy and found that the assurances were not obtained in the following cases; <ol style="list-style-type: none"> a. Sri M.P.Prasad, Dy.SS was under sick list from 17.9.2012 to 05.10.2012 b. Sri Kalyan Babu, Pointsman was absent from 09.09.2012 to 05.10.2012
6.6	<p>TI's Inspection Register: During his inspection on TI/BVRM pointed out that Sri. K. Jaganatha Rao, Pointsman was overdue for PME from 12.09.2012 and was directed for PME on 02.10.2012 as per the record. But, on checking the muster rolls, it was noticed that he was continuously utilized for operational duties from 12.09.2012 without directing him for PME which is incorrect and misleading the Inspecting Officials.</p>
6.7	<p>Sign 'on' / 'off' activity kept with Dy.SS/BVRM:</p> <ul style="list-style-type: none"> • The previous register was checked and found that the condition of the register is very fragile and improperly maintained. However, new one is brought into force. • Checked BA unit at BVRM station and found that on 10.12.12, it recorded that for train no 77237 Pass Train, while on duty Sri P.S. Murthy Pass/GD/RJY was found Positive at 07.28 Hrs. Record No 7903, Crew ID no 7068, Percentage of Alcohol in blood is 0.14% i.e. 14Mg/100ML for which Sri.Ch.Ranga Raju SS/BVRM has passed a remark in the Sign ON register as 'Negative' and signed it. It is not informed to the any higher official. He is allowed to perform duty even when BA test result is 'positive'. • Signal defects register: <ol style="list-style-type: none"> 1. On 19-11-2012, LP Sri SDM Basha who worked T. No 57263/57262 with loco No 18588, NS--NDD—BVRM section reported that DN/Kaldari Home signal is showing bobbing aspect (at a time Red & Yellow with routing). It was not reported PCOR/BZA and no feedback. 2. Similarly, on 09-10-2012, LP Sri S Ramesh who worked T. No77243/77244 with loco No 15005 BVRT-NDD-BVRM reported that LC No 156 Gate Signal danger, stopped two minutes and passed Gate signal at 'ON' by observing PHS from the Gateman. It appears that the signal has failed and no record of the failure is maintained and not reported to S&T Officials. It was not reported PCOR/BZA and no feedback. 3. On 25-08-2012, LP Sri A. Moshe, who worked T.No 57218 with loco No 15056,BZA-BVRM section reported that LC No 101 Gate Signal defective. Informed to SCOR at 1530hrs. But, failure of the signal is not recorded. It was not reported PCOR/BZA and no feedback. • In sign 'ON' register, breather column not filled by the in-charge Dy.SS.
6.8	<p>Inspection of Rest Room/BVRM:</p>

	<ul style="list-style-type: none"> • At this running room 16 beds are available for the crew. • There is no cooking facility in this rest room. • Stock of linen is 195 bed sheets, 184 pillow covers and 62 pillows available. • Rest room is in old condition. • There is no STD phone facility. • It should be renewed or it should be shifted to suitable place. • Rest Room roof leaking with rain water in rainy season. • Bathing water is contaminated with mud & germs. • Water not suitable for bathing and washing clothes. • Drainage system to be improved. • As per many complaints registered in the complaint book, during rainy season toilet drainage coming to the bathroom. • Checked the feedback register and noted that linen changed or not, column is not filled in the register. • In-charge SLI has informed that contract for maintenance of rest room has already expired on 14.11.12 and 3 months extension was given to the contractor. • Rest room circulating area is not properly maintained. • First aid box was last replenished on 08.11.12 and next due date for replenishing is 08.01.13. First aid box was not properly sealed. 																		
6.9	Inspection of BVRM ('C' Panel):																		
a	Tested the Point Nos.21A, 21B, & 20A. for track locking, out of correspondence and obstruction test and found working satisfactorily and readings are within the permissible limits.																		
b	<p>(a) Point No. 21A opening was 115 mm on RHS and 115 mm on LHS. The electrical readings were as follows:</p> <table border="1"> <tr> <td>N to R</td> <td>108 V / 106 V</td> <td>1.9A / 3.9 A</td> </tr> <tr> <td>R to N</td> <td>112 V / 108 V</td> <td>1.6 A / 3.7 A</td> </tr> </table> <p>(b) Point No. 21B opening was 115 mm on RHS and 114 mm on LHS. The electrical readings were as follows:</p> <table border="1"> <tr> <td>N to R</td> <td>110 V / 102 V</td> <td>1.7 A / 4.4 A</td> </tr> <tr> <td>R to N</td> <td>109V / 100 V</td> <td>1.8 A / 4.3 A</td> </tr> </table> <p>(c) Point No. 20A opening was 112 mm on RHS and 115 mm on LHS. The electrical readings were as follows:</p> <table border="1"> <tr> <td>N to R</td> <td>111 V / 107V</td> <td>1.8 A / 3.6 A</td> </tr> <tr> <td>R to N</td> <td>116V / 111 V</td> <td>1.8 A / 3.7 A</td> </tr> </table>	N to R	108 V / 106 V	1.9A / 3.9 A	R to N	112 V / 108 V	1.6 A / 3.7 A	N to R	110 V / 102 V	1.7 A / 4.4 A	R to N	109V / 100 V	1.8 A / 4.3 A	N to R	111 V / 107V	1.8 A / 3.6 A	R to N	116V / 111 V	1.8 A / 3.7 A
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R to N	116V / 111 V	1.8 A / 3.7 A																	
c	Signal Failures: June 2012 : Slot 'B' cabin -1																		

	<p>July 2012 : BPAC-1 Aug. 2012: Bridge A/C -1, SF-1 Sept.2012: SF-2, Slot 'B' cabin -2 (Bridge A/C failed) Oct. 2012: SSDAC-1, Nov. 2012: Bridge A/C -1, SF-2, Slot 'B' cabin -2 (Bridge A/C failed) Dec. 2012 : Slot 'B' cabin -1 (Gate EOLB Trouble) ** Bridge No.232 between 'B' Panel – BVRT. The Bridge A/C is failing frequently same to be attended.</p>
d	<ul style="list-style-type: none"> At BVRM Jn. ('C' Panel) 2nd loop starter no.10 knob was black in colour instead of red in colour. The same to be replaced. Pt.No.27 knob was Red with blue instead of black. The same to be replaced.
e	<p>Joint Inspection of Points & Crossings: For the 1st Quarter was done on 18.03.2012, 2rd Quarter was done on 18.06.2012 & 3rd Quarter was done on 29.09.2012, the deficiencies noticed were attended and on 03.10.2012 at 15.00 hrs. Point No.24, 25 & 27 housing attended with Engg. Staff by S&T dept. duly giving dis-connection memo, but Track fit memo was not obtained from Engg. Staff before giving re-connection.</p>
7.0	Fog signaling arrangements:
7.1	<p>Footplate inspection from RJY – NDD in UP direction:</p> <ul style="list-style-type: none"> It was noticed that at KVR, CU & NDD stations of VSKP – BZA section Fog Signal Post was in faded condition. As per G&SR 3.61, provision of blinker lights used on roads with 9 LEDs or 5 consecutive luminous boards is not available. It should be available at 50/75 meters short of FSS for indicating the location of the approaching FSS to the LP.
7.2	<p>Window-trailing inspection from NDD – BVRM:</p> <ul style="list-style-type: none"> NDD-BVRM section KLDI, TNKU, AL, AVLI&BVRM stations in UP direction, Fog Signal Post was in faded condition. As per G&SR 3.61, provision of blinker lights used on roads with 9 LEDs or 5 consecutive luminous boards is not available. It should be available at 50/75 meters short of FSS for indicating the location of the approaching FSS to the LP.
7.3	Lime marking near Signal Warning Board is provided between NDD – BVRM stations.
8.0	<p>Inspection of interlocked LC No.384 between NDD-CU. TVUs 27215, RVUs 207, date of census 20.2.12 and O&E 03/2012. Sri. S. Tirupathi, Gateman was possessing valid competency certificate and not due for PME & RC. He was conversant with protection rules as well as action to be taken when parting, hot axle etc., are noticed on a running train.</p>

<p>9.0</p>	<p>Steel Girder Bridge No.7 (4x12.20M) at KM 151/8-9 Laid on 01/2003 between NDD – KLDI stations:</p> <ol style="list-style-type: none"> 1. Complete painting & Greasing done on 09/2012. 2. Bridge sleeper numbers are not marked. 3. Pathway plates are corroded. 4. Fishplate joints are not square and have become supported on sleepers. 5. Towards BVRM end, vertical cracks were noticed on the abutment. However, a temporary SR of 30 KMPH is in force. Rebuilding of abutment to be planned on priority. 6. Speed indicator board 30KMPH is not retro-reflective. 7. Even though guard rail is having full complement of fittings, it is corroded. Chequered plate provided for footpath on the bridge is also corroded. 8. One weld has come on the channel sleeper resulting in point load.
<p>10.0</p>	<p>LC No.163 at KM 149/4-3 - parallel to gate lodge side, road side slope is slipped off (canal road), same need to be pitching/strengthened.</p>
<p>11.0</p>	<p>Inspection of Interlocked LC No. 120/E, ‘special’ class at KM 110/6-7:</p> <ol style="list-style-type: none"> 1. TVUs 58282 as per 2009 census O&E done on 25.1.12 2. Gateman Sri.William was on duty possessing valid competency certificate. Not due for PME & RC. 3. Wicket gates are not provided. 4. Painting on speed breaker is faded. 5. Road width (7.80m) and length of check rails (10.30m) are to be revised as per ‘special’ class standards. 6. Road sign board of LC is non-standard, single strip & double strip boards are not available. 7. The vertical clearances of lifting barriers are 0.96m, 0.84m against 0.80-1.0m. 8. Electrical installation like lights & fans are working. Gate lights UP & Down side are found working. 9. Tested the Lifting Barrier, its interlocking of boom locking and gate signals found working normal.

**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT INSPECTION
CONDUCTED BETWEEN NDD – BVRMSECTION OF VIJAYAWADA DIVISION ON 14.12.2012**

S. No.	Para	Subject / Topic	Action for rectification
1	1.5	<p>Caution Order Register – NDD:</p> <ul style="list-style-type: none"> • There are 2 SRs which could have been brought under PSR since they are existing from 2002. • Engineering Officials are issuing chatty and imposition messages under one notice which is improper. 	<p>Sr.DOM Sr.DSO Sr.DEN/Co-ord...</p>
2	1.7	<p>PN Sheet – NDD and other stations:</p> <p>SMs are only writing the Train No. in the details column putting a bracket for 4 to 5 PNs.It is necessary to note that the SMs have to write the details apart from the Train No. such as PN is given to Platform Dy.SS, CASMs, Gatemen of Non-interlocked LC Gates, etc.,</p>	<p>Sr.DOM Sr.DSO</p>
3	1.8	<p>SWR/NDD:</p> <ul style="list-style-type: none"> • Amendment Slip No. 1 to SWR of 12.12.2012 was received just one day ahead of Safety Audit, i.e., on 13.12.2012 containing 30 replacement pages. The interesting point noted was that 12 staff (ASMs and Pointsmen) have blindly acknowledged in the SWR Assurance Register without knowing the contents of it(knowledge of few staff on the amendment was tested). • Para 6.5: CASMs are communicating one PN to Dy.SS/PF for complete arrival another PN for altering the points.CASM is entirely responsible for this activity. The activity of giving two PNs to Dy.SS/PF who in turn write them in a separate column in the register is not warranted and will only contribute for additional work + time for them. Apart from this, SR 14.10 and Para 6.5 of SWR do not specify for this procedure to be followed. Hence, it is proper to withdraw this system. 	<p>DRM Sr.DOM Sr.DSO</p> <p>Sr.DOM Sr.DSO</p>
4	1.11 (a)	<p>Rake check made at NDD:</p> <ul style="list-style-type: none"> • Rake MLSW/BOXN: Hand brake wheel missing for 35 wagons, pull rod deficient for 4 wagons, load/empty gear missing for 14 wagons and for 8 wagons handles damaged. • Rake RC/N: Hand brake wheel missing for 15 wagons, pull rod deficient for 2, load/empty handle damaged for 7 wagons. 	<p>DRM Sr.DME</p>
5	1.14(a)	<p>Point No.21A/NDD: Lead rail corroded, one metre fish-plate not provided, bearing plates corroded, no painting/oiling, station numbers and date of laying point is not painted.</p>	<p>DRM Sr.DEN/Co-ord</p>
6	1.14(b)	<p>Point No. 20A/NDD: Crossing gap joint is 15mm against gapless,</p>	<p>DRM</p>

		ERCs are dropping, mismatching of lead rail at crossing block joint, LH lead rail flange portion corroded, one metre fish-plate not provided.	Sr.DEN/Co-ord
7	1.14(c)	Point No. 17B/NDD: LH side housing one sleeper against 4, non-standard GR pads are provided for 2 sleepers, gauge in turn-out is +11 to +19mm, a total of 38nos. of ERCs are missing.	DRM Sr.DEN/Co-ord
8	1.14(d)	Point No. 17B/NDD: Switch rail joint is wide by about 40-50mm, 38 nos. of seized/broken ERCs are available.	DRM Sr.DEN/Co-ord
9	1.14(h)	FOB at NDD: FOB steps bottom surface (waist slab) is very bad which made reinforced slabs exposure.	DRM Sr.DEN/Co-ord
10	1.15	At NDD: Track 'fit' certification from Engineering Officials was not obtained (on 05.10.2012, 22.10.2012, 30.10.2012) by S&T before giving reconnection which is in violation of SR 3.51.	DRM Sr.DSTE Sr.DSO
11	1.20	NDD: Last cable meggering was done on 24.11.2011 and overdue from November 2012.	DRM Sr.DSTE
12	1.22	UP AT / DN AT / Local supply automatic changeover (CLS panel) at 'A' cabin, sometimes chattering as stated by ASM on duty. Hence, IPS is momentarily shutting down due to which IPS may fail at any time.	Sr.DEE/M
13	1.25	Switch room-cum-generator room/NDD: <ul style="list-style-type: none"> • 75kg fire extinguisher due date of replenishing is not mentioned. • Safety items like, helmets, shoes, hand gloves are not available. • Generator panel do not have frequency meter. • Schematic wiring diagram not available. 	Sr.DEE/M
14	1.26	Sub-station/NDD: <ul style="list-style-type: none"> • Flooring is very bad. • Roof leakage was noticed which developed cracks in slab and trees have grown on the slab leading to cracks. • Due to the rain water leakage, electrical installations such as fans, etc., were burnt. 	DRM Sr.DEE/M Sr.DEN/Co-ord Sr.DSO
15	1.30	NDD: It is advised to conduct the inspection of station by Sr.DOM/BZA & DOM/G/BZA to improve operating safety.	Sr.DOM Sr.DSO

16	2.3	<p>North Cabin/NDD:</p> <ul style="list-style-type: none"> • Failure memo was not handed over / not taken over to / by S&T Officials on 04.11.2012 during which train/s were dealt. • On the following dates the S&T failures were not recorded in the S&T Failure Register. <ol style="list-style-type: none"> 1. 06.12.2012 track failure. 2. 11.11.2011 BPAC failure. 3. 07.02.2012 BPAC failure. 4. 19.5.2012 BPAC failure. 5. 09.6.2012 6. 18.8.2012 track drop failure. 7. 03.9.2012 LC Gate damage. 8. 14.9.2012 track drop failure. 9. 03.11.2012 track failure. 10. 04.11.2012 track drop failure. • Acknowledgements were not obtained on 16.7.2012 and 19.8.2012 for failure memos. 	<p>DRM Sr.DSTE Sr.DOM Sr.DSO</p> <p>Sr.DSTE</p>
17	3.3	<p>South Cabin/NDD: Relay Room key register do not have the column for writing the purpose for which relay room is opened, register needs to be changed.</p>	<p>Sr.DSTE</p>
18	4.0	<p>LC No. 384/T at NDD yard:</p> <ul style="list-style-type: none"> • Winch operation is not provided. • LC Gate crank handle veedor counter recorded 6 numbers on 06.11.2012 which should have been entered in the Failure Register. • Road surface is uneven. 	<p>Sr.DSTE Sr.DEN/Co-ord Sr.DSO</p>
19	5.2 & 6.2	<p>TN KU & BVRM: Weather warning message copies are not pasted in the register, details as per the column of the register was not filled.</p>	<p>Sr.DOM Sr.DSO</p>
20	5.5	<p>TN KU: No Operating Officer has inspected this station for the last one year.</p>	<p>DRM Sr.DOM Sr.DSO</p>
21	5.6	<p>TN KU: As per TIs inspection register details, it is noticed that night surprise inspections are not conducted by him.</p>	<p>Sr.DOM Sr.DSO</p>
22	5.8	<p>TN KU:One FT lamp at FOB and at main entrance not working.</p>	<p>Sr.DEE/M</p>
23	6.5	<p>BVRM SWR Assurance Register: Assurances were not obtained from M.P. Prasad, DY.SS and KalyanBabu who resumed duties after continuous absence of 15 days which is in violation of SR.5.06.</p>	<p>Sr.DOM Sr.DSO</p>

24	6.6	<p>BVRM TI's inspection register: TI/BVRM pointed out that Sri. K.JaganathaRao, Pointsman was overdue for PME from 12.09.2012 and was directed for PME on 02.10.2012 as per the record. But, on checking the muster rolls, it was noticed that he was continuously utilized for operational duties from 12.09.2012 without directing him for PME which is incorrect and misleading the Inspecting Officials.</p>	<p>DRM Sr.DOM Sr.DSO</p>
25	6.7	<p>Sign 'on'/'off' activity with Dy.SS/BVRM:</p> <ul style="list-style-type: none"> • As per BA unit record on 10.12.12, Guard of Train No. 77237 Sri P.S. Murthy Pass/GD/RJY was tested Positive. But, SS/BVRM has passed a remark as 'Negative' and allowed the employee to perform his duty. • Shortfalls noticed in reporting the defects noticed by crew from the Signal defects register: <ol style="list-style-type: none"> 4. On 19-11-2012, LP of T. No 57263/57262 reported that DN/Kaldari Home signal is bobbing but the same was not reported PCOR/BZA. 5. On 09-10-2012, LP of T. No.77243/77244 reported that LC No 156 Gate Signal danger but the Gateman was exhibiting PHS. It appears that the signal has failed and no record of the failure is maintained and not reported to S&T Officials. It was not reported PCOR/BZA and no feedback. 6. On 25-08-2012, LP of T.No 57218 reported that LC No 101 Gate Signal defective. Informed to SCOR at 1530hrs. It was not reported PCOR/BZA and no feedback. 	<p>DRM Sr.DOM Sr.DSO</p> <p>DRM Sr.DOM Sr.DSTE Sr.DSO</p>
26	6.8	<p>Rest Room/BVRM:</p> <ul style="list-style-type: none"> • Bathing water is contaminated with mud & germs. • Water not suitable for bathing and washing clothes. • Drainage system to be improved. • As per many complaints registered in the complaint book, during rainy season toilet drainage coming to the bathroom. • Checked the feedback register and noted that linen changed or not, column is not filled in the register. • In-charge SLI has informed that contract for maintenance of rest room has already expired on 14.11.12. 	<p>DRM Sr.DME Sr.DSO</p>
27	6.10 (c)	<p>'C' Panel/BVRM: Bridge axle counter of Bridge No.232 between 'B' Panel – BVRT is failing frequently.</p>	<p>Sr.DSTE</p>
28	7.1	<p>For signaling arrangements (Footplate inspection from RJY – NDD</p>	<p>DRM</p>

		<p>in UP direction):</p> <ul style="list-style-type: none"> • At KVR, CU & NDD stations Fog Signal Post was in faded condition. • As per G&SR 3.61, provision of blinker lights used on roads with 9 LEDs or 5 consecutive luminous boards is not available throughout the Division. It should be available at 50/75 meters short of FSS for indicating the location of the approaching FSS to the LP. 	<p>Sr.DSTE Sr.DSO</p>
29	9.0	<p>Steel Girder Bridge No.7 (4x12.20M) at KM 151/8-9 Laid on 01/2003 between NDD – KLDI stations:</p> <ol style="list-style-type: none"> 9. Bridge sleeper numbers are not marked. 10. Pathway plates are corroded. 11. Fishplate joints are not square and have become supported on sleepers. 12. Vertical cracks were noticed on the abutment. Rebuilding of abutment to be planned on priority. 13. One weld has come on the channel sleeper resulting in point load. 	<p>DRM Sr.DEN/Co-ord Sr.DSO</p>
30	11.0	<p>Inspection of Interlocked LC No. 120/E, at KM 110/6-7:</p> <ol style="list-style-type: none"> 10. Wicket gates are not provided. 11. Painting on speed breaker is faded. 12. Road width (7.80m) and length of check rails (10.30m) are to be revised as per 'special' class standards. 13. Road sign board of LC is non-standard, single strip & double strip boards are not available. 14. Vertical clearances of lifting barriers are 0.96m, 0.84m against 0.80-1.0m. 	<p>DRM Sr.DEN/Co-ord Sr.DSO</p>