

**BI-MONTHLY SAFETY AUDIT INSPECTION OF DHARMAVARAM
JUNCTION STATION OF GUNTAKAL DIVISION FOR THE PERIOD
JULY & AUGUST 2013**



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF
DHARMAVARAM JUNCTION STATION OF GUNTAKAL DIVISION FOR THE
PERIOD JULY & AUGUST 2013**

S. No.	Para	Subject / Topic	Action for rectification
1	2.1(a)(iv)	It is suggested to ensure supply of VHF (walkie-talkie) set to Traffic Gateman who can be contacted during gate telephone failure and the gate can be closed and trains can be dealt on signals with less or no detentions.	DRM Sr.DOM
2	2.2	LC No.1: Interlocked Traffic LC Gate at KM 0/5 between DMM – CCI stations towards PAK direction. Presently, this LC Gate is closed subsequent to the commissioning of RUB. The Operating Authorities have withdrawn the Gateman. Engineering Officials have provided barricading. Papers are submitted for approval of CRS on 10.12.2012. Understood that modified SWR is also put up to CRS/SC Circle. The Divisional Authorities should co-ordinate with the Commission and see that sanctions are obtained for closure of this LC Gate since the issue is pending for the last 8 months which is a substantial period. However, before sanction of CRS/SC Circle is received, it is not proper for the Divisional Authorities to withdraw the Gateman.	DRM Sr.DOM Sr.DSO
3	2.3 (c, d, e & n))	<u>S&T Failure Register(SCR):</u> Though dual BPAC is provided between DMM – CCA stations, the BPAC failed on 4 occasions – needs close monitoring to prevent such failures since provision of dual BPAC is defeated, if BPAC fails frequently.	DRM Sr.DSTE Sr.DOM Sr.DSO
	2.3 (f) + 2.4	<u>Signals becoming blank</u> – An undesirable and unsafe condition, especially in the face of an approach train. Measures required to be taken to prevent signals becoming blank even for one or two minutes.	DRM Sr.DSTE
	2.3(a)	<u>S&T Failure Register (SWR):</u> DMM-BSPL block was in failed condition for 11 ½ hours and there was no record of supervisor having come for overseeing PLCT working.	DRM Sr.DOM
4	2.6 (c)	Provision of Calling-on below Starter Signals – a desired option to ensure safer and faster movements in case of point / signal failures.	DRM Sr.DSTE Sr.DOM

5	2.17	One Passenger Guard/GTL was tested positive in BA test during sign 'off' on 27.7.2013, and D&AR action is yet to be initiated by the Division.	DRM Sr.DOM Sr.DSO
5	2.21	Sign 'on'/'off' activity of Guards under the control of Dy.SS/DMM: <u>It is strongly recommended to hand over the same to CC/DMM who is entrusted with the job for LP/ALPs.</u>	DRM Sr.DOM
6	3.0(d)	On 22.6.2013, one LP/Passenger/GTL was tested 'positive' during sign 'on'. D&AR action against the employee is yet to be taken.	DRM Sr.DME Sr.DSO
7	5.12	Instead of waiting for the coach to be attached, the Sr.Technician/C&W/DMM has endorsed on the backside of original BPC about the 'air-continuity' test and also; instead of JE/SE/C&W, Sr.Technician is signing which is incorrect.	DRM Sr.DME Sr.DSO

No. Safety. 195/Bi-MSA/4/2013/DMM

(S. P. SAHU)
CHIEF SAFETY OFFICER

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

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JUNCTION STATION OF GUNTAKAL DIVISION FOR THE PERIOD
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Para

Subject / Topic

- 1.0**
- a. DMM is an important junction station of GTL Division and is located in GY – SBC section on BG, single line, non-electrified section.
 - b. DMM is interchange point of SCR with SWR.
 - c. It is a junction station with diversion of routes as given below’
 - One line goes to DMM – PAK direction of SC Railway and its adjacent block station being CCI (Chinnakuntapalli).
 - One line goes to SSPN (Puttaparthi) BSPL (Basannapalli) connecting Penukonda Junction towards SBC direction of SW Railway.
 - Another direct route to SBC via Penukonda Junction towards SBC without connecting SSPN of SW Railway and the adjacent block station being NGM (Nagasamudram).
 - One line goes towards GY direction of SC Railway and the next block station being CCA (Chigicherla).
 - d. Signals and points are operated from a central panel (route-setting type).
 - e. Station is equipped with MACLS, standard I (R) interlocking and Podanur push-button block instrument is provided in all the four directions.
 - f. There are 8 running lines of which 5 are platform lines (Road No.1, 2&3, 7&8).
 - g. Trains proceeding towards GY direction are called UP and towards SBC/PAK direction are called DN trains.
 - h. Road No.1 to 4 lines are having the R&D facility only towards BSPL & NGM directions, i.e., in other words **not connected towards PAK direction.**
 - i. Similarly, Road No. 6 to 8 lines are not connected towards SBC direction lines, i.e., **connected only towards PAK direction.**
 - j. Only Road No.5 is having R&D facility to all directions except to NGM direction and it is not a platform line.
 - k. There is one MRV Siding and one ART Siding.
 - l. In addition to this, there is a Crew Booking and Running Room at this station.
 - m. There are 8 LC Gates under the control of SM/DMM and the details are;

- **L.C. Gate No.112 at KM.175/7-8:** It is a 'C' class NI, Engineering LC Gate with normal position as 'closed' to road traffic. This Gate is situated in DMM-NGM (SBC Division) block section.
- **L.C. Gate No.113 at KM 176/4-5.** It is an 'A' class interlocked Engineering LC Gate. This Gate cuts both the Branch Line (BSPL) and Main Line (NGM) at SBC end.
- **L.C. Gate No.114 at KM 177/2-3.** It is a 'Special' class interlocked Traffic LC Gate provided. This Gate cuts both the Branch Line (BSPL) and Main Line (NGM).
- **L.C. Gate No.115 at KM 180/3-4 M:** It is a 'C class interlocked Traffic Gate. This Gate is situated towards CCA end of the yard.
- **L.C. Gate No.116 at KM 181/6-12 M:** It is a 'C' class interlocked Engineering LC Gate. This Gate is situated in DMM-CCA block section.
- **L.C. Gate No.1 at KM 0/550 M:** It is a 'C' class interlocked Traffic Gate located towards the CCI end of the yard.
- **L.C. Gate No.2 at KM 1/3-4 M:** It is a 'B' class interlocked Engineering Gate located in the DMM-CCI block section.
- **L.C. Gate No.3 at KM 2/441 M:** It is a 'B' class NI Engineering LC Gate located in the DMM-CCI block section.

2.0 Inspection of Dy.SS/Office/DMM:

2.1 a. SWR:

- SWR No. G.98 was issued on 01.4.2012 and brought into force from 02.5.2012.
- Three amendment slips were issued, i.e., A.S. No.1 was issued on 18.6.2012 with 6 replacement pages. A.S. No.2 was issued on 18.7.2012 with 16 replacement pages and A.S. No.3 was issued on 18.11.2012 with 3 replacement pages.
- Appendix 'A' - **Gate lodge pro-forma** for LC Gate No. 112, 113,114, 115, 116, 1, 2 & 3 are **wrong**, i.e., additional **column** 'time at which the train has passed' is added which is **not in conformity** with Annexure VII to Appendix II of G&SR.
- As per Para 1.10, 4.10 & 6.10 of LC Gates 114, 115 & 1 (all these 3 LC Gates are Traffic interlocked LC Gates) in Appendix 'A' of SWR it is written as 'during the failure of gate telephone', the Dy.SM/DMM (outdoor) shall send a written advice with complete details of trains **with PN. Issuing a PN by Dy.SM is not in the provisions of Para 3 of Annexure II of Appendix II of G&SR** and needs to be deleted from the SWR. It is also mentioned that in case there is no adequate time, Dy.SM can start the train with Caution Order (as per the provisions of G&SR).

In this connection, following is suggested;

- Traffic LC Gates are interlocked with LSS in outward direction and with Home Signal in inward direction.**
- When the Gateman does not respond, trains are detained for want of signals and the SM has to ensure correct setting, clamping and padlocking of relevant points before authorizing the LP to pass the**

- signal which will certainly involve detention.**
- iii. **Issuing authority and dispatching the train due to failure of telephone with Gateman is not a wise decision.**
 - iv. **Instead, it is suggested to ensure supply of VHF (walkie-talkie) set to Traffic Gateman who can be contacted during gate telephone failure and the gate can be closed and trains can be dealt on signals with less or no detentions.**
- Gate Working Instructions for LC Gate No. 113 – This LC Gate is an Engineering LC Gate between DMM and BSPL stations of SBC Division under South Western Railway **but the working instructions are signed by DOM (G) and DSTE of GTL Division which is incorrect.** Though the LC Gate telephone is connected to SM/DMM, the working instructions of South Western Railway need to be incorporated since the territory belongs to SW Railway and hence, it is proper for the SBC Divisional Officers to sign those pages related to this LC Gate working as per G&SR instructions of that Railway.
 - As per Para 6.5, BPAC is provided in all the four directions and **towards CCA direction, dual-BPAC detection is provided.**
- b. Para 7 – Securing and stabling precautions – the instructions related to stabling and securing as per the **modified SR 5.23** (as given by Railway Board) **need to be incorporated in the SWR of DMM.**
 - c. Para 8 – issuing of T.806 Shunting Order is exempted by Sr.DOM with effect from 24.7.2012. **In this connection, it is suggested to incorporate the same in the SWR instead of a letter which may not be traceable at a later date.**
 - d. As per Appendix ‘E’ – essential station safety equipment – 20 detonators are kept in the station. DMM station is having movements in 4 directions and hence, the **allotted 20 detonators is inadequate and needs to be enhanced.**

2.2 LC No.1:

- a. LC No. 1 interlocked Traffic LC Gate at KM 0/5 between DMM – CCI stations towards PAK direction.
- b. Presently, this LC Gate is closed subsequent to the commissioning of RUB.
- c. The Operating Authorities have withdrawn the Gateman.
- d. Engineering Officials have provided barricading.
- e. Papers are submitted for approval of CRS on 10.12.2012.
- f. Understood that modified SWR is also put up to CRS/SC Circle.

The Divisional Authorities should co-ordinate with the Commission and see that sanctions are obtained for closure of this LC Gate since the issue is pending for the last 8 months which substantial period. However, before sanction of CRS/SC Circle is received, it is not proper for the Divisional Authorities to withdraw the Gateman.

2.3 S&T Failure Register (SC Railway):

- a. On 15.4.2013, from 0030 to 0045 hours, track down took place and as a result of this failure, DN 16593 and UP12649 Express trains suffered detention of 10 and 15 minutes respectively at Home Signals. The remark passed by the S&T Officials was **“automatically rectified”**. However, thorough check was made and fault identified’. Both the trains were received on T.369 (3b) as per S&T Failure Register **but no entry to that effect was noticed in T. 369 (3b) books.**
- b. On 20.4.2013, from 2125 to 2150 hours, Point No.126 failed in ‘normal’ position and Train No. 17307 was received on T. 369 (3b), which suffered a detention of 23 minutes.
- c. On 28.4.2013, from 1755 to 1915 hours (80 minutes), DMM – CCA block failed on arrival of 57545 and the train DN Goods and DN 18464 was dealt on PLCT. The remark passed by the S&T Official was ‘due to heavy lightening both BPACs failed’. **Provision of dual BPACs need to be monitored for its efficacy.**
- d. Again on 28.4.2013 from 2250 to 2336 hours, (46 minutes), DMM – CCA block failed on arrival of Train No. 12736 since **signals became blank at CCA station due to inverter tripping**. Another case to monitor on dual BPAC provision not withstanding failures.
- e. On 07.5.2013, from 1206 to 1316 hours (70 minutes), DMM – CCA block instrument failed and BCN Goods was detained for issue of PLCT. Reason for the failure remarked in the failure register by the S&T Official was ‘communication failure between both BPAC – Telecom staff working at CCA’. **This is the 3rd case of block failure between DMM – CCA where dual BPAC is provided,**
- f. On 10.5.2013, from 0105 to 0125 hours, DMM – CCA – **all signals blank** and Train No. 16530 detained for 20 minutes. Finally, the train was received on signals as told by the station staff though document T. 369 (3b) was prepared and cancelled. **From this, it can be analysed that the station Operating Staff prefer to wait and watch the S&T staff working for rectification of the failure instead of working as per the laid down procedure of GR & SR 3.68 to 3.70. This type of working is not a healthy trend and the station Operating staff need to be suitably counseled to work trains as per signal/point/block failures.**
- g. On 27.5.2013, from 1030 to 1320 hours (170 minutes) DMM – CCI block suspended after the arrival of 57546 Passenger due to block failure.

- h. On 1.6.2013, from 0050 to 0110 hours, after departure of Train 16593, Road 1 track down and Train No. 22602 Express was detained at Home Signal for 10 minutes, Train No. 12649 for 15 minutes and the reason for the failure was written as 'due to heavy rain'.
- i. On 4.6.2013, from 1807 to 1820 hours, LC Gate No. 114 was unable to close and Train No. 18464 detained for 10 minutes.
- j. On 10.6.2013, from 0537 to 0627 hours DMM – CI block failed.
- k. On 19.6.2013, from 2155 to 2215 hours, on arrival of Train 12731 from CCI, block instrument failed and further unable to take line clear for Train No. 57478 Passenger. PLCT was prepared and cancelled since ESM attended the failure. **Again, in this case also, Operating Staff were waiting for the ESM to come and rectify the failure which they may do in short time or may take longer time; instead of dealing the traffic as per laid down instructions in G&SR.**
- l. On 4.7.2013, from 2240 to 2255 hours, DN Advanced Starter failed for Train No. 57548 Passenger and the train was dispatched on PLCT after 15 minutes of detention.
- m. On 6.8.2013, from 1130 to 1410 hours (160 minutes), cable meggering took place at CCA and as a result of this, trains were dealt on PLCT.
- n. On 9.8.2013, from 1937 to 2005 hours, on arrival of DN SGWF Goods, BPAC failed from CCA direction and further Train No. 17604 was dispatched on PLCT. **This is the fourth case of block failure having dual BPAC.**
- o. On 10.8.2013, from 0635 to 0755 hours, 17 BT failed and LC Gate key got locked. As a result of this, Train No. 16339, 18463, 57439 were detained for PLCT and the reason for the failure as written in the register was 'power cable cut'.

S&T Failure Register (SW Railway):

- a. On 1.3.2013, from 1425 hours to 0103 hours of 2.3.2013, DMM – BSPL **block instrument was in failed condition for 11 ½ hours** approximately and several trains were dealt on PLCT (6 trains from BSPL and 3 from DMM). In the course of PLCT working, following shortfalls were noticed;
 - **T/A 1425 (line clear enquiry book) of SC Railway was used instead of SW Railway.**
 - **T/D 1425 (DN PLCT) of SC Railway was used instead of SW Railway.**
 - **SMR/DMM should have supervised** the working of trains on PLCT when the block failure continued for more than 3 hours.
 - **SMR/DMM and TI/DMM should co-ordinate with TI/HUP of SWR and get the**

stock of PLCT books.

- b. On 7.3.2013, from 1705 to 2250 hours (**345 minutes**), DMM – BSPL block instrument failed and Train Nos. 11013, 18464, 17604, 17212, 22831, SGWF Goods were dealt.
- c. On 22.3.2013, from 1130 to 1155 hours, on arrival of Goods train, DMM – NGM block failed.
- d. On 1.4.2013, from 2130 to 0010 hours (**160 minutes**), DMM – BSPL block failed due to BPAC failure.
- e. On 3.4.2013, from 1400 to 1612 hours (**130 minutes**), DMM – BSPL block failed due to BPAC failure.
- f. On 18.4.2013, from 1856 to 2050 hours (**120 minutes**), DMM – BSPL block instrument failed and Train No. 17603 was dealt on PLCT.
- g. On 23.5.2013, from 1923 to 2040 hours (**80 minutes**), DMM – BSPL block failed.
- h. On 30.5.2013, from 1856 to 2050 hours (**95 minutes**), DMM – BSPL block failed.
- i. On 9.6.2013, from 1316 to 1420 hours, DMM – BSPL block failed.
 - On scrutiny of train passing documents, it was noticed that T/A 1425 (line clear enquiry book) and T/B 1425 (line clear reply book) of SC Railway was used instead of SW Railway.
 - T/D 1425 (DN PLCT) of SW Railway is used **but the text printed on the document was black instead of the mandatory blue font.**

From the above failures, it is seen that the failure rectification time is very high, i.e., lasting for more than 3 ½ hours on an average, which is not desirable. However, when the failure time exceeds 3 hours, SMR/DMM or TI/DMM should oversee the working of PLCT; but no such record of having come and seen the working was traced out from the records. Also, another hindrance in the block failure towards SBC/SSPN direction is that Starters of DMM are not ‘free Starters’ and hence, SM/DMM needs to ensure correct setting, clamping and padlocking of points before preparing PLCT and T. 369 (3b). This is one major reason why the presence of SMR or TI at this station was expected. At the same time, Divisional Authorities to co-ordinate with SBC Divisional Authorities and see that the block failure rectification time is reduced.

2.4 Signals becoming blank:

- a. Railway Board time and again insisted Zonal Railways to ensure that signals should not become blank and suitable arrangements to ensure the same are advised.

- b. **However, from the Signal Failure Register, it is noted that all signals became blank on the following dates;**
- On 28.4.2013 from 2250 to 2336 hours, (46 minutes), DMM – CCA block failed on arrival of Train No. 12736 since **signals became blank at CCA station due to inverter tripping.**
 - On 10.5.2013, from 0105 to 0125 hours (20 minutes), DMM – CCA – **all signals blank.**

Allowing the signals in blank position even for 1 minutes is not a desirable condition but it is seen from the above details that signals in blank condition are kept for 45 minutes and 20 minutes. This is not acceptable on any reason.

Divisional Authorities need to find a permanent solution for this and avoid signals becoming blank.

2.5 Block Telephone:

DMM – CCA block telephone voice is very feeble and needs attention from the Telecom Authorities. The telephone attached to the block instrument is suppression button type, i.e., similar to control telephone (where the outgoing speech is controlled by pressing the button) which is not suitable for a block telephone. Suggested to replace this telephone and make it uniform along with other 3 block telephones.

2.6 Junction arrangements:

- a. Junction arrangements, i.e., Starters are interlocked with the ‘off’ position of LSS towards CCI, BSPL & NGM directions is provided.
- b. It is appropriate to provide this arrangement of interlocking Routing Starters with respective LSS. **However, Road No. 6, 7 & 8 lines are do not have dispatch facility towards BSPL and NGM but still the Starters are interlocked with the Advanced Starter towards CCI in PAK direction thereby flexibility in the form of ‘free Starter’ is lost.**
- c. It is noticed that the Routing Starters / Starters which are interlocked with LSS towards CCI/BSPL/NGM directions are **not provided with Calling-on signal provision which is a desired option.** This facility will certainly help in ensuring safety and contributes for elimination of detention during Point failure or Starter Signal failures.

2.7 Cable meggering:

- a. Cable meggering was done in DMM yard on 23.5.13.

- b. Noticed one power cable defective (caused low insulation) for a length of 400m connecting to Relay Room. This defective cable need to be replaced.
- c. Long duration of PLCT working during cable meggaring i.e., from 10.00hrs-18.00hrs is not desirable.
- d. The work of disconnecting LSS should have been at the last leg of NI Working as per Appendix III of G&SR.

2.8 As per Disconnections & Reconnections Register it was noticed that there is no practice of writing on Disconnection Memo as **“Joint work with Engg”** whenever joint works are taken up as per SR 3.51.

2.9 IPS:

- a. IPS-1 provided at this station was in good working condition.
- b. The specific gravity, voltages are noted for IPS batteries of 300 AH of Make Southern are shown below along with their respective Nos, out of the total 55 numbers that were provided. DOI: 30-12-2009.

(1) 1220/1.96 V (12) 1220/2.01 V, (23) 1220/1.97 V
 (33) 1220/1.98 V, (45) 1220/1.97 V, (50) 1220/1.96V,
 (55) 1210/1.96 V.

- c. IPS-2 provided at this station was in good working condition
- d. The specific gravity, voltages are noted for IPS batteries of 300 AH of Make Southern are shown below along with their respective Nos, out of the total 55 numbers that were provided. DOI: 30-12-2009.

(1) 1220/2.07 V (4) 1220/1.99 V, (8) 1230/1.98V
 (18) 1220/1.96 V.(23) 1230/1.98V (28) 1230/1.98V (48) 1220/1.98V
 (55) 1210/2.0V

- e. After switching of SMR’s for Half an hour, the Battery voltages are getting down below 2.0 V. Same to be attended.

2.10 Route Cancellation Register:

- a. RC – 1: From the registered entries, it was noticed that **no testing was done by S&T Officials in the month of February and March 2013.**
- b. RC – 4: **No testing was done by the S&T Officials for the month of February 2013.**

- c. RC – 3: From the record it was seen that **no testing was done for the month of February 2013** by the S&T Officials.

2.11 Relay Room Key Register: The average time of the door was kept in ‘open’ condition was **100** minutes during April, **159** minutes during May, **87** minutes during June, **116** minutes during July and **86** minutes during August till date of inspection. **Divisional S&T Officials may take suitable efforts to reduce the average opening time.**

2.12 Stabled Load Register:

The pro-forma of the register **do not contain the column of signature of LP/Shunter** which needs to be added to the existing pro-forma. Remaining entries were crosschecked and found no shortfalls / irregularities.

2.13 Weather Warning Message Register:

- a. It was noticed that Weather Warning Message was received at 17.15hrs on 19.07.2013 but the memo was handed over to the Gangmate at 2100hrs after a **lapse of 3 hrs and 45 minute.**
- b. Operating Officials should avoid delay in handing over the messages to Engineering Officials since the section between DMM – CCA block section is a notified section for Monsoon Patrolling in GY-DMM section of GTL Division.

2.14 Gradation Register:

- a. Seven PM’B’ are given safety gradation ‘B’.
- b. SMR/DMM should monitor their working and see that their performance is enhanced.
- c. SMs in grade pay of Rs.4600/- are given gradation by TI of the section which is not in conformity with the Railway Board guidelines. As per the RB guidelines, **SM/TIs who are in grade pay of Rs.4600/- or above should be given gradation by AOM of the Division.**

2.15 Bio-data Register: It was noticed from the board that PME due dates are not tallied. Dates of PME should be corrected on the bio-data board.

2.16 Monsoon Patrolling:

- a. It is in force between DMM-CCA stations which is a notified block section in the monsoon precautions. The following are observed:
- b. Entries are not made in the Station Diary.

- c. Patrolmen are not obtaining signatures of Gatemen on beat books as per the instructions given by the Works Branch of Headquarters.
- d. Copy of the patrolling chart is not pasted in the beat book.

2.17 Officers inspection register:

- a. DOM/G/GTL during his inspection of DMM station on 27.07.2013 observed that Sri. Sk. Mahmood, Passenger Guard/GTL was **tested positive 3 times** in BA test during signing 'off' duty at DMM on 25.07.2013;
 - a. at 21.24hrs with record No. 47511, ID No.7033 - 495mg/100ml
 - b. at 21.24hrs with record No. 47512, ID No.7033 - 185mg/100ml(with spare instrument) &
 - c. at 21.34hrs with record No. 47513, ID No.7033 - 0/100ml.

It is not understood as to why BA test was done for 3rd time by the Dy.SS/DMM.

Divisional Operating Officials to take up the employee under D&AR major penalty for consuming alcohol on duty which is not permitted and it is against the Conduct Rules.

2.18 SWR Assurance Register: This should be maintained for the occasions mentioned in G&SR 5.06.It was noticed that assurance **was not obtained** from Sri Mastan Vali PM'A' when resumed duty **after 15 days** on 20.06.2013.

2.19 Accident Siren Register: Trial run of MRV/ART was not made **between 13.08.2012 to 29.04.2013.**

2.20 Caution Orders:

- a. DMM is a notice station and Divisional Caution Orders are issued from DMM – GY/GTL & DHNE in UP direction, DMM – PAK in DN direction towards PAK direction; from DMM – HUP in DN direction towards SBC and for certain non – daily / superfast trains the Divisional Caution Orders are given upto YPR/SBC.
- b. Online printing facility is provided.
- c. Spare printer was also found, in case of printer failure.

However, if the link fails, there is no alternate arrangements except to prepare the Caution Orders manually.

- d. Caution Order Message Registers of all the directions was cross-checked and found tallied with the copy of Caution Order issued to the crew. **However, no record of messages is kept for the SRs that exist beyond HUP direction upto YPR / SBC of SW Railway and beyond GY towards DHNE direction of SC**

Railway which needs to be ensured by the SMR/DMM and TI/DMM. Divisional Operating Branch to counsel the staff and ensure the same is maintained with proper records.

- e. **There is no record of Caution Order Messages for the SRs between GY-DHNE stations. Understood that these are uploaded by the Control Organization/GTL directly into the system instead of repeating it to DMM station as per Appendix-I of G&SR.**

2.21 Sign ‘on’/ ‘off’ activity of Guards kept under the control of Dy.SM/DMM:

- a. On an average 44 Guards sign ‘on’ / ‘off’ at this station.
- b. **Daily testing of the block instrument is not done by the Dy.SM.**
- c. Spare BA equipment Tayaltech make was available **but due for calibration from 23.05.2013.**

Suggested to hand over the entire activity of conducting BA test, booking the Guards, keeping a register, etc., to the CC in-charge of the lobby which is presently looking after LP/ALPs.

2.22 Safety Literature: Quarterly Safety Bulletin ‘Vigil’ No.1 of 2013 and bi-monthly safety bulletin for May-June 2013 are **not available** in the Division.

2.23 T. 351 (S&T Disconnection/Reconnection Notice):

T.351 issued to disconnect the block instrument for normal maintenance and during failure of block instrument between DMM-NGM and DMM – BSPL directions, **the T. 351 of SC Railway is used instead of SW Railway** till May 2013. From 1st of August, 2013, SW Railway book is being used.

2.24 Joint Inspection of Points and Crossings Register:

- a. Last inspection was done on 10 & 11.6.13 and following irregularities are noticed;
 - SSE/Sig/DMM not signed after joint inspection done and also after attending (compliance) the defects in inside pages. However, he has signed in summary sheet.
 - All noticed defects are not entered into summary sheet in I & II Quarter inspections.(e.g. packing required in P.No.106A, 122B)
 - Noticed defects are not attended in the earlier quarter inspection (11.3.13) and same defects are not reflected in next quarter inspection (i.e., on 11.6.13) & shown as ‘Good’. (e.g. Point No.102A).

2.25 Point Nos.107A & B, 108A&B,109 A&B checked with concerned crank handle & found that correctly inserted and able to operated through crank handle.

2.26 Point Nos.108A, 107B, 109B were tested with 5 mm obstruction and found responded correctly.

2.27 In IPS / equipment room, the **slab was badly cracked, needs immediate attention.**

3.0 Inspection of lobby:

- a. CCC Sri Venugopal and shift CC Sri VAR Telkar are available at lobby. Shift CC is also working as a Shunter in the shift **which is not desirable**. When, the Shunter is busy in shunting operations, there is no supervision of conducting the mandatory BA test on the crew during sign 'on'/'off' activity. **This is not acceptable. The Divisional Authorities need to provide a separate fulltime CC and Shunter as per the requirement with immediate effect.**
- b. While checking the history record, it was noticed that testing of the BA Equipment was done only on the day of inspection. Divisions were already advised to adopt a uniform procedure and further publicity was given vide Flyleaf No -7/2013.
- c. Most of the time, the crew was tested in 'passive' mode instead of 'active' mode. Example 26.7.13/ record No. 625, on 29.7.13/record No. 955, on 06.8.13/record No.1950 and on 08.8.13/record No.2222. Correct procedure as brought out in the Flyleaf No. 7/2013 needs to be followed.
- d. On 22.6.2013, at 16. 55hrs during sign 'on' time, Sri P. Prakasa Rao, (crew ID No 1167) LP/Passenger/GTL nominated to work 57475 Passenger **was tested 'positive'** with 57mg/100ml, as per record No 1417.
D&AR action is yet to be taken against the employee.
- e. **Track Defects Register:**
 - On 17.7.13, LP/TPTY Sri B.R.N. Reddy who worked T.No. 12731 passed a remark that between KCM-MGB stations at KM 37/01 to 36/6, that he observed 20 KMPH speed indication board & train controlled on noticing an Engineering man with hand signals .**This restriction was not intimated to him in the form of Caution Order. Feedback not given till date.**
As per SR 3.85 follow up action taken should be recorded within 24 hours which should be monitored by the Divisional Officers as well as Divisional Safety Officer **but this instruction was not followed in this case.**
 - On 19.6.13 LP Sri MS Naik of T. No.16529 with loco number 40065 WDP-4/KJM, passed a remark that between MRC-MTU stations at KM 550/0 to 549/9 UMLC No. 214, one lorry bearing No KA 28, B 0521 tried to cross the UMLC, by observing this, he applied emergency brakes. **The Divisional Security, Engineering and Safety Branch Officials should have lodged an FIR with the Police Authorities. This was not done.**
 - On 11.8.13/Yatra special /LP Sri.D.V.Rao passed a remark that (between GTL-

MALM section) train pass through signal at NMLU station at 19.52hrs, after passing Starter Signal in ‘proceed’ aspect, LSS put back to ‘on’ suddenly. Train stopped after LSS. The same was informed to Dy.SS/NMLU by walkie-Talkie & informed to Control. After receiving PLCT, the train started at 20.56hr.

- ‘Feedback’ columns for above mentioned items are written without signature and designation.
- f. Ambush check was conducted at 10. 07 hrs on whether the crew are switching ‘off’ the mobile phones after signing ‘on’ or not and found
- LP Sri K. Tharakanath, who was working Train BBSD/N found his CUG NO 9676902586 in **‘engaged’** condition.
 - ALP Sri Feroz Khan CUG NO 9676903414 also was in switched ‘on’ condition of the same train. **Both the employees need to be taken up for the violation of instructions.**
 - Sri C.G.Kumar ALP/GTL signed ‘on’ at 11.45hrs. At 12.00hrs his CUG cell phone bearing no.9676902653 was in ‘on’ condition instead of ‘off’.
 - Similarly, Sri Mahendra Kumar Meena ALP/SGT, found his CUG cell phone (bearing No.8861886281) in ‘on’ condition at 12.05hrs.
- g. SSE/Sig/DMM and SSE/P.Way/DMM have not endorsed in the Track/Signal defect register once in a fortnight as per RSRC accepted recommendation.

4.0 Inspection of Running Room:

Room No	No. of beds	No. of coolers	Cubicle available or not	Remarks
1	7	One	Yes	Cooling inadequate
2	4	One	No	Cooling inadequate
3	4	One	Yes	Cooling inadequate
4	7	One	No	Cooling inadequate
5	4	One	No	Cooling inadequate
6	6	Two	No	Cubicle to be provided
7	6	Two	No	Cubicle to be provided
8	5	Two	Yes	---
9	8	Two	No	Cubicle to be provided
10	Meditation room	From 21.9.12, So far 12members only used. (Last year - 4members,this year-8 members). Encourage the staff to do meditation		
11	4	One	No	Cooling inadequate
12	4	One	No	Iron mesh for window to be provided, to prevent mosquitoes
13	5	Two	No	Cubicle to be provided

- e. **Shelter required from entrance gate to main door.**
- f. **Automatic hand drier not available, but board is available.**



- g. **Peak occupancy-67. Average capacity-89, Maximum occupancy recorded-101, Peak hours time (4-5) hours.**
- h. Subsidized meals available in running room.

5.0 Various checks conducted:

5.1 SLR No. 06713 SWR of T. No.56504 Passenger:

- a. **EL box not available.**
- b. **Stretcher damaged** condition.
- c. **Outgoing Guard Sri SK .Noorulla, Passenger Guard/SBC was not having any Competency certificate/s.**

5.2 SLR No.91710 SWR of T. No. 56503 Passenger:

- a. **In EL box electrical bulbs broken condition.**
- b. **Stretcher fully dirty** condition.
- c. **PT box not working.**
- d. **Fire extinguisher delivery pipe line in damaged condition.**



- 5.3 **BV inspection of SLR No.CR 88707 by T.No.11013 Express at DMM station on 16.08.2013.**
- a. **Stretcher not available.**
 - b. **Pole and Box are not available.**
 - c. **Wooden wedges were not loaded.**
 - d. **Spare OTL is not available and OTL on the door is not sealed.**
- 5.4 **T. No. BCN/N, BV NO 86111088199 NWR,**
- a. Guard Sri. Alok Kumar /GTL is having personal equipment including PT Phone but he doesn't know how to use it. He should be properly trained.
 - b. G&SR correction slips issued in the form of replacement pages upto no.7 are not replaced.
- 5.5 **Train No. BCCW/N, Guard Sri K. Bhaskar /GY**
- a. PT Phone available, but he doesn't know how to use it. He should be properly trained. PT Phone **cells also not available.**
 - b. G&SR correction slips issued in the form of replacement pages upto no.7 are not replaced.
 - c. Ten detonators are available, of which 7 are **not having clasps.**



- 5.6 Surprise BA test conducted and following are the results:

S No	Name of the crew	Designation/Hqrs	Train No	Results
01	K.S.Khan	LP/GTL	DN BCNE	Negative
02	Devandra Kumar	ALP/GTL	DN BCNE	Negative
03	G.Mallaiiah	LP/GTL	57438 Pass	Negative
04	B.Satyanarayana	ALP/GTL	57438 Pass	Negative
05	T.Sirajuddin Khan	ALP/GTL	12628 Exp	Negative
06	Md.Mukthar	LP/DHNE	12252 Exp	Negative
07	P.Shivashankar	ALP/DHNE	12252 Exp	Negative
08	Sd.Ruiyazuddin	LP/GY	DN BCNE	Negative
09	Srinivasa Rao	ALP/GY	DN BCNE	Negative
10	P.P.Thakur	GD/GY	DN BCNE	Negative
11	H.Tippanna	LP/GTL	57476 Pass	Negative
12	B.Kishore Kumar	ALP/GTL	57476 Pass	Negative
13	P.Nagaraj	GD/GTL	57476 Pass	Negative
14	M.Bhaskar	LP/GTL	16614 Exp	Negative
15	Ratnakar	ALP/GTL	16614 Exp	Negative
16	M.V.Ramana	LP/GTL	DN BCNE	Negative
17	C.G.Kumar	ALP/GTL	DN BCNE	Negative
18	Sk Alla Bakash	GD/GTL	DN BCNE	Negative
19	N.Vijayakumar	LP/GTL	DN BCNE	Negative
20	P.Jagadeesh	ALP/GTL	DN BCNE	Negative
21	Alok Kumar	GD/GTL	DN BCNE	Negative
22	V.Gandhi	LP/SBC	12650 Exp	Negative
23	Shankar Kumar	ALP/SBC	12650 Exp	Negative
24	K.Bhaskar	GD/GTL	BCCW Goods	Negative
25	Arun roy	LP/SGT	MAPT N	Negative
26	V.K.Pandey	ALP/SGT	MAPT N	Negative

5.7 **Following rakes were checked and observed the following:**

<p>a. Train No BCN E with Loco No 14942+919/WDG3A/GY Load: 43/42.5/1148. BPC No : 004579/10.08.13/ERM/TVC/SR/90%/TUMKUR ONLY (END TO END)/21+1 wagons. BPC No: EPR21/8/13/09.08.13/ED/Salem/SR/(Premium) 12+3 days/95%/21 wagons. GDR Check conducted by the LP at Tumkur on 15.08.13 and found 90% Brake power.</p>			
S. No.	Wagon No	Piston operative/Inoperative	Deficiencies noticed
01	ER 50347	Operative	
02	SE 109431	Operative	
03	SC 39108	Inoperative piston	
04	ER 52096	Operative	
05	WCR 1161199883	Operative	

06	WR 983810	Operative	
07	SC 39018	Operative	
08	CR 151152	Operative	Hand brake wheel missing
09	SR 44317	Operative	
10	CR 1953791	Operative	
11	CR 923416	Operative	
12	WR 31161199483	Operative	
13	SR 27827	Operative	
14	SR 48579	Operative	
15	SWR 311504	Operative	
16	WR 973454	Operative	
17	CR 973606	Operative	
18	CR 153613	Operative	
19	SE 105030	Inoperative piston	
20	NCR 311311	Operative	
21	SE 131885	Operative	
22	SR 43753	Operative	
23	NF 71196	Operative	
24	ER 52873	Operative	Hand brake handle missing.
25	SER 131310	Operative	
26	SWR 311503421087	Operative	
27	SC 39097	Inoperative piston	
28	SR 47054	Operative	
29	NWR 3130110302890	Operative	
30	NR 105112	Operative	
31	SR 98032	Operative	
32	SE 108511	Operative	
33	SR 47852	Operative	
34	SR 46091	Inoperative piston	
35	WR 963222	Operative	
36	NCE 311303114780	Operative	
37	CR 003214	Operative	
38	NR 99303	Operative	
39	NR 99551	Operative	
40	SR 46812	Operative	
41	SC 36908	Operative	Load/Empty Handle missing.
42	CR 923017	Operative	
43	ER 1263 BVZC	Operative	
On checking, Brake power percentage is 90%.			

b. Train No BCN E with Loco No 14714+13468/WDG3A/GTL Load: 43/43/1104. BPC No: 001048/07.08.13/JHS/NCR/95%/12+3 Days/18.08.13. GDR Check conducted by the LP at SGT on 15.08.13 and found 92% Brake power.

S. No.	Wagon No	Piston operative/Inoperative	Deficiencies noticed
01	NE 2583	Operative	
02	E COR 31120635827	Operative	
03	NC 31110541251	Operative	
04	WR 973777	Operative	
05	CR 953679	Operative	
06	NR 110230	Operative	
07	SCR 150487	Operative	
08	NE 2330	Operative	
09	WCR 31160423323	Operative	
10	ER 53290	Operative	
11	NCR 31130628031	Operative	Load/Empty Handle missing.
12	NR 90905	Operative	
13	SR 49297	Inoperative piston	
14	CR 953709	Operative	
15	SE 131966	Operative	
16	ER 51730	Operative	
17	NCR 31130750853	Inoperative piston	
18	CR 52127	Operative	
19	SR 41468	Operative	
20	CR 953098	Operative	
21	NF 72766	Operative	Load/Empty Handle missing.
22	CR 933084	Operative	
23	SE 97579	Operative	Load/Empty Handle missing.
24	WR 993381	Inoperative piston	
25	ER 51170	Inoperative piston	
26	ER 113013	Operative	
27	NE 2458	Inoperative piston	
28	ER 113214	Operative	
29	NE 5520	Operative	
30	SE 106261	Operative	
31	SEC 31140554672	Operative	

32	ECOR 31120650837	Operative	
33	SE 108941	Operative	
34	SE 97019	Inoperative piston	
35	SR 14264	Operative	
36	ECOR 31120635544	Operative	
37	SE 108564	Operative	
38	SE 107400	Operative	
39	NR 110424	Operative	Load/Empty Handle missing.
40	NR 99912	Inoperative piston	Load/Empty Handle missing.
41	SR 49568	Operative	
42	WR 983127	Operative	
43	NWR 186110979887 BVZ	Operative	

On checking, Brake power percentage is 84%.

- c. Train No BCN E with Loco No 12137+12075/WDG4/UBL Load: 22/22/806. BPC No: 0118/13.08.13/GY/SCR/95%/12+3 Days. GDR Check conducted by the LP at SGT on 15.08.13 and found 95% Brake power.

S. No.	Wagon No	Piston operative/Inoperative	Deficiencies noticed
01	SWR 31150530567	Operative	
02	ER 50281	Inoperative piston	
03	ER 113292	Operative	
04	NR 111529	Operative	
05	ER 113057	Operative	
06	SC 37833	Operative	
07	CR 973816	Operative	
08	NR 91214	Operative	
09	NE 5614	Operative	
10	SE 106869	Operative	
11	CR 150761	Operative	
12	SC 130879	Operative	
13	ER 53383	Operative	
14	SC 36249	Operative	
15	NR 111633	Operative	
16	NF 71646	Operative	
17	NF 72291	Operative	
18	NF 71057	Operative	
19	NF 72094	Operative	

20	NR 91271	Operative	
21	CR 003247	Operative	
22	CR 955014 BVZC	Operative	
On checking, Brake power is 95%.			
d. Train No BCN E with Loco No 12069+12116/WDG4/UBL Load: 43/43/1108 BPC No: EPR 27/08/13/12.08.13/ED/SR/95.6%/12+3 Days. GDR Check conducted by the LP at MNGT on 15.08.13 and found 95.6% Brake power.			
S. No.	Wagon No	Piston operative/Inoperative	Deficiencies noticed
01	WR 953264	Operative	
02	SE 109499	Operative	Hand brake wheel and Load/Empty Handle missing.
03	NF 72639	Operative	
04	SR 47950	Operative	
05	SC 35654	Operative	
06	SC 29838	Operative	
07	SE 108347	Operative	
08	SE 108179	Operative	
09	CR 153270	Operative	
10	CR 973882	Operative	
11	SWR 31150417196	Operative	
12	NF 72207	Operative	
13	SC 36481	Operative	
14	SR 48400	Operative	
15	NWR 31110417976	Operative	
16	ECOR 31120636466	Operative	
17	NR 90276	Operative	
18	CR 923075	Operative	
19	NE 2707	Operative	
20	CR 943369	Operative	
21	SR 40510	Operative	
22	ER 51479	Operative	
23	CR 1953311	Operative	
24	ECR 31100754517	Operative	
25	SR 45900	Operative	
26	NF 72704	Operative	
27	CR 153973	Operative	
28	SECR 31140556676	Operative	
29	SR 43140	Operative	
30	CR 151701	Operative	

31	CR 003029	Operative	
32	CR 973858	Inoperative piston	Load/Empty Handle missing.
33	SC 39064	Operative	
34	ER 51356	Operative	
35	SE 108953	Operative	
36	SC 35743	Operative	
37	SE 97271	Operative	
38	NR 110196	Operative	
39	CR 023083	Inoperative piston	
40	SE 131564	Operative	
41	NF 71785	Operative	
42	CR 153542	Operative	
43	NWR 8611088199 BVZ	Operative	

On checking, Brake power is 95.6%.

- e. Train No BCN E with Loco No 13249+13297/WDG3A/GY Load: 43/43/1108. BPC No 023279/03.08.13/BZA/SCR/100%/SGT is **invalid** and GLP Check conducted by the LP at SGT of SBC Division on 15.08.13 and found 100% brake power.

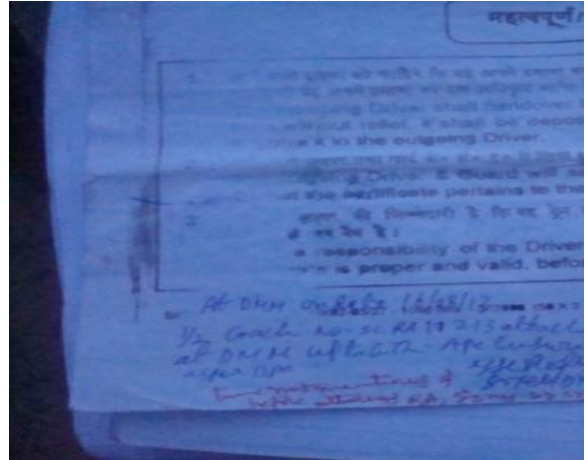
S. No.	Wagon No	Piston operative/Inoperative	Deficiencies noticed
01	NR 91046	Operative	
02	CR 003229	Operative	
03	ER 51074	Operative	
04	ER 48414	Operative	
05	NR 111492	Operative	
06	SE 109380	Operative	
07	ER 53854	Operative	
08	SC 36189	Operative	
09	ER 51604	Operative	
10	CR 943339	Operative	
11	ER 51888	Operative	
12	NR 110473	Operative	
13	NE 2318	Operative	
14	CR 152607	Operative	
15	SE 132038	Operative	
16	ER 53579	Inoperative piston	
17	ECOR 3120650929	Operative	
18	NR 110930	Operative	
19	CR 1923001	Operative	
20	CR 943383	Operative	
21	NR 110651	Operative	

22	CR 150699	Operative	
23	NR 111014	Operative	
24	SC 36299	Operative	
25	WR 873050	Operative	
26	WR 988195	Operative	
27	CR 993296	Operative	
28	CR 943094	Operative	
29	NR 111112	Inoperative piston	
30	ER 53391	In operative piston	
31	CR 150543	Operative	
32	CR 152445	Inoperative piston	
33	CR 152642	Operative	
34	NE 2964	Operative	
35	CR 003166	Operative	
36	SE 131179	Operative	
37	ER 50268	In operative piston	
38	NCR 31130313685	Operative	
39	CR 50783	Operative	
40	ER 113125	Operative	
41	CR 51611	Operative	
42	SC 37000	Operative	
43	ECR 85100429809	Operative	
On checking, Brake power was 88%.			

- 5.8 ALP/GTL Sri. Devendra Kumar, who signed 'on' at DMM to work DN BCNE Goods was **found having dual SIM (No. 8051954563) and failed to declare in the nominated Register at both GTL as well as at DMM which is in violation of Railway Board guidelines.**
- 5.9 Checked the CUG cell phones of the LP & ALPs of the T.No.12628 Exp. and found Sri. Omprakash, ALP/SBC, who signed 'on' at 9.30hrs at DMM and taken charge of the train at 10.05hrs at DMM (train arrived DMM at 10.05hr and left 10.14hrs) was in switched 'on' condition instead of switched 'off'. The call data was seen and noticed 4 incoming calls from his residence (phone no.08861886251) at 9.54hrs to 9.56hrs but he has not attended the calls.
- 5.10 Train No.KRNT on Rd No.IV with loco No.13249/WDG3A arrived at 17.20hrs. Sri Somasundaram/LP/SGT & Sri Chandan kumar/ALP/SGT have got down from loco, leaving it unmanned and without proper authority i.e., TC/PC number from CC/DMM & Dy.SS/DMM. However, loco securing by providing wedges, handle removed, provided hand brake was done; **but loco in working condition instead of loco shut down.**
- 5.11 Train No.18464 Exp. With Loco No.20055 WDP4 arrived DMM at 18.27hrs on PF No.1. Checked the CUG cell phones of Sri T.Krishna LP/SBC and Sri A.S.D.Prasad ALP/SBC and found ALP cell phone in '**ON**' condition. Crew have signed 'ON' at

13.30hrs at SBC. From call register, it is seen that he has spoken to working Guard Sri R.Vijayakumar four times at 14.03hr.

- 5.12 BPC No.302554 of Train No. 18464 issued on 15.8.13 at BBS/E.Co.RLY valid from BBS to SBC and back. RA 11213 (ADRM/GTL saloon) coach attached in rear and Sr.Technician/C&W/DMM has endorsed on the back side of original BPC without mentioning time before attaching of coach. Actually, after attaching the coach, they should conduct the air continuity & satisfy and then only JE/SSE/C&W should endorse the time & date but not by Sr.Technician.



- 5.13 **Electrical Department observations in ART:** In ART, as per Board list all the items are available except item No.03 i.e., 1000w fitting with lamp and gear 01no, item no.06 i.e. PVC sheathed flexible cable 23/0.193 mm 15 m long with weather proof pins and sockets 10no.s deficient & item no.20 i.e., Drum of fixed stand for main cable 2no.s are not available. Tools like DE spanners & screw drivers complete set as per boards list not available. It is advised to provide short fall items immediately.

6.0 Inspection of MRV:

- a. Consists of 02 Wagons. 01. SCR MV 88239 02. SC AXU VAN 84455.
- b. Availability of HRD is available. All are in working condition.
- c. 06 Nos. of Oxygen Cylinders and 02 Nos. Acetylene Cylinders were available with safety cap provided and secured properly.
- d. Last Oxygen Cylinders procured on 05.01.13. No pressure gauge is available in the Oxygen cylinder kept in the operation room.
- e. One set of cold-cutting electrical equipments, like Nibbler, Hole saw & Saber Saw is available. However, it is suggested to procure another set of the equipments to be used in cases of accident situation as a backup.
- f. Breathalyzer is in working order and it is not due of calibration.
- g. Dicta Phone is available and in working order. At present the required type of cassette may not be available. This item also to be reviewed.
- h. Staff nomination required as per recommendations for both ART & MRV is 28 +

11 Nos. respectively whereas only 20 Nos. were nominated in overall. Temporary arrangement was made at the time of accidents. Vacancies to be fill up as early as possible.

- i. Medicine expiry dates, month-wise list needs to be made / provided for disposing them easily.
- j. Oxygen cylinders in Operation Theatre was last refilled on 11.7.13 and spare cylinder was last refilled on 12.8.13. **The periodicity of next replenishment date is not laid down in the IRMM instructions.**

Hence, it is suggested to the Medical Authorities to spell out the same. Also, noticed that regarding the pressure range required for using, the Medical Officials have inadequate knowledge and it is suggested to provide colour coding on the pressure gauge to indicate the levels of oxygen left over in the cylinder for further indenting purpose.

- k. Petromax lights in ART & ARMV needs to be replaced with battery-operated ones.

7.0 ART Inspection :

Mechanical Department Observations:

- a. ART consists of 06 wagons.
 - 01. SC 89240
 - 02. Sc 89405
 - 03. SC 011062
 - 04. SC 83481
 - 05. SE 11372 BRNAHS
 - 06. NWR 3110539227 BCNAHS (**Fit for 100 KMPH not stencilled on BRNAHS, AND BCNAHS wagons**).
- b. Availability of HRE – 02 Sets (MFD&BEMCO Make).
- c. Measuring equipments calibration is not due (10.11.13).
- d. Seized Roller bearing gadget is available.
- e. All records are up-to-date.
- f. Lay out diagram inside ART is available.
- g. Mock Drill last done was on 13.08.13. All 36 Nos. of nominated staff have attended.
- h. First Aid box (13.11.13), Fire extinguisher (17.7.14) and Fog signals (05/17) were not overdue.

- i. Wire rope testing certificate is not due (04.10.13).
- j. JAG level officer inspection was done on 22.05.13.
- k. Assistant level officer inspection was done on 31.07.13.
- l. Last movement of ART was on 22.05.13 from DMM to PENUKONDA of SW Railway.
- m. Hydraulic seals for MFD, HRE-**expiry date were not mentioned** anywhere on HRE.
- n. LPG lamps, Tape recorder and LPG stove – keeping of these items in ART to be reviewed.
- o. As per list, 20 Sets of 1.5 KVA Generator Sets are available.
- p. 2 Nos. of water mist fire extinguishers available and in working condition.
- q. **Satellite phone in S&T coach** which supports video, audio & text feature **was not available** at DMM. Telecom Equipment in ART was checked as per the list and found in working condition. .

Engineering Department Observations:

- a. BFR containing 80 rails of 52kg 72 UTS are available. These rails are quite old and at many places weld joints were available in the rails. **This practice is not correct.** We should make use of the rails released from the Bridge and Bridge approaches where the instructions exists that renewal of the rails to be carried after 50% of GMT. It should be ensured that no SKV weld joints are available in the rail piece loaded in ART.
- b. All the fittings and fixtures were available. However, the place is clumsy. It is advised to provide one half coach bay for keeping the T & P items and the wagon should be used for storing sleepers and sleeper fittings.
- c. BCN Covered Wagon No.NWR 311105/39227 contain all loose P.Way fittings with 500Nos Steel sleepers are stacked and named item wise provided. Following items are deficient;
 - Generator for lighting -2Nos
 - Table moulded-1No
 - Chairs plastic moulded- 10Nos
 - Petrol-1Lit, Diesel Oil-20Liters & Kerosene Oil-20Liters.
 - Gauge-cum-level not calibrated.
 - Abrasive Rail Cutter (disc type) for rail **could not be started** for demonstration.
- d. The BD special not inspected every month by ADEN along with the SSE/P.Way and Safety Counsellor of Engineering Department of the Division. However

ADEN/ATP last inspected on 6.4.13 & earlier on 15.2.13 individually.

Electrical Department Observations:

- a. 04 Nos. of telescopic stands of 2 m height and 2 Nos. of 6 m height are tested and found working satisfactory.
- b. Checked generator maintenance record found up-to-date.
- c. 02 Nos. of fire extinguishers are available and their due dates are 17.07.14.
- d. It is appreciated that the layout of ART & MRV provided with racks and stacking of materials in racks are very good. Item wise name boards are also provided on the racks for easy identification of materials. All the Sr.DEEs may follow the similar layout of ART and MRV as at DMM. Photos are shown below.

ART Equipment layout



15Kva Gen'set layout



MRV Equipment layout



ART Equipment Testing



8.0 DMM Yard Inspection:

- a. Overshoot line pertaining to Pt.No.123A and 126A are not properly laid. The same to be aligned, levelled and ballasted.
- b. Turn in curve between Pt. No.126A and 126B has not been properly laid and there are no station marking and the curve is sharp (more than 6.5°). The same should be attended.
- c. Turn in curve after Pt. No.120 also is sharp and there are staggered joints. The same should be welded. No staggered joints should be available.
- d. Pt.No.119 B – The stock rail is scabbed. The turnout switch portion to be renewed.
- e. Pt.No.105 A - Tongue rail to be changed.
- f. Pt.No.102B - Short check rail to be provided on inside of the curve and Right hand switch rail to be changed.
- g. Pt.No.101 A & B - Cross over in between the curve is very sharp. The degree of the curve is around 7°. The same should be attended.
- h. Road No. 3 & 4 are free rails. The same should be converted into LWR duly replacing broken sleepers and ballasting the track.
- i. Road No.1 & 2 also should be converted into LWR. It is at present SWR.
- j. There are many block joints available in the yard. All block joints to be replaced with in situ glued joints.
- k. Point No.101B at KM 177/5-4 CMS crossing joint gaps are more than 10mm against gapless.
- l. **Hectometre posts are missing from 177/9-177/3.**
- m. The important points in various turnouts is as under:
 - Pt No.126B: (52 kg 1 in 12) - Throw of the switch is 118. The check rail and wing rail clearances are OK. The cross level is varying from 4L to 8R. The same should be attended.
 - Pt.No.120: (60 kg 1 in 12) - Throw of the switch is 115. The check rail and wing rail clearances are OK and the wear of the crossing is within limits. The cross level is varying from 10L to 8 R. The same to be attended.
 - Pt.No.105A: (52 kg 1 in 12) - Throw of the switch is 114. The cross level is varying from correct to 10R. The same should be attended. The turn in curve also to be attended.
 - Pt.No.103 B: (52 kg 1 in 12) - Throw of the switch is 113. The check rail and wing rail clearances are OK. The cross level is varying from 8L to 2 R. The same should be attended.
 - Pt.No.102 B: (52 kg 1 in 12). Throw of the switch is 116. The check rail and wing rail

clearances are OK. The cross level is varying from 45 to 50. The same should be attended.

- 9.0** One OHE mast (RVNL construction organisation) is provided at KM 177/9 by the side of the track. The same was leaning towards track side. Needs corrected as leaning away from the track in view of safety.



- 10.0** SR of 15KMPH Speed indicator board is fixed to DN Home signal post at KM 177/1 as per Standard I (R) interlocking by S&T Department & SR of 30KMPH Speed indicator board is also provided at KM 177/3 due to 6⁰ curve as imposed by Engineering Department. **It is incorrect to impose such speed restrictions when the permitted speed in station is more severe and above that, the Operating Department Officials while accepting such Caution Order messages should bring it to the notice of Engineering Officials. However, co-ordinated effort of Departments need to be tightened.**

11.0 Inspection of Sub-station:

- a. The sub-station is provided with 02 Nos. of 160 KVA transformers. Out of two, one working and one stand by. 11 kV supply is stepped down to 415V and fed to station building and platforms, ORH, SRH, sub-station, running room and TTE rest house, health unit, signal office & colony. 01 No. of DG set of 63 kVA available to meet the emergency loads in case of power failure. It is observed that **one** DG set of 80Kva and **one** 160Kva Transformer are lying defective due to radiator defect in DG set & winding defect in Transformer. It is informed by the SSE that the DG set was defective for the last 6 months and transformer is defective from January 13. It is advised to take up necessary repairs of defective equipments and keep them as spare to use whenever required.
- b. Safety items like helmets, belts, gloves, earth discharge rods, safety chains, danger boards & ladders are available.. It is advised to issue helmets, belts, gloves etc. to staff as the part of their personal kit, along with tool kit. A tool kit bag like “Back pack” may be procured from market and issue to the staff for carrying of tools etc. In view of safety, a rubber mat may be provided in front of automatic capacitor bank panel. It is observed that Capacitor bank panel room roof is leaking during rain. It is advised to attend the roof leakages to avoid electrical hazards.
- c. First aid box is not being renewed regularly. Last renewed on 11/12. It is advised to renew the first aid box regularly as per schedule. 04 Nos. of fire buckets with sand are available. Electrical shock treatment board, sub-station lay out diagram, maintenance schedule of structure, maintenance schedule of Transformer and maintenance schedule of DG set are available. 02 Nos. of 05 kgs fire extinguishers

are available & their due dates are 17.11.13.

- d. 63 KVA DG set log book checked and observed that the format does not contain HSD oil consumption & balance of HSD oil. It is advised to include both the details in the format.
- e. 13 Nos. of earth pits are available. 02 no.s of Earth pits tested for individual earth resistance and 01 no for combined resistance. Following are the earth resistance values.

EP1	8.4 Ω	Indi visual resistance
EP12	10.8 Ω	-do-
EP12	5.1 Ω	Combined resistance

From the above values it is observed that EP1 & EP12 values are more than 2 Ω . Therefore it is advised to improve the earth resistance by strengthening the earth pits. Earth resistance register checked and found not in order. It is advised to make a format in a concise format so that it can be easily monitored.

It is observed that many defective electrical items like FT lamps, air coolers, FT fittings etc. are available in sub-station area. It is advised to condemn the defective items at the earliest and keep the sub-station area clean & neat.

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(S. P. SAHU)
CHIEF SAFETY OFFICER