

**BI-MONTHLY SAFETY AUDIT INSPECTION OF RENIGUNTA JUNCTION
STATION OF GUNTAKAL DIVISION FOR THE PERIOD MARCH & APRIL 2014**



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MEMBER
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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF
RENIGUNTA JUNCTION STATION OF GUNTAKAL DIVISION FOR THE PERIOD
MARCH & APRIL 2014**

S. No.	Para	Subject / Topic	Action for rectification
1	1.1 1.2 3.1	<ul style="list-style-type: none"> • Sri. D. Venkateswarlu, Dy.SS/SF was working on relieving duties at RU Bye-pass Cabin <u>for the last 40 days but was not in possession of electrical competency certificate.</u> • Sri. Sri.Banwarilal, Pointsman <u>was not in possession</u> of Electrical Competency Certificate. • Sri. Venkata Subbaiah, Dy.SS-Caution Orders on PF <u>does not possess Isolator certificate</u> 	DRM COM CEE
2	1.3	The <u>Dy.SMs working at Bye-pass cabin are performing 12 hours shift for the last 3 months</u>	DRM COM
3	1.4	Though the Bye-pass Cabin was commissioned 5 years back, there is no proper pathway to reach this cabin. The problem will be severe during monsoon period. <u>Proper access may be provided early.</u>	DRM
4	1.6	<p>S&T Failure Register/Bye-pass Cabin:</p> <p>a. There were <u>as many as 8 failures</u> against which the remarks are written by S&T Officials as <u>‘automatically rectified’</u>, In this connection, it is brought out that passing a remark that “no S&T Staff attended and the gear got automatically rectified” cannot be accepted</p> <p>b. “Dual-BPACs’ are provided in all the three directions, i.e., RU-MRM, RU-YPD and RU-TNC. <u>In spite of the availability of “dual BPAC”, if the BPAC still fails and resetting is done by the Operating Staff to deal the traffic before the arrival of S&T Officials. Still the failure entry has to be made in the S&T Failure Register, which is not done at this station</u></p>	DRM CSTE COM
5	1.7	From the available HS lamps, two are not working. This is very serious. In this regard, Division is advised to procure the good quality tri-colour torches locally and supply the same for effective working. Engineering Department has already procured such kind of tri-colour torches.	DRM COM
6	1.9	<u>Route Cancellation Register / Bye-pass Cabin:</u> Loaded goods trains coming from NRE end are stopped near the Routing Home Signal for want of line at RU. When the	DRM CSTE COM

		<p>train stops at this location, interlocked LC Gate No. 72 cannot be opened for road traffic till such time the train is admitted into the yard or emergency gate route cancellation is applied and the key is transmitted back to the Gateman to open the gate.</p> <p><u>As many as 168 times, the route cancellation was initiated.</u></p> <p><u>In order to overcome this undesirable route cancellation, the Division may think of alternate arrangement of modifying the track circuit (considering all the safety norms), if required, thereby route cancellations can be eliminated.</u></p>	
7	4.4	<p>Crew Lobby/RU: (Signal Defects Register)</p> <p>a. On 08.4.14, LP Sri. N Rajender passed a remark “while approaching OGL station, UP Home Signal flown back to danger. Applied emergency brakes and stopped the train. Subsequently, Dy.SS informed that meggering work is going on. Feedback also given same.</p> <p>b. The same LP also remarked that while approaching NDZ (Nidigallu) station, Home signal turned from ‘proceed’ aspect to ‘caution’ and finally to danger. Again ‘danger’ to ‘caution’ and then to ‘proceed’. After contacting Dy.SS, he stated that signal Knob was having loose connection. Feedback till date not available.</p> <p>BZA & GTL Divisional Authorities are advised to order a fact finding enquiry into the above two incidences since both of these cases are involving potential dangers. In the first case, it is not known how the cable meggering work is taken up without Disconnecting the S&T gear and in the second case, allowing a loose signal knob to remain in use on a panel is improper.</p>	<p>DRM CSTE CEE</p>
8	4.8	<p>Two Guards were tested positive, one during sign ‘on’ and another during sign ‘off’. However, it was noticed that BA test was done three times which are against the instructions (only two times). In one case, name of the Guard was not written.</p> <p><u>In this connection, it is once again brought to the notice of all Officials that conducting the BA test for the third time is not permissible</u> and this practice needs to be stopped with immediate effect.</p>	<p>DRM COM</p>
9	4.9	<p>15 ALPs who are on long absent for last one year and it</p>	<p>DRM</p>

		is advised to take D&AR action against them	
10	6.0	<p>MRV:</p> <p>a. Out of two Aska Tower lights <u>one light is not working.</u></p> <p>b. Fridge in Medical van <u>not working.</u></p> <p>c. <u>Focus lights used in operation theater are not working.</u></p> <p>d. Augmented First Aid Box replenished dates not stenciled.</p> <p>e. Inverter of the operation theatre <u>not working.</u></p> <p><u>It is necessary for the Divisional Authorities to understand the importance of the above essential equipment is in working condition and is available.</u></p>	<p>DRM CMD CME</p>
11	10.0	<p>a. Electrical Loco No 27013 WAG1 was stabled in Goods Shed without skids and handbrake not in ‘applied’ condition.</p> <p>b. Rake on Coaching Siding KCG-TPTY-GNT Pass: ALL 9 coaches are <u>not in locked condition.</u> Rear SLR <u>not secured</u> with chains and padlocks. <u>Skids are also not placed.</u></p> <p>c. <u>Ballast train was occupying Road No.2 from 16.00 hours of 24.4.2014; and it was noticed that the loco was unmanned in cranked position for the last 26+ hours. Two BVs (BVZC) are in the formation one on either side of the formation but the handbrakes of them were not applied. Stabling entry was not made in the Stabled Load Register on the plea that it is not a stabled load.</u></p>	<p>DRM CEE COM</p> <p>DRM COM</p> <p>DRM COM CME</p>
12	11.0	<p>a. In the year 2005, in connection with Renigunta yard remodeling work of direct reception from GDR side to Road-1, the infrastructure facilities required were provided to an extent of 70% from Engineering side, work was executed making new bridge and placing points lay outs. From S&T side, new relay room was constructed and relay room wiring was done half way.</p> <p>b. It was understood that the reception facilities were not commissioned due to non-availability of line blocks and not permitting NI.</p> <p>c. RU North cabin relay room was initially wired during the year 1993 and thereafter, several alterations were taken place. Out of 1320 relays, 200 were replaced in the last 3 years. The wiring is very shabby and requires re-wiring of the relay room.</p>	<p>DRM COM PCE CSTE</p>

**BI-MONTHLY SAFETY AUDIT INSPECTION OF RENIGUNTA JUNCTION OF
GUNTAKAL DIVISION FOR THE PERIOD MARCH & APRIL 2014**

Para	Subject / Topic
1.0	Inspection of Bye-pass Cabin:
1.1	<p>Sri. D. Venkateswarlu, Dy.SS/SF was working on relieving duties at RU for the last 40 days but was not in possession of electrical competency certificate. The employee claims that it is at his headquarters. Time and again the subject of possessing BCC, PCC and Electrical Competency Certificate by the SMs while working at stations was advised to Divisions several times in earlier inspections and safety audits but the same is yet to be fully implemented.</p> <p>The employee's knowledge in using the isolator and the area that gets isolated by isolating was tested and found inadequate.</p>
1.2	Sri. Sri.Banwarilal, Pointsman was found in uniform and <u>was not in possession</u> of Electrical Competency Certificate which is essential as per the amendment given to ACTM.
1.3	The <u>Dy.SMs working at this cabin are performing 12 hours shift for the last 3 months</u> which is improper and unsafe. Station and Divisional Authorities need to monitor the working of SMs and ensure that 12 hours shift as far as possible is <u>not resorted</u> at frequent intervals.
1.4	Though the Bye-pass Cabin is commissioned 5 years back, there is no proper pathway to reach this cabin. The problem will be severe during monsoon period. <u>Proper access may be provided early.</u>
1.5	<p>There is no proper furniture at this Cabin. Following photographs speaks the truth. The available ones are in broken condition which is knitted with rope wire. Hence, the <u>Division may procure adequate furniture at the earliest.</u></p> <div style="text-align: center;">  </div>
1.6	<u>S&T Failure Register:</u>

	<p>On scrutinizing the details of failures recorded in the S&T Failure Register/s, following was noticed;</p> <p>c. Two S&T Failure Registers are kept at this Cabin, one for the jurisdiction of SSE/Signals towards NRE direction and one for the jurisdiction of GDR direction. The Failure Register is newly opened from 01.01.2014 towards MRM direction and towards YPD direction from 01.7.2013. <u>The very idea of keeping two separate registers at one station/location is improper. Two registers are kept only at those stations where inter-railway territory involves like, DMM, NSL, GDR, etc.,</u> Secondly, the date of opening of these registers should have been common which was not at this cabin.</p> <p>d. There were as many as 8 failures against which the remarks are written by S&T Officials as ‘automatically rectified’, viz;</p> <ul style="list-style-type: none"> • On 18.12.2013, RU – YPD, DN track circuit failed as a result of which T. 369(3b) was given for 08568 train. • On 16.12.2013, RU – MRM DN LSS flown back. • On 15.12.2013, Axle Counter failed and Train No. 07110 was given PLCT. • On 16.02.2014, DN LSS failed for Train No. 15905 and PLCT was issued. • On 12.02.2014, Axle Counter failed and BCNHL Goods was dealt on PLCT. • On 01.02.2014, UP Axle Counter failed and Train No. 12704 was dealt. • On 26.01.2014, IBS and LSS flown back. • On 15.01.2014, Axle Counter failed. <p>In this connection, it is brought out that passing a remark that “no S&T Staff attended and the gear got automatically rectified” cannot be accepted as proper for the reason that resetting device is available / after clearance of the train, etc.,</p> <p>e. As per the SWR, it is seen that “Dual-BPACs’ are provided in all the three directions, i.e., RU-MRM, RU-YPD and RU-TNC. <u>In spite of the availability of “dual BPAC”, if the BPAC still fails and resetting is done by the Operating Staff to deal the traffic before the arrival of S&T Officials. Still the failure entry has to be made in the S&T Failure Register, which is not done at this station</u> (on 15.12.2013, 10.10.2013, 16.2.2014, 12.2.2014, 01.2.2014, 15.1.2014).</p> <p><u>SWR/RU also needs to be amended accordingly to make failure entry whenever resetting is done</u> because the actual cause of failure should be thoroughly investigated and rectified to avoid further failures.</p> <p>f. There were three cases of cable damage / cut, on 02.11.2013 from 02.20 to 05.50 hours (210 minutes), on 10.10.2013, from 15.10 to 18.20 hours (190 minutes) and on 23.01.2014, from 12.10 to 14.30 hours (140 minutes). On one occasion, i.e., on 23.01.2014, it was remarked as “Engineering Staff” working and for <u>other two occasions, the actual reason due to which the cable was damaged / defects was not written.</u> The reasons for cable damage should be clearly recorded in all cases.</p>
1.7	<p><u>LED-based HS lamps:</u></p> <p>a. As per Appendix ‘E’ of the SWR, only 2 HS lamps are shown to be available at North Cabin and Bye-pass Cabin which should have been 3. SWR needs modification in this regard.</p>

	<p>b. From the available HS lamps, two are not working. This is very serious.</p> <p>c. Section TI and SMR/RU to ensure that the required number of HS lamps is available in working condition.</p> <p>In this regard, Division is advised to procure the good quality tri-colour torches locally and supply the same for effective working. Engineering Department has already procured such kind of tri-colour torches.</p>
1.8	<p><u>SWR:</u></p> <p>Appendix 'G' – precautions to be taken in Electrified Section – <u>copy is not available</u>. Divisions were advised on many occasions to ensure that Appendix 'G' should be kept along with the SWR but the same is not ensured.</p>
1.9	<p><u>Route Cancellation Register:</u></p> <p>a. At many a times, the loaded Goods train coming from NRE end is admitted by taking 'off' BP Home Signal No.1 (first Routing Home Signal) permitting the train to come upto second Routing Home Signal which is generally kept at 'on' for want of line at RU yard.</p> <p>b. There is an interlocked LC Gate No.72 between these two Home Signals.</p> <p>c. As a result of the stoppage of the loaded Goods train short of the second Routing Home Signal, the LC Gate No. 72 cannot be opened for clearing road traffic, unless LC Gate route cancellation is initiated and recorded which will generally take 120 seconds.</p> <p>Such route cancellations are more in number as per the register. <u>As many as 168 times, the route cancellation was initiated.</u></p> <p><u>In order to overcome this undesirable route cancellation, the Division may think of alternate arrangement of modifying the track circuit (considering all the safety norms), if required, thereby route cancellations can be eliminated.</u></p>
1.10	<p><u>Joint Inspection of Points & Crossings Register:</u></p> <p>During the 4th Quarter inspection of on 23.012.2012, 'Point No.8B required packing for 2&3 chair plate bolt missing'. The deficiency is not attended in the entire calendar year of 2013 and also in the first quarter of 2014.</p>
1.11	<p><u>Scrutiny of TSR related to issue of PLCT documents:</u></p> <p>a. During Block Instrument / BPAC failures, it is necessary for the SMs to exchange the messages for suspension of block working and introduction of PLCT working; and similarly, for introduction of block working duly suspending PLCT working after restoration as per BWM (DL). These messages are <u>not being written in the TSR by the SMs</u> at this cabin; instead only PNs are written.</p> <p>b. On 23.02.2014, for T.No.11042 Express, PLCT was issued during block failure and the train entry was supposed to be made in red ink in the TSR which was not</p>

	found against this train.
1.12	<p><u>Line Clear Cancellation Register:</u></p> <p>Whenever line clear is cancelled for a train, the entries are supposed to be written in a prescribed register called “Line Clear Cancellation Register”. It was noticed at this Cabin that there is no practice of maintaining such record / register which is necessary.</p>
1.13	<p><u>SMR Night Surprise Inspection Register:</u></p> <p>The register is kept under the custody of SMR/RU (Supervisory) at platform and from its records it was noticed that he is conducting regularly four night surprise inspections per month at all activity centers as per extant rules. But this register was kept in SS/Office/RU. It is advised to keep SS Night Surprise Inspection Register at every activity centre including Bye-pass cabin to facilitate Inspecting Official to check the register during inspections.</p>
1.14	<p><u>Power Rack:</u></p> <p>a. DC 24-32 V, BPAC CCT YPD side digital volt meter and <u>ammeter are not working.</u></p> <p>b. AC 110 V MRM side signals <u>digital ammeter is not working.</u></p>
1.15	In Relay Room, back side of Rack Nos. 3 & 4 windows glasses are broken and 3 glasses are broken in data logger room and one fan is not working.
2.0	Distant Signal modification as per amended GR 3.07 is <u>not done</u> towards NRE and GDR directions which should be done on priority to ensure uniformity in the system of signaling..
3.0	<u>Inspection of Dy.SS/PF:</u>
3.1	K.Chinnappa Reddy, Dy.SS/Outdoor was in possession of valid competency certificate and Isolator certificate. Sri. Venkata Subbaiah, Dy.SS-Caution Orders was in possession of valid BCC competency but <u>does not possess Isolator certificate.</u>
3.2	<p><u>Caution Order Message Register:</u></p> <p>a. Between RU-TPTY, a Special Caution to ‘whistle freely @ manned LC Gate No.110 due to heavy traffic at KMs 86/6-4 is in force since 15.8.2012. In this connection, <u>it is not proper to impose such SR for a manned LC Gate</u> because unless the LC Gate is ‘closed’ against road traffic and PN is exchanged by Gateman with the SM, the train shall not be permitted. If this is the procedure, then how there will be heavy road traffic? Secondly, the KM of the LC Gate is 86/3-5 and not as mentioned in the Caution Order.</p> <p>b. At PMT Yard, SR 30KMPH was imposed at KMs 200/20-24 due to 8/B Xing</p>

	renewal work on 22.04.2014. But, as per the message written in the register it is Point 18/B and not 8/B.																														
4.0	Inspection of Combined Crew Lobby:																														
4.1	GTL Division LP/ALPs are working over four Zones and seven divisions . i.e., SCR, SR, CR & SWR. On SCR - GTL, BZA, SC & GNT Divisions; On S. Rly. MAS & TPJ Divisions; On SWR: - SBC & UBL Divisions. It was noticed that except GTL Division safety literature <u>other divisions safety literature are not available which is desirable</u> . Also, presently, Staff <u>do not possess valid competency certificates of SR / SWR / CR to work trains in their territories and they are not trained in other Zones G&SR which is essential</u> since there are certain SR provisions which differ from our Railway. RU Depot loco crew work in three zones and six Divisions.																														
4.2	Scale check of the Depot: <table border="1" data-bbox="480 816 1308 1079"> <thead> <tr> <th>S. No</th> <th>Crew</th> <th>Sanction</th> <th>Actual</th> <th>Vacancy</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>LP M/E</td> <td>20</td> <td>15</td> <td>05</td> </tr> <tr> <td>2</td> <td>LP(P)</td> <td>20</td> <td>11</td> <td>09</td> </tr> <tr> <td>3</td> <td>LP(G)</td> <td>98</td> <td>95</td> <td>03</td> </tr> <tr> <td>4</td> <td>Shunter</td> <td>16</td> <td>09</td> <td>07</td> </tr> <tr> <td>5</td> <td>ALP</td> <td>137</td> <td>164</td> <td>-----</td> </tr> </tbody> </table> <p><u>ALPs are in excess by 27 nos. and the Divisional Authorities to speed up the promotions and postings for proper balancing and optimum utilization of ALPs.</u></p> <p>There are <u>24 Guards vacancies</u> and the same may be filled up by the division (Sanction-94 & Actual- 70)</p>	S. No	Crew	Sanction	Actual	Vacancy	1	LP M/E	20	15	05	2	LP(P)	20	11	09	3	LP(G)	98	95	03	4	Shunter	16	09	07	5	ALP	137	164	-----
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4.3	At this Depot, per day 60 crews are doing sign 'OFF' <u>but all are not writing in Track Defects & Signal Defect Register</u> .The LPs those who have written in last 10 days are as follows. <table border="1" data-bbox="383 1444 1406 1629"> <thead> <tr> <th>25th up to 15.00 hrs</th> <th>24th</th> <th>23rd</th> <th>22nd</th> <th>21st</th> <th>20th</th> <th>19th</th> <th>18th</th> <th>17th</th> <th>16th</th> </tr> </thead> <tbody> <tr> <td>08</td> <td>16</td> <td>21</td> <td>11</td> <td>17</td> <td>10</td> <td>12</td> <td>14</td> <td>14</td> <td>14</td> </tr> </tbody> </table>	25 th up to 15.00 hrs	24 th	23 rd	22 nd	21 st	20 th	19 th	18 th	17 th	16 th	08	16	21	11	17	10	12	14	14	14										
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4.4	<u>Signal Defects Register:</u> <p>c. On 08.4.14, LP Sri. N Rajender who worked the Train No.15906 passed a remark "while approaching OGL station, UP Home Signal flown back to danger. Applied emergency brakes and stopped the train. Subsequently.Dy.SS informed that meggering work is going on. Feedback also given same.</p>																														

	<p>d. The same LP also remarked that while approaching NDZ (Nidigallu) station, Home signal turned from ‘proceed’ aspect to ‘caution’ and finally to danger. Again ‘danger’ to ‘caution’ and then to ‘proceed’. After contacting Dy.SS, he stated that signal Knob was having loose connection. Feedback till date not available.</p> <p>BZA & GTL Divisional Authorities are advised to order a fact finding enquiry into the above two incidences since both of these cases are involving potential dangers. In the first case, it is not known how the cable meggering work is taken up without Disconnecting the S&T gear and in the second case, allowing a loose signal knob to remain in use on a panel is improper.</p>
4.5	In Biometric Kiosk, only RU headquarters LP, ALP& Guards are doing sign ON/OFF. <u>Out station crew are not doing in Biometric.</u>
4.6	RO water not available in lobby.
4.7	Guards booking were separately doing by operating branch which is against Railway Board Letter No.2003/TT-I/76/22 dated 26 th July 2009. However, it was reported that booking of Guards is also handed over from 00.00 hours of 26 th April 2014.
4.8	<p>As per Dy.SS/RU Sri. T Muni Krishna Iyar, two Guards were tested positive and the details are:</p> <p>On 04.4.14 crew ID 7079 Guard Sri J Ganesh Babu /Sr. .Gd/RU was tested positive during sign ON and the readings are 354mg/100ml, at 10.42hrs and 102mg/100ml 10 45hrs & 0mg/100ml at 10 56 hrs. Similarly, on 31.3.14 with Crew ID 7143 was tested ‘positive’ <u>during sign OFF</u> and the readings are; at 16.19hrs 83mg/100ml and at 16.19 hrs 63mg/100ml. Finally tested for the third time with another instrument at 17.42. hours which shown 0mg/100ml. It is not known who is the employee.</p> <p><u>In this connection, it is once again brought to the notice of all Officials that conducting the BA test for the third time is not permissible</u> and this practice needs to be stopped with immediate effect.</p>
4.9	There are <u>15 ALPs who are on long absent for last one year</u> and it is advised to take D&AR action against them so as to fill up these posts.
4.10	<u>Crew Management System:</u> Out of Two CMS Units two are operated and Guards are not signing ‘on’ and ‘off’ duty on these CMS. It is instructed to enter the signing ‘on’ and signing ‘off’ duty and BAT details immediately on CMS/KATS besides PME and RC particulars of Guards.
4.11	27 Nos. of walkie talkies <u>are under repair.</u> The same to be replaced immediately.
4.12	Visiting of Welfare Inspector for redressal of the grievances is <u>not regular</u> as per schedule. (Visited on 28-4-2014, 26-6-2013 &22-7-12)

<p>5.0</p>	<p><u>Inspection of Running Room:</u></p> <p>a. Total 16 rooms are available of which 5 rooms are having cubicle provision and <u>the remaining rooms are not having this facility.</u></p> <p>b. Subsidized meals for Rs.3/-available.</p> <p>c. Six Fire extinguishers are available, <u>but contractor staff is not trained in operating them which is essential.</u></p> <p>d. Hand dryer not available.</p> <p>e. In dining hall cooler <u>not provided.</u></p> <p>f. Suggested to <u>ensure for entire computerization of checking in / out facilities</u> at reception centre of Running Room.</p> <p>g. Training of running room staff on first aid and fire fighting not done.</p> <p>h. Adequate desert coolers to be provided since existing desert coolers are inadequate.</p> <p>i. <u>Pest control not attended since 10.12.2012.</u></p> <p>j. As per CMS/GTL, fogging should be carried out for every fortnight. It is not being followed since last fogging (pest control) done on 4.11.2012.</p> <p>k. <u>Iron box is available without table.</u> Table to be provided.</p> <p>l. The air cooler are <u>not provided</u> in Room Nos. 13 & 14.</p> <p>m. From complaint book it was noticed that only one server available and taking long time for serving, On 13.04.2014 LP Sri P. Srinivasan written that in R.No 2 only one cooler available, and Insufficient ceiling fans, Urinals pan not available in bath rooms, Shaped out beds and cots. On 30.03.2014, another complaint that while taking dinner crew asked for chapattis and curry but not supplied.</p> <p>n. Reading lamps illumination are disturbing side bed occupants due to non availability of partition/cubicles</p> <p>o. Solar water heater working only one side I,e for room no 1,2,3,9,10,11 and not working for room no 4,5,6,7 & 8.</p>
<p>6.0</p>	<p><u>Inspection of MRV:</u></p> <p>f. Out of two Aska Tower lights <u>one light is not working.</u></p> <p>g. All fire prone material are stacked at one place but proper security is not done i.e., <u>not supported with wooden planks to avoid fall in running.</u></p>

	<p>h. <u>MRV not secured with chains with pad locks. Skids are also not placed.</u></p> <p>i. Fridge in Medical van <u>not working.</u></p> <p>j. <u>Focus lights used in operation theater are not working.</u></p> <p>k. Augmented First Aid Box replenished dates not stenciled.</p> <p>l. Inverter of the operation theatre <u>not working.</u></p> <p><u>It is necessary for the Divisional Authorities to understand the importance of the above essential equipment is in working condition and is available.</u></p>																																			
7.0	<p><u>North Cabin:</u> The following staff was on duty, alert and in uniform and in possession of block and Panel competency certificates.</p> <ol style="list-style-type: none"> 1. Shri M. Venkatesh, ASM 2. Shri C. Haranath, Pointsman. 																																			
7.1	<p><u>S&T failure register:</u> The S&T failures are as follows:</p> <table border="1" data-bbox="430 888 1079 1150"> <thead> <tr> <th>Month</th> <th>SF</th> <th>PF</th> <th>BF</th> <th>TF</th> <th>Mis c</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Jan'14'</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>01</td> </tr> <tr> <td>Feb'14</td> <td>1</td> <td>1</td> <td>-</td> <td>-</td> <td>1</td> <td>03</td> </tr> <tr> <td>Mar'14</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> <td>Nil</td> </tr> <tr> <td>Apr'14 (till date)</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>02</td> </tr> </tbody> </table> <p>On 14.02.14, there was B18 AT Track down at 02.10 hrs and rectified at 0245 hrs. ESM passed remarks as feeder wire burnt due to miscreants setting fire and failure shown under miscellaneous account. T.Nos. 57257 Pass & 11028 Exp detained for 45 & 40 minutes respectively.</p> <p>It is advised that RPF should be engaged to Patrol such vulnerable points in order to avoid heavy detention to trains. It is further observed that S&T failures are recorded in different pages and advised to maintain the same properly.</p>	Month	SF	PF	BF	TF	Mis c	Total	Jan'14'	1	-	-	-	-	01	Feb'14	1	1	-	-	1	03	Mar'14	-	-	-	-	1	Nil	Apr'14 (till date)	2	-	-	-	-	02
Month	SF	PF	BF	TF	Mis c	Total																														
Jan'14'	1	-	-	-	-	01																														
Feb'14	1	1	-	-	1	03																														
Mar'14	-	-	-	-	1	Nil																														
Apr'14 (till date)	2	-	-	-	-	02																														
7.2	<p><u>PN exchange register:</u> Checked and found that PN exchange register is not maintained as per the instruction given in SWR. PN exchange to be done in proper sequence. Complete arrival of the train PN also exchanged with SM at the centre. This is not required as per the SWR. SS & TI to counsel the staff to exchange the PNs in proper sequence as per SWR.</p>																																			
8.0	<p><u>South Cabin:</u> The following staff are alert on duty in uniform having valid competency certificates.</p> <ol style="list-style-type: none"> 1) Smt. Usha Rani, Dy. SS. 2) Shri Sandeep Kumar, APM working as Gate man to operate of LC112 from the cabin. 																																			

	Both are not due for PME & refresher course.																																			
8.1	<p><u>S&T failure register:</u> The S&T failures are as follows:</p> <table border="1"> <thead> <tr> <th>Month</th> <th>SF</th> <th>PF</th> <th>BF</th> <th>TF</th> <th>Mis c</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Jan'14'</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>Nil</td> </tr> <tr> <td>Feb'14</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> <td>-</td> <td>01</td> </tr> <tr> <td>Mar'14</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>01</td> </tr> <tr> <td>Apr'14 (till date)</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>01</td> </tr> </tbody> </table> <p>It is observed that the above signal failures were of S.49 not obeyed and failure rectification time took as 05 minutes, 50 minutes respectively. As this failure was repeatedly occurred a special attention to be taken to avoid detention to trains.</p>	Month	SF	PF	BF	TF	Mis c	Total	Jan'14'	-	-	-	-	-	Nil	Feb'14	-	-	1	-	-	01	Mar'14	1	-	-	-	-	01	Apr'14 (till date)	1	-	-	-	-	01
Month	SF	PF	BF	TF	Mis c	Total																														
Jan'14'	-	-	-	-	-	Nil																														
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Mar'14	1	-	-	-	-	01																														
Apr'14 (till date)	1	-	-	-	-	01																														
8.2	<p><u>Power Rack:</u></p> <p>BX 110 V, MAS side signal <u>digital volt meter is not working.</u></p>																																			
9.0	<u>SMR Office Records:</u>																																			
9.1	<p><u>Officers Inspection Register:</u></p> <p>New register was opened and inspections were done by DOM/Chg & DOM/Goods on 13.03.14 and have stated that detailed inspection notes will follow. But so far no inspection report reached the station. It is advised that inspection notes should be sent to the station concerned in time to rectify the irregularities by the staff immediately.</p>																																			
9.2	<p><u>TIs Inspection Register:</u> TI/RU has conducted inspection at all activity centres at the RU station but name of the inspection like detailed, safety and NSP etc; was not indicated. It is advised to conduct quality inspection duly bringing out irregularities in the day-to-day working for rectification.</p>																																			
10.0	<p><u>Checks made:</u></p> <p>d. Yard near goods shed line TPTY end: Electrical Loco No 27013 WAG1 of Mughal Sarai shed was stabled in Goods Shed without skids and handbrake not in 'applied' condition.</p> <p>e. Rake on Coaching Siding KCG-TPTY-GNT Pass: ALL 9 coaches are <u>not in locked condition</u>. And Luggage cabin doors are in opened condition of SLRs. <u>Rear SLR of above formation not secured</u> with chains and padlocks. <u>Skids are also not placed.</u></p> <p>f. Train No. Coaching Special (57623/624) stabled on Road No.11 along with loco:</p> <table border="1"> <thead> <tr> <th>SL NO</th> <th>Coach No</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	SL NO	Coach No	Remarks																																
SL NO	Coach No	Remarks																																		

01	SC 00707 SLRD	Hand Brake and chain not applied. Flush type light was not provided inside the Brake Van equipment.
02	SC 97402 GS	Coach door was in open condition.
03	SC 97426 GS	Coach door was in open condition
04	SC 018437 GS	Coach door was in open condition
05	SC 97427	Coach door was in open condition.
06	SC 93548 GS	Coach door was in open condition
07	SC 97429 GS	Coach door was in open condition
08	SC 96417 GS	Coach door was in open condition
09	SC 92727 SLRD	Hand Brake not applied.
10	11120/WDG _{3A} /GTL	Loco secured with Hand brakes, skids provided.

Entries made in the Stabled Load Register are that load arrived at 13:10 Hrs on 25.04.14 and stabled on Road No 11. Brakes applied for all 09 coaches but physically brakes are not applied to the formation. After the observation of the Audit Officials, the train was secured with chains and hand brakes.

g. Train No. BFR stabled on SL-1 Line:

SL NO	Coach No	Remarks
01	SE 060391 BFR	Skids applied but chains not provided.
02	SE 089168 BFR	--
03	ER 068510 BFR	--
04	ER 026732 BFR	--
05	ER 0107246 BFR	--
06	ER 027130 BFR	Skids applied but chains not provided.

Entries made in the Stabled Load Register: Entry not made in the register. On enquiry Dy.SS told that it is non-running line hence entry not made. **The staff need to understand that SR 5.23 does not give any exemption just because it is a non-running line.**

h. Train No. BT special on Road No 02:

01	BVZC 326892	Hand Brake and chain not applied.
02	SC 17946 BOBYN	--
03	SC 17967 BOBYN	--
04	SC 18335 BOBYN	--
05	NF 63052 BOBYN	--

06	NE 63152 BOBYN	--
07	SC 17901 BOBYN	--
08	SC 17969 BOBYN	--
09	SC 17964 BOBYN	--
10	SC 17890 BOBYN	--
11	SC 17880 BOBYN	--
12	NR 107393 BOBYN	--
13	ER 112488 BOBYN	--
14	SC 17895 BOBYN	--
15	SC 17972 BOBYN	--
16	SC 17974 BOBYN	--
17	SC 17897 BOBYN	--
18	CR BVZC 915054	Hand Brake and chain not applied.
19	017811/WDM₂/GTL	Hand brake, A-9, SA-9 applied. Skids provided. Loco in cranked condition.



Complete ballast train formation was kept on Road No.2 from 16.00 hours of 24.4.2014; and it was noticed that the loco was unmanned in cranked position for the last 26+ hours. Two BVs (BVZC) are in the formation one on either side of the formation but the handbrakes of them were not applied. Stabling entry was not made in the Stabled Load Register on the plea that it is not a stabled load.

A Control message was written in the Control Book of the station vide message no. CSO/SC/25/1 to DRM/GTL to take suitable action on the Officials who failed to ensure the stabling precautions is correctly taken. Allowing a loco in cranked condition for the last 26 hours in unmanned position is totally unsafe and undesired. Division shall sensitise the 'all-concerned' and enforce strict discipline in safe working of trains.

11.0

System improvement:

- d. Safety Point Alarm **not provided in all the cabins.**
- e. In the year 2005, in connection with Renigunta yard remodelling work of direct

	<p>reception from GDR side to Road-1, the infrastructure facilities required were provided to an extent of 70% (from Engineering side, work was executed making new bridge and placing points lay outs. From S&T side, new relay room was constructed and relay room wiring was done half way). It was understood that the reception facilities were not commissioned due to non-availability of line blocks and not permitting NI.</p> <p>f. RU North cabin relay room was initially wired during the year 1993 and thereafter, several alterations were taken place. It was having 1320 relays. It was observed that the nearly 200 nos. of old relays were replaced in the last 3 years. The wiring is very shabby and requires re-wiring of the relay room.</p>
<p>12.0</p>	<p><u>Electrical general services:</u></p> <p>a. Checked Earth continuity of earth wire of earth electrode on PF No 1 and found intact.</p> <p>b. Earth electrodes for COP on PF. No. 2 not visible. New earth electrodes at the rate of 1 per 100m of COP shall be erected and connected to COP to ensure passenger safety.</p> <p>c. Checked CLS panel at RU Bye pass cabin and following deficiencies noticed.</p> <ul style="list-style-type: none"> • For outgoing local load, 32A MCB is available against standard of 6A.MCB. • HRC fuse inside S&T equipment room checked and found to be 63A. As incoming supply MCB capacity is 63A, part load of S&T will be less than 63A. Actual load current shall be measured jointly by electrical and S&T departments and suitable rating MCB instead of HRC fuse to be decided. • Incoming MCB rating for local supply found to be 40A which is to be verified with actual load current. Slandered MCB rating is 63A. • To attend to emergencies, spare MCB's and spare cable of say 1 meter (to carry 40 A current) to be made available in all stations having CLS panel. This will enable quick restoration of power supply to CLS panel in case of burning of MCB's rotary switch even by S7T staff. <p>d. Checked CLS panel at North Cabin of RU. Outgoing local load MCB rating is 32A instead of 6A.</p> <p>e. Neutral to earth voltage measured & found to be 0.8 volts which is within limits.</p> <p>f. Substation: Earth resistance measured for EP No.2 and found to be 0.6 Ω which is within limits.</p>
<p>13.0</p>	<p><u>Engineering Department Observations: (Inspection of RU Yard):</u></p> <p>a. <u>Ballast deficiency in Points and Crossings portion towards Chennai</u> and its approach which needs to be recouped.</p> <p>b. <u>Number of avoidable fish plate joints are available</u> in the Points & Crossing portion which shall be eliminated by welding.</p> <p>c. Fish plates provided in the Points and Crossings and approaches are of smaller length. Wherever joints are unavoidable, 1 m long fish plates shall be provided and avoidable joints shall be welded.</p> <p>d. <u>Checked Pt.No.22 B/S :</u> Approach of Points & Crossings there is a sag and alignment defect. It shall be rectified.</p>

	<p>e. <u>Checked Pt.No.11 A/S (52 kg 1 in 12):</u> SRJ and other avoidable joints in the Points and Crossings shall be welded, Check rail blocks are missing, Cross level variation in the lead rail portion shall be attended, Versine variation shall be attended, Cross level variation in Crossing portion shall be attended, The Cross over between Pt.No.11 B & A is having alignment defect. Pt.No. 11 B needs to be shifted towards Chennai side and the alignment defect to be rectified, Pt.No.11B is in sag and shall be lifted and packed,</p> <p>f. <u>Checked Pt.No.13S :</u> Glued joints to be welded, Alignment defect in Points & Crossing portion to be corrected, Ballast deficiency in Point portion shall be made good, There is alignment defect in the Points and Crossings portion which shall be rectified. If required, Pt.No.13 S shall be shifted to correct the alignment defect.</p> <p>g. <u>Checked Pt.No.17 A /N:</u> The Cross level variation and tight gauge in crossing portion shall be attended, The cross level variation in the lead portion shall be attended, The crossover between Pt.No.17A & B is having sharp curvature of 9.1°. Check rail shall be immediately provided in this portion.</p> <p>h. <u>Checked Pt.No. 17 B/N :</u> SRJ and other avoidable joints to be welded, Versine variation shall be corrected.</p> <p>i. <u>Checked Pt.No.12 B/M:</u> LH tongue rail is worn out. This shall be replaced/reconditioned, Cross level variation in lead curve shall be attended, Cross level variation in crossing portion shall be attended,.</p> <p>j. <u>Checked Pt.No. 12A/M :</u> The cross level variation in crossing portion shall be attended, Versine variation shall be corrected, Cross level variation in lead portion of the curve shall be attended.</p> <p>k. <u>Pt.No. 9 A:</u> Tongue rail is worn out and chipped off. This shall be replaced</p> <p>l. <u>Pt.No.9B :</u> tongue rail is wornout and lateral wear is observed. This shall be replaced</p> <p>m. <u>Inspection of SEJ at Km. 135/43-45 (Up Line):</u> The gap at 17.00 Hrs at a temperature of 48°C is 45mm on RH side and 38mm on LH side, The centre to centre spacing between the sleepers is 700 mm</p> <p>n. <u>Infringements of Platforms:</u> Electrical boxes provided to the posts of carriage watering are infringing the Schedule of Dimensions. The clearances measured at Electrical boxes was 1.865m at 0.31m above Rail level. These electrical boxes shall be shifted to provide adequate clearances as per the Schedule of Dimensions.</p>
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No. Safety. 195/BI-MSA/2/2014/RU

(S. P. SAHU)
CHIEF SAFETY OFFICER