

**BI-MONTHLY SAFETY AUDIT INSPECTION OF GUNTUR JUNCTION STATION  
OF GUNTUR DIVISION FOR THE PERIOD MAY & JUNE 2014**



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF  
GUNTUR JUNCTION STATION OF GUNTUR DIVISION FOR THE PERIOD MAY &  
JUNE 2014**

S. No.	Para	Subject / Topic	Action for rectification
1	2.2	<b><u>At GNT station, no Pointsman is posted to work in end Cabins which is essential.</u></b>	<b>DRM/GNT COM/SC</b>
2	2.3	<p>On perusing the records, it was noticed that <b><u>many route cancellations were initiated involving SH-54, SH-53 and SH-31</u></b> (115 times in January, 193 in February, 119 in March, 176 in April, 209 in May and 163 during June 2014 till date of inspection). <b><u>This is very high.</u></b> Major reason for so many cancellations are that the station staff are forced to perform shunt movements involving mainline.</p> <p>Secondly, on number of occasions the Operating Staff are resorting for shortcut and unsafe movements, i.e., they are stopping immediately after clearing the point and applying route cancellation. On clearance of the route, they are permitting back movement without clamping the points which is unsafe.</p> <p>This situation was noticed during the Safety Audit of GNT station during April 2012 but no action taken for rectification..</p> <p><b>There are two possible alternatives to overcome this problem;</b></p> <ul style="list-style-type: none"> <li>• On first priority, it is suggested to connect the proposed shunting neck (connected to PF-7) to the grid of Pit and Stabling lines by putting the track before ART Siding so that all the shunt movements can be performed without involving mainline and the cases of route cancellations will come down.</li> <li>• Possibility of shifting Shunt Signal Nos.52 &amp; 54 by two coach lengths or by shifting Point No.45 by about 45m, these short shunt movements can be controlled.</li> </ul> <p><b><u>Division to propose and plan for the above work under 'Traffic facility works'.</u></b></p>	<b>DRM/GNT COM/SC</b>
3	2.5 (b)	<b>BPAC provision in south Cabin/GNT:</b> <b><u>In spite of completing two years, the BPAC is not installed and it is understood that the nominated Contractor left the work and no new agency has been fixed.</u></b>	<b>DRM/GNT CSTE/SC COM/SC</b>
4	2.5 (d)	<b><u>As per Appendix 'E' of SWR/GNT – Only one HS lamp at each Cabin which is inadequate.</u></b> Division to review this	<b>DRM/GNT COM/SC</b>

		at all those stations where end-cabins are provided.	
5	2.7	<b><u>Accident siren code:</u></b> Arrangement of hooting the siren remotely by the Controller in Control Office is designed and under trials. <b><u>Division shall ensure standby arrangement at station / Cabin.</u></b>	DRM/GNT
6	2.8	<b><u>Safety Point Alarm:</u></b> The provision of Safety Point Alarm is not provided in both the end-Cabins. Division shall ensure that this equipment is installed on priority at all stations.	DRM/GNT COM/SC CSTE/SC
7	2.13	<b><u>North Cabin/GNT:</u></b> Cable meggering was done on 13-08-2013. One 20 core cable LB 178-S20 <u>found defective (low insulation) but the defective cable is not replaced even after one year, i.e., till date of audit inspection.</u>	DRM/GNT CSTE/SC
8	4.2	<b><u>Stabling:</u></b> <ul style="list-style-type: none"> <li>WAP-4 22649 on engine line from 08.00 AM, <b><u>stabling entry was not made.</u></b> On enquiry it is understood that they are not in the habit of making entries for light engine/s.</li> <li>ICs of CSO, CTM/G and PCE + FACCW detached by various trains from 22.00 hours of 18.6.2014 to 07.00 hours of 19.6.2014 combined entry made at 08.00 hours of 19.6.2014 instead of individual entries. Secondly, <b><u>Dy.SS/Outdoor who supervises the shunting and securing is not signing in the register instead one Pointsman signature was found.</u></b></li> <li>Similarly, against the stabling entry of 57298 empty rake – Dy.SS/Outdoor is not signing. It is proper for the Dy.SS/Outdoor to understand that he is only responsible for securing, hence he only should sign and not any other Official.</li> </ul>	DRM/GNT COM/SC
9	4.5	<b><u>Weather Warning Register:</u></b> As per Central Control/SC, <u>two weather warning messages</u> from FOIS was given (26.05.2014 and 03.06.2014). <u>However, GNT Division Control Office repeated only one message</u> as per the records at GNT station.	DRM/GNT COM/SC
10	5.16	One two-wheeler booked from <b><u>Giddalur to Abu Road</u></b> was found unloaded on PF-6 <b><u>was found with residual fuel of 200 – 250 ml.</u></b> A Control Message vide message No. CSO/SC/19/1 was issued to take up the responsible staff	DRM/GNT CCM/SC

		who booked the vehicle without ensuring the petrol tank is emptied.	
11	5.20	<p><b>Ambush check was conducted at LC Gate No.3A between GNT – NBR stations:</b></p> <p>a. ‘Danger’ signal was exhibited to the Guard of Train No. 17240 Simhadri Express – Guard / BZA Sri. P. Jacob Babu though noticed the ‘danger’ signal did not make any effort to stop the train and enquire for the reasons;</p> <p>b. Goods Guard Smt. Mohini Kumari working Goods did not bother to look towards the Gateman, <b><u>which is in violation of SR 4.43.</u></b> Even the LP/ALP of the Goods train failed to look towards the Gateman, <b><u>which is in violation of SR 4.41.2.</u></b></p>	<p><b>DRM/BZA COM/SC CEE/SC</b></p>
12	6.0	<b><u>Shunters working at GNT station are not given walkie-Talkies sets in contrast to other locations like NLPD.</u></b>	<p><b>DRM/GNT CME/SC COM/SC</b></p>
13	11.0	<p><b><u>Inspection of MIX Block Cabin:</u></b> No Pointsman is posted to work at the Cabin <u>though it is mentioned in the Appendix “D” of SWR.</u> Posting of Pointsman is <u>very much essential at this Cabin for the reasons;</u></p> <ul style="list-style-type: none"> <li>• <u>All trains run through this location and exchanging of ‘all-right’ signals with crew from both sides</u> is necessary as a safety guideline.</li> <li>• Secondly, the upkeep of the Cabin is disregarded.</li> <li>• Thirdly, in case of any point / signal / block / track circuit failures, the need of Pointsman is essential.</li> <li>• There were cases when CASM left the Cabin to deliver PLCT to train which stops ½ KM beyond the Cabin while coming from VJA station.</li> </ul>	<p><b>DRM/GNT COM/SC</b></p>
14	17.2	<p><b><u>ART/GNT:</u></b> Airtel Signal strength is weak in DMT-GZL-NDL section. Divisional authorities need to take action to improve the same for easy communication during stoppage of trains in block section/s for any reason.</p>	<p><b>DRM/GNT CSTE/SC COM/SC</b></p>

**BI-MONTHLY SAFETY AUDIT INSPECTION OF GUNTUR JUNCTION OF GUNTUR**  
**DIVISION FOR THE PERIOD MAY & JUNE 2014**

<b>Para</b>	<b>Subject / Topic</b>
<b>1.0</b>	<p><b><u>Brief of Guntur Station:</u></b></p> <p>a. GNT is a Class ‘B’ Junction station and Divisional Headquarters of GNT Division.</p> <p>b. Adjacent stations are Reddipalem is a block cabin on East Side towards KCC direction, Manipuram is another block cabin towards TEL direction and Nallapadu towards ND / PGDP direction.</p> <p>c. Trains are dealt on Absolute Block System in all the three directions.</p> <p>d. Double line working is in force towards NLPD &amp; KCC and single line towards TEL direction.</p> <p>e. In all the three directions, electrification is done.</p> <p>f. There is no block instrument provision towards REP &amp; MIX block cabins instead continuous track circuiting is provided. However, double line SGE lock and block instrument is provided towards NLPD station.</p> <p>g. End-cabins (North &amp; South) control the train and shunt movements of the station.</p> <p>h. GNT station falls under ‘D’ route of SCR.</p> <p>i. There are 7 running lines and 7 platforms. In between Road No.3 &amp; 4, one engine line exist.</p> <p>j. Starter Signals towards REP / MIX directions are provided with routing provision and are interlocked with respective LSS as per the policy guidelines.</p> <p>k. <b><u>Direction:</u></b></p> <ul style="list-style-type: none"> <li>• Trains from KCC to GNT is UP and going from GNT to KCC is DN.</li> <li>• NLPD to GNT is DN and GNT to NLPD is UP.</li> <li>• GNT to TEL is UP and TEL to GNT is DN.</li> </ul> <p>l. <b><u>Holding capacity of running lines:</u></b></p> <ul style="list-style-type: none"> <li>• Road - 1 ---- CSR 746 M.</li> <li>• Road - 2 ---- CSR 705 M.</li> <li>• Road - 3 ---- CSR 402 M.</li> <li>• Road - 4 ---- CSR 565 M.</li> <li>• Road - 5 ---- CSR 384 M.</li> <li>• Road - 6 ---- CSR 766 M.</li> <li>• Road - 7 ---- CSR 801 M.</li> <li>• Engine Line -- CSR 394 M.</li> </ul> <p>m. There are two pitlines and one ART Siding.</p>
<b>2.0</b>	<b>Inspection of North Cabin / GNT:</b>
2.1	Sri. Sri. J. M.P. Kumar Dy.SS 7-11 was on duty in uniform.
2.2	<b><u>No Pointsman is posted to work in end Cabins which is essential.</u></b>
2.3	<p><b><u>Route Cancellation No.3:</u></b></p> <p>a. On perusing the records, it was noticed that <b><u>many route cancellations were initiated involving SH-54, SH-53 and SH-31.</u></b> 115 times in January, 193 in February, 119 in March, 176 in April, 209 in May and 163 during June 2014 till date of inspection, i.e., 19.6.2014. <b><u>This is very high.</u></b></p>

	<p>b. Major reason for so many cancellations are that the station staff are forced to perform shunt movements involving mainline. Secondly, on number of occasions the Operating Staff are resorting for shortcut and unsafe movements, i.e., instead of allowing the movement to complete by allowing the formation beyond the next signal, they are stopping immediately after clearing the point and applying route cancellation to release the route. On clearance of the route, they are permitting back movement without clamping the points which is unsafe.</p> <p>c. Similar situation was noticed during the Safety Audit of GNT station during April 2012.</p> <p>d. There are two possible alternatives to overcome this problem;</p> <ul style="list-style-type: none"> <li>• On first priority, it is suggested to connect the proposed shunting neck (connected to PF-7) to the grid of Pit and Stabling lines by putting the track before ART Siding so that all the shunt movements can be performed without involving mainline and the cases of route cancellations will come down.</li> <li>• Possibility of shifting Shunt Signal Nos.52 &amp; 54 by two coach lengths or by shifting Point No.45 by about 45m, these short shunt movements can be controlled.</li> </ul> <p><b><u>Division to propose and plan for the above work under ‘Traffic facility works’.</u></b></p>
2.4	<p><b><u>Train passing documents</u></b></p> <p><b><u>T.369(3b):</u></b></p> <p>a. On 28<sup>th</sup> May 2014, T.369 (3b) was given to the LP of DPLE to pass Shunt Signal No.52 at ‘on’. Time of issuing the document was not mentioned.</p> <p>b. Similarly, on 18<sup>th</sup> May 2014 at 17.30 hours, given for ACLE.</p> <p><b>On both the above occasions, failure entry was not made, failure memo was not prepared and it is not known how the failure got rectified? Division shall investigate and take up the responsible.</b></p> <p><b><u>PLCT:</u></b></p> <p>a. On 28<sup>th</sup> March 2014, line clear was obtained for Train No. 57306 with PN – 15 at 17.40 hours.</p> <p>b. Subsequently, due to slot failure from LC Gate No. 314, LSS of GNT could not be taken ‘off’ and PLCT (T/D 1524 &amp; T/A 1425) was <u>prepared and cancelled</u> and the PN written in the document was same 15.</p> <p>c. Reasons written for cancellation of the PLCT was <b><u>“since ESM/GNT attended and rectified”</u></b>.</p> <p>d. Failure memo was cross checked and found that no such failure was recorded in the S&amp;T Failure Register and also the failure memo book.</p> <p><b><u>Certain points need to be clarified in this case such as; if there is really a failure, who attended and how the gear got rectified? Secondly, it is not proper for the CASM to write the same PN, i.e., 15 for the train in the TSR since the BWM guidelines clearly specify that whenever it is decided to suspend block working and introduce PLCT working, messages should be exchanged by both station SMs and fresh line clear should have been taken by the SM for the train which was not done</u></b></p>

	<p><b><u>in this specific case.</u></b></p> <p>e. While preparing PLCT due to failure of LSS,, messages about suspension of block working and introduction of PLCT working are not exchanged with MIX &amp; REP CASMs. Red ink Entries are also not made in Train Signal Register.</p>
2.5	<p><b><u>SWR:</u></b></p> <p>a. Appendix ‘G’ (electrified section precautions) is <b><u>not included as part of SWR.</u></b> It was also noticed that <b><u>date of issue of these instructions are not written which is essential.</u></b></p> <p>b. Three amendments to SWR were issued and the details of them are; AS No.1 was issued on 12.12.12 regarding change in mode of operation of LC Gate No. 251. AS No.2 was issued on 01.10.2013 regarding sliding boom arrangement to LC Gate No. 251 &amp; 314. AS No.3 was issued regarding CAMTECH Pitline + Saloon Siding + introduction of mini-panel with Dy.SS/PF. Along with AS No.1, the newly renewed SWR was issued containing <b><u>Dual BPAC towards NLPD.</u></b></p> <p><b><u>But, in spite of completing two years, the BPAC is not installed and it is understood from the DSTE that the nominated Contractor left the work of executing the provision of BPACs and no new agency has been fixed.</u></b></p> <p>As per SWR, CASM/South shall ensure complete arrival of trains as per Para 6.5 – normally LV is visible for trains received on Road 3, 4 &amp; 5. If for any reason, they are not visible and for all other lines, CASM has to exchange PN with the Guard <b><u>and this is not being followed by the CASMs/South for Road Nos. 1 &amp; 2.</u></b> The location of the Cabin is such that the CASM cannot see the LV of trains received on Road No. 1, 2, 6 &amp; 7. Hence, provision of BPACs becomes essential to be provided on priority at this station. Division shall make efforts for the provision of the same at the earliest.</p> <p>c. Though sliding boom arrangement is provided for LC Gate No. 251, <b><u>signal proving control is not mentioned in Appendix ‘B’</u></b> and also not mentioned in the SWR text.</p> <p>d. <b><u>As per Appendix ‘E’-</u></b> Essential Safety Equipment as prescribed in this Appendix is <b><u>one HS lamp at each Cabin</u></b> which is <b><u>inadequate.</u></b> Division to review this at all those stations where end-cabins are provided.</p>
2.6	<p><b>BSNL phone is not provided as an authorized means of communication in both South &amp; North Cabins which is in violation of SR 6.02.</b></p>
2.7	<p><b><u>Accident siren code:</u></b></p> <p>a. Accident siren control switch is available, <b><u>but the CASM informed that the same is disconnected since the operation is remotely controlled by SCOR from Control Office.</u></b></p> <p>b. Cross checked with the Control and Electrical Officials and understood that the equipment is <b><u>still under trials</u></b> and final decision is yet to be taken.</p> <p><b><u>Division shall ensure that even if it is remotely controlled by the SCOR from the</u></b></p>

	<b><u>Control Office, standby arrangement at station / Cabin shall exist in case of any failure. Secondly, till such time the equipment is made remote controlled, existing facility shall not be in disconnected mode.</u></b>
2.8	<b><u>Safety Point Alarm:</u></b> The provision of Safety Point Alarm is not provided in both the end-Cabins. Division shall ensure that the equipment is installed on priority at all stations.
2.9	<b><u>Calling-On admission:</u></b> Auto-route cancellation on admission of train by taking ‘off’ Calling-on signal is a feature which should have been installed by S&T at all stations of the Division as per the policy guidelines issued by S&T Headquarters Office <b><u>but the same is yet to be installed any station of the Division.</u></b>
2.10	<b><u>T. 351 (S&amp;T Disconnection &amp; Reconnection Notice:</u></b>  a. On 17.04.2014, at 10.20hrs disconnection was given for replacement of gauge tie plate on Point No.40, a joint work with Engineering Staff and reconnection was given at 10.50hrs b. On 31.01.2014, at 12.10hrs disconnection was given for replacement of X-ing Nose on Point No.43, a joint work with Engineering Staff and reconnection was given at 13.00hrs.  <b><u>In both cases, ‘Track Fit’ certificate was not given / obtained as per G&amp;SR 3.51.7.4.</u></b>
2.11	<b><u>Relay Room Key Register:</u></b> Details of opening the Relay Room month-wise: <ul style="list-style-type: none"> <li>• March-2014: 27 times</li> <li>• April -2014: 24 times</li> <li>• May-2014: 4 times and</li> <li>• June-2014: 6 times as on date of inspection.</li> </ul> <p>During March and April, most of the times relay room was opened for <b><u>similar reasons</u></b>. Opening of Relay Room should be minimised for similar reasons and for works with other Departments, S&amp;T Officials to co-ordinate with them and plan accordingly.</p>
2.12	Checked data logger and found to be working correctly, print out also taken.
2.13	Cable meggering was done on 13-08-2013. One 20 core cable LB 178-S20 found <b><u>defective</u></b> (low insulation) <b><u>but the defective cable is not replaced even after one year, i.e., till date of audit inspection.</u></b>
2.14	For both cabins, calling on signal initiation time from 120 seconds to 60 seconds is not done.
2.15	<b><u>Joint Inspection of Points and Crossings Register:</u></b>



	<p>Last inspection was done for the 2<sup>nd</sup> Quarter on 11.06.2014 and all the <b><u>defects noticed are yet to be attended</u></b>. Simple deficiencies noticed are also not attended which is necessary as per Circular issued by CE &amp; CSTE dated 16.11.98, i.e., <i>“the deficiencies noticed shall be got attended then and there to the mutual satisfaction of both and record of the same shall be kept in the register”</i>.</p> <ol style="list-style-type: none"> <li>a. Point No. 34A: RHS Tongue Rail reconditioning to be done.</li> <li>b. Pont No. 35: Gauge Tie Plate to be replaced and opening to be attended. Present LHS 118 mm.</li> <li>c. Point No. 38A: RHS Tongue Rail reconditioning to be done.</li> <li>d. Point No. 39A: Both tongue rails reconditioning to be done, 2<sup>nd</sup> william stretcher bar to be replaced and gauge tie plate to be replaced.</li> <li>e. Point No. 39B: Stock Rail burr to be cut, opening to be attended, 2<sup>nd</sup> william stretcher bar to be replaced, four chair plates to be replaced, presently both side opening 118 mm.</li> <li>f. Point No. 40: Gauge to be adjusted and burr to be cut. Present gauge -4 mm.</li> <li>g. Point No. 41: RHS Tongue Rail reconditioning to be done, 1<sup>st</sup> william stretcher bar and gauge tie plate to be replaced.</li> <li>h. Point No. 42A: Both Stock Rails burr to be cut and four chair plates to be replaced.</li> <li>i. Point No. 43A: Both side Stock Rails burr to be cut.</li> <li>j. Point No. 43B: LHS tongue rail reconditioning to be done, burr to be cut, RHS opening to be adjusted, presently opening 118 mm, 3<sup>rd</sup> william stretcher bar and gauge tie plate to be replaced.</li> <li>k. Point No. 44A: RHS housing to be done (presently housing only 2 sleepers). Burr to be cut on stock rails. Opening and gauge to be attended (opening LHS 105 mm, RHS 103 mm, guage -5, 16RL 12RL).</li> <li>l. Point No. 44B: Packing to be done, RHS housing and opening to be attended (presently housing only RHS 2 sleepers, opening 102, gauge -5 14RL).</li> <li>m. Point No. 45A: Burr on stock rail to be cut and gauge to be attended (guage +5).</li> </ol>
2.16	<p><b><u>Joint Inspection of Track Circuits Register:</u></b></p> <p>Last Inspection was done for the 1<sup>st</sup> Quarter on 11.03.2014 and following defects noticed are <u>yet to be attended</u>:</p> <ol style="list-style-type: none"> <li>a. Track Circuit No. 43BT, 42T, and 39AT: <u>Ballast to be cleared</u>.</li> </ol> <p>The Joint Inspection of Track Circuits was done for the 2<sup>nd</sup> Quarter on 11.06.2014 and following defects were noticed which are yet to be attended:.</p> <ol style="list-style-type: none"> <li>a. . Track Circuit No. 44AT, 44BT: Ballast to be cleared.</li> </ol>
2.17	<p>One exhaust fan need to be provided in IPS room. The walls in IPS room are having cracks and water will be seeping during rainy season.</p>
2.18	<p><b><u>IPS:</u></b></p> <p>IPS provided at this cabin was in working condition.</p> <p>The specific gravity, voltages are randomly noted for IPS batteries of 200 AH of Make Southern are shown below along with their respective Nos. out of the total 55 numbers</p>

	<p>that were provided. DOI: 21-04-2009.</p> <p>(1) 1220/2.0 V (5) 1220/2.0 V , (10) 1220/2.0 V, (15) 1190/2.03 V, (20) 1220/2.03 V, (30) 1220/2.05V, (40) 1220/2.02 V, (50) 1230/2.04 V,(55)1230/2.05.</p> <p>Note: IPS battery life is over. It is <b><u>due for replacement</u></b>.</p>
2.19	<p><b><u>In Power Rack:</u></b> DC 24V INT non stick 2 digital <u>ammeters are not working</u>.</p>
2.20	<p>Following points, track circuits and signals were checked and found the electrical values are within limits.</p> <p>a. Tested Point No. 41, 40, 43A, 43B for 5mm obstruction test and found responded correctly.</p> <p>b. Track Circuits 15T, 16T, 12-14T, 39AT, 58AT, 39BT, 38BT. Signal Readings. (A) S58 RG 111V/139mA, (B)S19 RG 101V/142mA, (C) S14 RG 101V/140mA, (D) S12 RG 101V/147mA, (E) S13 RG 99.5V/141mA,</p>
2.21	<p>a. Point Nos. <b>41, 40, 43A, 43B</b> were tested for Obstruction, Track locking and out of correspondence and found effective.</p> <p>b. Track circuits 15T, 16T,39AT, 58AT, 39BT, 38BT Relay end voltages measured and found within the permissible limits.</p>
2.22	<p><b><u>TI's Inspection Register:</u></b> TI/GNT has conducted the following inspections at North cabin/Guntur.</p> <ol style="list-style-type: none"> <li>1. Regular inspection on 24.02.14,13.04.14 &amp; 03.06.14</li> <li>2. Safety inspection on 21.03.14 &amp; 11.05.14.</li> <li>3. Night surprise inspection on 01.04.14.</li> </ol> <p>SM's compliance has not been recorded for Safety inspection of TI/GNT conducted on 11.05.14. It is advised to record compliance immediately to rectify irregularities/ lapses pointed out during the inspection.</p>
<b>3.0</b>	<b><u>Inspection of South Cabin / GNT:</u></b>
3.1	Dy.SS Sri J Raja Sekhar Reddy was on duty. <b><u>He was not aware of electrical isolator location</u></b> box and key.
3.2	Current <b><u>PLCT book not available</u></b> .
3.3	<p><b><u>Relay Room Register:</u></b> During April-14, Relay Room opened for inspection on 02.4.14 from 10.10 to 17.40hrs, on 04.4.14 from 08.20 to 09.30hrs for NI working and again from 10.00 to 18 00hrs for NI working. <b><u>It was opined that keeping the Relay Room opened for long hours is</u></b></p>


	<b><u>not desirable. S&amp;T Officials to properly plan.</u></b>
3.4	<p><b><u>S&amp;T Failure Register:</u></b>  On 4.3.2014, Home Signal (S-1) failed at 21.00hrs and rectified at 23.20hrs. During this period T. NOs 12704, 17016,12604 &amp; 12779 (Four trains) were dealt. <b>It was noticed from the records / entry in registers that 2 trains were received by taking ‘off’ Calling-on Signal <u>but for the remaining two trains there is no record of having issued T.369 (3b) or Calling-on cancellation entry.</u></b></p>
3.5	<p><b><u>IPS:</u></b>  IPS provided at this cabin was in working condition.</p> <p>The specific gravity, voltages are randomly noted for IPS batteries of 200 AH of Make Southern are in good condition. Out of the total 55 numbers that were provided. DOI: 30-10-2009.  Note: IPS battery life is over, it is <u>due for replacement.</u></p>
3.6	Cable meggering was done on 18.08.2013. No defective cable was found.
3.7	<p><b><u>Joint inspection of Points &amp; Crossings Register:</u></b>  Last inspection was done for the 1<sup>st</sup> Quarter 12.03.2014 and all the defects noticed are <b><u>yet to be attended:-</u></b></p> <ol style="list-style-type: none"> <li>Point No. 12A: Gauge to be attended, presently +10 mm, 12 LL, 14 LL.</li> <li>Point No. 12A: Gauge tie plate to be painted and 6 Nos. chair plates to be replaced.</li> <li>Point No. 12B Opening to be attended, presently LH side 118 mm.</li> </ol> <p>Joint Inspection for the 2<sup>nd</sup> Quarter was done on 17.06.2014 and all the defects noticed are yet to be attended:-</p> <ol style="list-style-type: none"> <li>Point No. 6A, 7B: Gauge to be attended, present -8 mm.</li> <li>Point No. 6B: Burr to be cut and 2<sup>nd</sup> william stretcher bar to be replaced.</li> <li>But to be cut on stock rails for all the points.</li> <li>Point No. 11B: RHS tongue rail reconditioning to be done.</li> <li>Point No. 12A, 12B: Gauge tie plates are to be replaced.</li> <li>Point No. 13B: Gauge tie plates and RH stock rail are to be replaced.</li> <li>Point No. 13A: LHS tongue rail reconditioning to be done.</li> <li>Point No. 14: Gauge tie plates are to be replaced, LHS housing to be improved, presently housing only 2 sleepers and 3<sup>rd</sup> william stretcher bar to be replaced.</li> <li>Point No. 15A: Gauge tie plate is to be replaced.</li> </ol>
3.8	<p><b><u>Joint inspection of Track Circuits Register:</u></b></p> <p>The Joint Inspection for the 1<sup>st</sup> Quarter 12.03.2014 and the defects noticed were nil.</p> <p>Joint Inspection for the 2<sup>nd</sup> Quarter on 17.06.2014 and following defects noticed are yet to be attended :</p> <ul style="list-style-type: none"> <li>Track circuit Nos. 06 CT, 07BT, 07CT: Ballast to be cleared 50 mm below the rail level.</li> </ul>

3.9	<p>Following points, track circuits and signals were checked and found the electrical values to be within limits.</p> <p>1) Tested Point No. 7A, 7B, 10A, 10B for 5mm obstruction test and found responded correctly.</p> <p>1) Track Circuits 9BT, 9AT, 10BT, 15T, 16T, 2) Signal Readings. (a) S 36-RG 101V/226 mA. (b) S39 –RG 98V/226mA.</p>
3.10	<p>Division should complete the work of reduction in calling-On initiation and cancellation time on priority with back lock track circuits.</p>
3.11	<p>a. Point nos. 7 B, 7A, 10A &amp; 10B were tested for Obstruction, Track locking and out of correspondence and found effective.</p> <p>b. Track circuits 9BT, 9AT,10BT,15T &amp; 16T Relay end voltages measured and found within the permissible limits.</p>
4.0	<p><b><u>Inspection of Dy.SS/PF:</u></b></p>
4.1	<p>Following staff were on duty in uniform and in possession of valid competency certificates.</p> <p>Shri S.Mohana Ranga, SS/Outdoor, Shri T.Gopala Krishna, Dy.SS/Indoor, Shri C.Yobu, Shunting Master, Shri B.Mallikarjun Rao, PM, Shri K subboji, PM, Shri V. Nagaraju, PM ( C.O), Shri I.Chiranjivi PM.</p>
4.2	<p><b><u>Stabled Load Register:</u></b></p> <p>a. WAP-4 22649 was found stabled on engine line at 10.30 hours and on enquiry it has come to know that it is stabled around 08.00 AM. Skids were provided <b><u>but the stabling entry was not made.</u></b> On enquiry it is understood that they are not in the habit of making entries for light engine/s. The SMR, TI and SMs were counseled to ensure that <u>stabling entry is mandatory</u> and signature of the LP (including LP/Shunter) should be obtained in the register as per SR 5.23 as a token of assurance that brakes are applied and skids are provided to secure the loco/s.</p> <p>b. ICs of CSO, CTM/G and PCE + FACCW which were detached by various trains from 22.00 hours of 18.6.2014 to 07.00 hours of 19.6.2014 combined entry made at 08.00 hours of 19.6.2014 instead of individual entries. Secondly, <b><u>Dy.SS/Outdoor who supervises the shunting and securing is not signing in the register instead one Pointsman signature was found.</u></b></p> <p>c. <b>Similarly, against the stabling entry of 57298 empty rake which is stabled daily from 20.00 hours of previous day to 05.00 hours of subsequent day – Dy.SS/Outdoor is not signing. It is proper for the Dy.SS/Outdoor to understand that he is only responsible for securing, hence he only should sign and not any other Official.</b></p>


4.3	<p><b><u>Caution Order Message Register:</u></b></p> <p>a. GNT is a notice station for all trains and Divisional Caution Orders is issued from GNT – BZA, GNT – RAL, GNT – NDL, GNT – HYB/KCG.</p> <p>b. On scrutiny of the Caution Order copy with the message register following points were noticed which needs action;</p> <ul style="list-style-type: none"> <li>• There is an SR of 10 KMPH, Whistle freely, hand signals and banner flags at Guntur Yard Rod No. 2 at OHE Posts GNT/1122 – GNT/1042 due to sharp curves. This <b><u>SR is in force from June 2012 and hence it will be proper to bring it in to the PSR category.</u></b></li> <li>• In the Caution Order between GNT – NDL direction, an SR of 50 KMPH between Pericherla – Phirangipuram at KM 17/0-1 due to inadequate visibility of LC No. 302 was imposed with effect from 5<sup>th</sup> February 2014. <b><u>In this connection, it is not known as to why the visibility problem erupted from 5<sup>th</sup> February 2014?</u></b></li> <li>• In the same direction, i.e., GNT – NDL, at KM 45/2-3 at Narasaraopet Road No.3, SR of <u>5 KMPH</u> was imposed with effect from 23.12.2012 due to “infringement of FOB”. In this regard, it is felt appropriate to withdraw this SR by altering the alignment or shifting the FOB instead of continuing this SR which is causing much loss to the administration instead of the cost involved in shifting.</li> <li>• In the direction between GNT – HYB, SR of whistle freely, observe hand signals and banner flags at Secunderabad Road No. 7 &amp; 8, due to ‘deep screening work’ was imposed with effect from 17.7.2013. <b><u>JE/SC was enquired and understood that this SR was cancelled on 11.10.2013 but the same is not cancelled since the cancellation message is not received by them.</u></b></li> <li>• In the same direction, SR of 30 KMPH at KM 6/28-30 at KCG yard due to CMS crossing chipped ‘off’ at Point No. 15B with effect from 12.6.2014. <u>This SR was cancelled on 14.6.2014 and again imposed on the same day for the reasons better known to the Engineering Official/s.</u></li> </ul>
4.4	<p>While checking Portable Medical Kit for Accident (POMKA), ”DICLOFENAC GEL BP” (Abbott company) ointment was expired in April/2014.</p>
4.5	<p><b><u>Weather Warning Register:</u></b></p> <p>As per Central Control/SC, <u>two weather warning messages</u> from FOIS, one was on 26.05.2014 and another was on 03.06.2014. <u>However, GNT Division Control Office repeated only one message</u> as per the records at GNT station, i.e., on 03.06.2014. Copies of the same were sent to all concerned at GNT station Acknowledgement copy is pasted as stipulated in Accident Manual.</p>
4.6	<p><b><u>Staff Bio-data Register:</u></b></p> <p>a. Sri. B. Krishna Mohan Dy.SS is overdue for PME from 02.03.2014 and for Refresher Course from 14.04.2014.</p> <p>b. Sri.S.V.S. Rama Swamy, Mail Guard is overdue for PME on 23.04.2014</p>

4.7	<p><b><u>Safety Literature:</u></b> Very few staff are signing / acknowledging the Safety Literature viz., Bi-Monthly Safety Bulletin, Vigil and Fly Leaves. SMR should ensure that 100% is achieved.</p>
4.8	<p><b><u>Monthly Safety Meeting Register:</u></b> Less than 50% of the rostered staff (May-26 &amp; June-28) has signed. SMR should ensure the subject is explained and all the staff at GNT station acknowledge in the register.</p>
4.9	<p><b><u>SM's Surprise Night Inspection Register:</u></b> Schedule of 4 per month are complied. However, proper spacing between two inspections needs to be ensured.</p>
4.10	<p><b><u>Essential Safety Equipment:</u></b> Out of Six Hand Signal Lamps, <u>White light in 2 lamps is not Glowing.</u></p>
4.11	<p><b><u>Station Diary:</u></b> Indoor Dy.SS has to maintain Diary and Outdoor/Dy.SS being senior shall verify the same. It is seen that only Outdoor/Dy.SS is writing Diary and Last PN issued is not written while HOC. TI/GNT in his last inspection instructed to write last PN issued while handing over charge.</p>
5.0	<p><b><u>Various checks conducted:</u></b></p>
5.1	<p><b><u>Train No 77222/DHMU/ BZA on PF No 04:</u></b></p> <ul style="list-style-type: none"> <li>• There was no stop board for DEMU/ DHMU on the platform.</li> <li>• Train <u>stopped 300m before the stop signal which is in violation of laid down guidelines under SR 4.49 and Safety Flash News letter.</u></li> <li>• DPC No 15022 <u>parking brakes was not working.</u></li> <li>• LP / Goods Sri. P. Satish Kumar II/GNT was working the train.</li> <li>• Mobile Phone of LP was in switched 'OFF' condition.</li> <li>• 10 Nos. Detonators of 2008 make was available of which clasps for 3 were in broken condition.</li> </ul>
5.2	<p><b><u>Train No 57207 Passenger on PF No.07:</u></b></p> <ul style="list-style-type: none"> <li>• LP / Goods V.S.Rao and ALP Sri. B.G. Kumar of GNT depot were in sober condition.</li> <li>• Loco No 15058 WAP1/BZA VCD in working order and FE 04 Nos. and skids (Wooden Wedges) 04 Nos. were available. <b><u>However, the instructions of replacing wooden wedges with iron skids is yet to be implemented by the Shed Officials.</u></b></li> <li>• Mobile Phone of both LP &amp; ALP were in switched 'OFF' condition.</li> </ul>
5.3	<p><b><u>Train No 56501 Passenger on PF No 04:</u></b></p> <ul style="list-style-type: none"> <li>• LP / Goods Sri. K.M.S. Rao and ALP Sri. Rama Raju were sober and not due for any RC &amp; PME.</li> <li>• Loco No. 13069/WDG3A/GTL – <b><u>Loco Handbrake was defective</u></b> and <b><u>water was 02 dots less below High Mark.</u></b></li> </ul>

	<ul style="list-style-type: none"> <li>• FE 04 Nos. (Not due) and skids (<u>Wooden Wedges</u>) 04 Nos. were available out of which 02 were in broken condition.</li> <li>• VCD in working order.</li> <li>• Mobile Phone of both LP &amp; ALP were in switched 'OFF' condition.</li> </ul>
5.4	<p><b><u>Inspection of SC SLR 12715 of Train No 57218 Passenger on PF No 07:</u></b></p> <ul style="list-style-type: none"> <li>• Guard Sri. P.V.K.Nagaraju Sr.Pass / GNT was tested with BA equipment and found sober.</li> <li>• BV Equipment was available intact with OTL seal.</li> </ul>
5.5	<p><b><u>Train No 57652 Passenger on PF No 01:</u></b></p> <ul style="list-style-type: none"> <li>• LP Sri. Chandra Shekar and ALP Sri. J. Nanda Kumar was sober and not due for RC &amp; PME.</li> <li>• FE 04 Nos. (Not due) and skids 04 Nos. were available.</li> <li>• Loco No. 13450/WDG3A/MLY log book Remark – <b><u>Control Circuit Power Ground problem Hence Loco should not be Shutdown.</u></b></li> <li>• VCD in working order.</li> </ul>
5.6	<p><b><u>Train No 67254 DHMU Passenger on PF No 03:</u></b></p> <ul style="list-style-type: none"> <li>• There was <u>no stop board</u> for DEMU/DHMU on the platform.</li> <li>• DPC No 15036 <u>parking brakes</u> was not working.</li> <li>• LP / Goods Sri. K. Gopal Rao/GNT was sober and not due for RC &amp; PME.</li> <li>• Mobile Phone of LP was in switched 'OFF' condition.</li> <li>• FE 06 Nos. (No due) and skids (Wooden Wedges) 04 Nos. were available of which <b><u>02 were in broken condition.</u></b></li> </ul>
5.7	<p><b><u>Loco stabled on Engine Line (Road No 04):</u></b></p> <ul style="list-style-type: none"> <li>• Loco No 11386+11372/WDM3D/GY was stabled and secured properly.</li> <li>• Loco No 22649/WAP4/RPM was stabled and secured properly with hand brakes applied and 03 skids provided under the wheel. <b><u>Only 03 wooden wedges provided instead of 04 and one was in broken condition.</u></b></li> </ul>
5.8	Train No 17204 exp CCT-BHAVANAGAR Express B/V Equipment checked found <b>FE s are due for testing due on 16.06.14.</b>
5.9	Train No. 57501 BZA-UBL Passenger ACP done on coach no. SWR GS 12467 found responded.
5.10	Train No. 57207 TEL-Markapur road B/V equipment checked and found <b><u>sticker not available.</u></b>
5.11	Train No. 57218 MCLA-BVRM <b><u>FP calibration date not stenciled.</u></b> ACP done on SCSLR 12715 and GS 93497 found in working condition,
5.12	Checked the readings of NCT for train no 57218 pass readings are as follows AXLE BOX Temperatures ( in degrees centigrade)

	Coach no	L1	L2	L3	L4	R1	R2	R3	R4
	12715	43	45	44	42	44	46	45	43
	93497	45	43	42	44	46	44	43	45
	92480	42	44	45	43	44	45	46	44
	00456	44	46	45	42	45	47	45	43
	12569	42	44	43	45	43	45	44	46
<b>5.13</b>	<b><u>Inspection of SLR SC 0370 of train no 17230 express :</u></b> a. Outgoing Guard of T..No.17230 having CBC locking key, but he does not know how to lock/unlock. Practical demonstration should be conducted under acknowledgement. . b. Supplied tricolor torch light white light not glowing.								
<b>5.14</b>	<b><u>BV Inspection by T.No.17016 Express on 18.06.2014</u></b>  Sri.M.Nagarjuna Rao M/E Guard/BZA working the train was in possession of Automatic Competency Certificate which was revalidated up to 01.09.2014 by TI Divisional HQ/BZA. This in violation of SR 9.01.5 which stipulate that SMR/TI shall renew the competency certificate for the Guards <u>headquartered at his station</u> and not by Divisional Traffic Inspector. <b><u>DRM/BZA.</u></b>								
<b>5.15</b>	<b><u>Parcel Office:</u></b> a. <u>Register with the particulars of random check</u> made to check the Petrol residuals in the petrol tanks of Two-wheelers is <u>not maintained</u> at this office. b. <u>Only one Fire Extinguisher is available</u> in the Parcel Office. Commercial authorities may supply more FEs to the Parcel Office for emergency use.								
	At parcel office on PF No.4, one two wheeler is available which is not booked.								
<b>5.16</b>	One two-wheeler Hero Honda Passion make bearing Registration No. WB 74 G 6792 booked vide RR No. 916120 from <b><u>Giddalur to Abu Road</u></b> of 18.6.2014 was found unloaded from Train No. 57305 on PF-6 around 12.40 hours <b><u>was found with residual fuel of 200 – 250 ml.</u></b> A Control Message vide message No. CSO/SC/19/1 was issued to take up the responsible staff who booked the vehicle without ensuring the petrol tank is emptied. SMR/GNT collected the bottle of fuel.								



<p><b>5.17</b></p>	<p><b>Checked point no.44A at KM 0/6-7</b> and noticed following discrepancies are noticed (1 in 12, FSL, 60kg sleepers with rails, laid on 5.4.14):</p> <ol style="list-style-type: none"> <li>LH side throw of switch at ATS is 105mm, needs to be improved.</li> <li>Gauge at ATS is -7mm, Gauge at station no.3 on turnout side is -10mm. Creep at toe of switch is 150mm out of squaring.</li> <li>Cross level (point laid on straight line) is varies from 4RH to 20RH from SRJ to crossing portion, need to be attended on priority.</li> <li>Weld collar painting not done.</li> <li>Laid date of point &amp; station numbers are not painting at prescribed location.</li> <li>Greasing of ERC, Gauge face of the running rail(new rails), turn-in, turn-out portion not done.</li> <li>New rails are not painted.</li> <li>Special bearing plates in switch portion greasing not done.</li> <li>'J' type ERCs with cut liners are not provided at prescribed locations i.e fish plated, Glued joint locations.</li> <li>Spherical washers are not provided at prescribed locations.</li> <li>Ballast clean cushion is 150mm.</li> <li>This point last checked by SSE/P.Way/GNT on 23.4.14 and found cross levels are not tallied with existing readings.</li> </ol>	
<p><b>5.18</b></p>	<p><b>Checked point no.35 at KM 0/2-3</b> and noticed following discrepancies are noticed (1 in 12, FSL, 60kg sleepers with 52 kg rails, laid on 4.4.10):</p> <ol style="list-style-type: none"> <li>Gauge at station no.5, 6 &amp; 7 is -10mm on main line (burr on gauge face of the rail).</li> <li>Cross level (point laid on straight line) is varies from CL to 14RH from SRJ to crossing portion, need to be attended on priority.</li> <li>'J' type ERCs with cut liners are not provided at prescribed locations i.e fish plated, Glued joint locations.</li> <li>Spherical washers are not provided at prescribed locations.</li> <li>Ballast clean cushion is 150mm.</li> <li>One meter fish plates to be provided at ordinary fish plate locations.</li> <li>Squaring of sleepers in switch portion needs to be attended.</li> <li>This point last checked by SSE/P.Way/GNT on 25.3.14 and found Gauge &amp; Cross levels are not tallied with existing readings.</li> </ol>	
<p><b>5.19</b></p>	<p>Rolling in-out staff on BZA end at 16.00hrs while rolling out from Road-4 of Janmaboomi express, Sri Yadagiri Tech-I, Sri CH.Venkateswarlu Tech-I do not have hand book to note the under gear coach/axle/wheel numbers while train is rolling in/out if any defect is noticed.</p>	
<p><b>5.20</b></p>	<p>Ambush check was conducted at LC Gate No.3A between GNT – NBR stations. The details are;</p> <ol style="list-style-type: none"> <li>'Danger' signal was exhibited to the Guard of Train No. 17240 Simhadri Express to</li> </ol>	


	<p>test his reaction and response – Guard / BZA Sri. P. Jacob Babu though noticed the ‘danger’ signal did not make any effort to stop the train and enquire for the reasons; instead he was gesticulating at the Gateman as to why ‘danger’ signal is being exhibited. In this connection, a control message was issued at GNT vide Message No. CSO/SC/19/2 of 19.6.2014 advising the Crew In-charge/GNT not to book the Guard, instead he should be booked as ‘pilot’ back to BZA and to initiate D&amp;AR action against the employee.</p> <p>d. It was also noticed at the same LC Gate that Goods Guard Smt. Mohini Kumari who was working BOX ‘N’ Goods did not bother to look towards the Gateman, <b><u>which is in violation of SR 4.43</u></b>. Even the LP/ALP of the Goods train failed to look towards the Gateman, <b><u>which is in violation of SR 4.41.2</u></b>.</p>																		
<p><b>6.0</b></p>	<p><b><u>Observations on shunting operation in GNT Yard:</u></b></p> <p>a. Train No 12706 Express arrived on PF no 04 with Loco no 30239/WAP7/LGD and same loco was reversed and attached to the same formation.</p> <p>b. All laid down shunting precautions were followed.</p> <p>c. On checking SLR No SC 99727 after detaching the loco, <b><u>it was found that FP pressure was not destroyed fully and gauge was showing 05 KG/CM<sup>2</sup></u></b>. Pointsmen should be counselled to destroy the pressure completely before detaching the loco.</p> <p>d. Train No. 17230 Express arrived on PF No 1 with Loco No 20068/WDP4/KJM was intercepted with 22649/WAP4/RPM and all laid down Shunting precautions were followed by the shunting staff including changing the cab by the Shunter.</p> <p>e. <b><u>Shunters are not given walkie-Talkies sets</u></b> .It should be supplied to all Shunters for better communication to station staff..</p>																		
<p><b>7.0</b></p>	<p><b><u>Rake check at PitLine of Train No 57305/381:</u></b></p> <table border="1" data-bbox="402 1178 1377 1873"> <thead> <tr> <th data-bbox="402 1178 500 1251">Sl.No</th> <th data-bbox="500 1178 727 1251">Coach No</th> <th data-bbox="727 1178 1377 1251">Remarks</th> </tr> </thead> <tbody> <tr> <td data-bbox="402 1251 500 1486">01</td> <td data-bbox="500 1251 727 1486">SC SLR 89726</td> <td data-bbox="727 1251 1377 1486"> <ul style="list-style-type: none"> <li>● No Earth leakage found.</li> <li>● ELU units were not provided.</li> <li>● B/ Van equipment intact.</li> <li>● ACP pulling force 10 kgs.</li> <li>● Bulb not working in luggage portion On NLPD end.</li> </ul> </td> </tr> <tr> <td data-bbox="402 1486 500 1640">02</td> <td data-bbox="500 1486 727 1640">SCGS 93464</td> <td data-bbox="727 1486 1377 1640"> <ul style="list-style-type: none"> <li>● ACP Pulling force 10 kgs.</li> <li>● Seat no 66 emergency window shoot bolt jam – attended</li> <li>● No Earth leakage found.</li> </ul> </td> </tr> <tr> <td data-bbox="402 1640 500 1717">03</td> <td data-bbox="500 1640 727 1717">SCGS 97436</td> <td data-bbox="727 1640 1377 1717"> <ul style="list-style-type: none"> <li>● ACP Pulling force 8 kgs.</li> <li>● No Earth leakage found.</li> </ul> </td> </tr> <tr> <td data-bbox="402 1717 500 1839">04</td> <td data-bbox="500 1717 727 1839">SC GS 03430</td> <td data-bbox="727 1717 1377 1839"> <ul style="list-style-type: none"> <li>● ACP Pulling force 10 kgs</li> <li>● No Earth leakage found.</li> <li>● One ELU unit was not working.</li> </ul> </td> </tr> <tr> <td data-bbox="402 1839 500 1873">05</td> <td data-bbox="500 1839 727 1873">SC GS 97538</td> <td data-bbox="727 1839 1377 1873"> <ul style="list-style-type: none"> <li>● ACP Pulling force 11 kgs.</li> </ul> </td> </tr> </tbody> </table>	Sl.No	Coach No	Remarks	01	SC SLR 89726	<ul style="list-style-type: none"> <li>● No Earth leakage found.</li> <li>● ELU units were not provided.</li> <li>● B/ Van equipment intact.</li> <li>● ACP pulling force 10 kgs.</li> <li>● Bulb not working in luggage portion On NLPD end.</li> </ul>	02	SCGS 93464	<ul style="list-style-type: none"> <li>● ACP Pulling force 10 kgs.</li> <li>● Seat no 66 emergency window shoot bolt jam – attended</li> <li>● No Earth leakage found.</li> </ul>	03	SCGS 97436	<ul style="list-style-type: none"> <li>● ACP Pulling force 8 kgs.</li> <li>● No Earth leakage found.</li> </ul>	04	SC GS 03430	<ul style="list-style-type: none"> <li>● ACP Pulling force 10 kgs</li> <li>● No Earth leakage found.</li> <li>● One ELU unit was not working.</li> </ul>	05	SC GS 97538	<ul style="list-style-type: none"> <li>● ACP Pulling force 11 kgs.</li> </ul>
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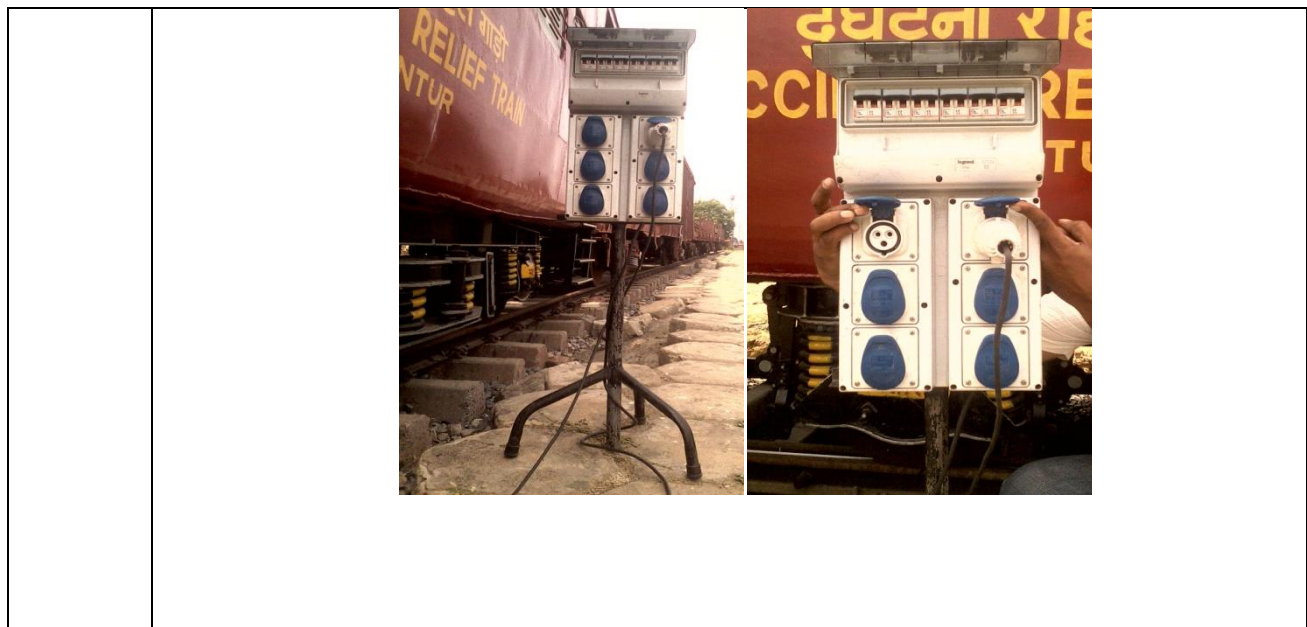
		<ul style="list-style-type: none"> <li>• Seat no 70 e/w bolt jam attended.</li> <li>• No Earth leakage found.</li> <li>• One ELU unit was not working.</li> <li>• Tested chain pull force and found 15 Kg. Same was attended.</li> </ul>
06	SC GS 00454	<ul style="list-style-type: none"> <li>• Earth leakage was checked and <b><u>found Earth leaking in Negative side.</u></b> Same was attended and rectified.</li> <li>• ACP Pulling force 8 kgs</li> <li>• ELU units were not provided.</li> </ul>
07	SC GS 97504	<ul style="list-style-type: none"> <li>• ACP Pulling force 8 kgs</li> <li>• No Earth leakage found.</li> <li>• One ELU unit was not working properly (blinking).</li> </ul>
08	SC GS 99465	<ul style="list-style-type: none"> <li>• ACP Pulling force 7 kgs</li> <li>• No Earth leakage found.</li> <li>• ELU units in working order.</li> </ul>
09	SC GS 89411	<ul style="list-style-type: none"> <li>• ACP Pulling force 8 kgs</li> <li>• No Earth leakage found.</li> <li>• ELU units were not provided.</li> </ul>
10	SC GS 08444	<ul style="list-style-type: none"> <li>• ACP Pulling force 10 kgs</li> <li>• No Earth leakage found.</li> <li>• ELU units in working order.</li> </ul>
11	SC CN 93218	<ul style="list-style-type: none"> <li>• ACP Pulling force 10 kgs</li> <li>• Earth leakage was checked and found <b><u>Earth leaking in Negative side.</u></b> Same was attended and rectified.</li> <li>• ELU units were not provided.</li> </ul>
12	SC CN 08243	<ul style="list-style-type: none"> <li>• ACP Pulling force 8 kgs</li> <li>• No Earth leakage found.</li> <li>• One ELU unit was not working.</li> </ul>
13	SC GN 98419	<ul style="list-style-type: none"> <li>• ACP Pulling force 8 kgs</li> <li>• Earth leakage was checked and found <b><u>Earth leaking in positive side.</u></b> Same was attended and rectified.</li> <li>• ELU units were not provided.</li> </ul>
14	SC SLR 89732	<ul style="list-style-type: none"> <li>• B/ Van equipment checked no deficiencies found.</li> <li>• ACP Pulling force 12 kgs attended and Adjusted to 10 kgs</li> <li>• No Earth leakage found.</li> <li>• Tested chain pull force and found 12 Kg. Same was attended.</li> </ul>

<b>8.0</b>	<b><u>Inspection of Crew Lobby / GNT:</u></b>																																																	
<b>8.1</b>	Gradient Chart provided.																																																	
<b>8.2</b>	Illuminated caution order board <u>not provided</u> .																																																	
<b>8.3</b>	<p><b><u>Following employees were tested ‘Positive’ during Sign ”on/” / “off”</u></b></p> <table border="1" data-bbox="363 449 1425 1157"> <thead> <tr> <th>S. No.</th> <th>Date</th> <th>Name of the Employee</th> <th>Design.</th> <th>”on/” / “off”</th> <th>Quantity of Alcohol</th> <th>D &amp; AR</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>09.3.13</td> <td>Naveen Kumar</td> <td>Gd/GNT</td> <td>OFF</td> <td>8mg/100ml</td> <td>3 months increment(NR)</td> </tr> <tr> <td>2</td> <td>03.10.12</td> <td>S.Venkateswarloo</td> <td>Gd/GNT</td> <td>ON</td> <td>(i)441mg/100ml (ii)40mg/100ml</td> <td>Censure since first case</td> </tr> <tr> <td>3</td> <td>01.3.13</td> <td>V.S.Sekhar Babu</td> <td>ALP/GN T</td> <td>ON</td> <td>14MG/100ml</td> <td><b><u>Punishment cancelled as CFSL report result was negative.</u></b></td> </tr> <tr> <td>4</td> <td>22.7.13</td> <td>APC Rao</td> <td>Gd/GNT</td> <td>OFF</td> <td>6mg/100ml</td> <td>Censured since it was a first case.</td> </tr> <tr> <td>5</td> <td>14.10.13</td> <td>Sk.Mastanvali</td> <td>Gd/GTL</td> <td>OFF</td> <td>54mg/100ml</td> <td>Report sent to Sr.DOM/GTL for further action</td> </tr> <tr> <td>6</td> <td>08.11.13</td> <td>Md.Nazeer Ahamad</td> <td>Gd/BZA</td> <td>ON</td> <td>7mg/100ml 8mg/100ml</td> <td>SF-11 pending</td> </tr> </tbody> </table> <p>a. While checking the BA equipment record on 14.10.13 Sri Jitendra kumar ALP/NDL, Crew ID : 1129 who worked T. No. 56503, was <b><u>tested positive during sign OFF i.e.484 mg/100ml</u></b> at 05.10hrs. Second time BA test was conducted at <b><u>06.12hrs</u></b> i.e., <u>after one hour and found “Negative”</u>.</p> <p>b. On the same date, Sri Mastan Vali, Guard/GTL Crew ID 1129 who worked, T. No. 18464 was <b><u>tested positive while sign ‘OFF’ with 54 mg/100ml</u></b>, second test was conducted at 05.31 hrs i.e., <u>after 17 minutes and found “Negative”</u>.</p> <p>c. <b><u>LP signature was not obtained</u></b> for feedback given through SMS.</p>	S. No.	Date	Name of the Employee	Design.	”on/” / “off”	Quantity of Alcohol	D & AR	1	09.3.13	Naveen Kumar	Gd/GNT	OFF	8mg/100ml	3 months increment(NR)	2	03.10.12	S.Venkateswarloo	Gd/GNT	ON	(i)441mg/100ml (ii)40mg/100ml	Censure since first case	3	01.3.13	V.S.Sekhar Babu	ALP/GN T	ON	14MG/100ml	<b><u>Punishment cancelled as CFSL report result was negative.</u></b>	4	22.7.13	APC Rao	Gd/GNT	OFF	6mg/100ml	Censured since it was a first case.	5	14.10.13	Sk.Mastanvali	Gd/GTL	OFF	54mg/100ml	Report sent to Sr.DOM/GTL for further action	6	08.11.13	Md.Nazeer Ahamad	Gd/BZA	ON	7mg/100ml 8mg/100ml	SF-11 pending
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<b>8.4</b>	<p><b><u>Signal &amp; Track defects Register:</u></b></p> <p>a. <b>Feedback regarding signal and track defects is not given properly. In the place of feedback column it is appropriate to alter as compliance, ‘remarks’ column to be deleted and ‘status’ column to be modified as ‘feedback’ column. But in the “status “column, they are giving feed back as “closed”. Instead of that, Signal / Track defects rectification should be mentioned briefly.</b></p> <p>b. <b>On 13.6.14, LP of T. No. 57652 (RAL-TEL) passed a remark that “between RAL-TEL at KM No 28/14-13, Gate Signal of LC No: 282/E view is obstructed by tree branches. Feedback status is written as “closed”. But the same remark mentioned again on 18.6.14 &amp; 19.6.14.18<sup>th</sup> of June 2014, feedback also came as “closed”.</b></p>																																																	

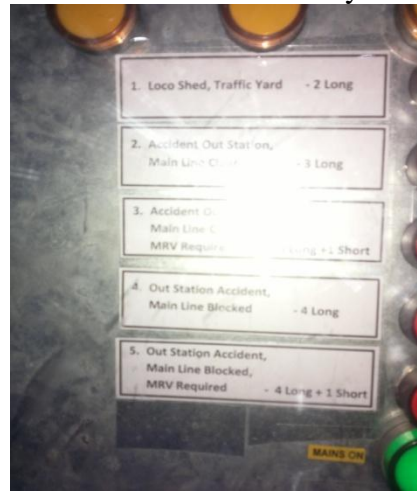
	<p>c. <b>On 13.6.14, LP of T. No. 57207 between RAL-TEL at KM No 2/9-10 near LC No 254, unusual sound experienced by LP, informed to Dy.SS / RAL, feedback status is written as ‘closed’ which is incorrect.</b></p> <p>d. SMS feedback system for Signal &amp; Track Defects available in Crew Lobby Guntur, tested the Demo, found satisfactory. The feedback received after attending the defect should be in detail. At present only one word “closed” is observed. Action taken was not known.</p>																																								
<b>8.5</b>	<p><b><u>Scale check position of GNT Depot:</u></b></p> <table border="1"> <thead> <tr> <th>S. No</th> <th>Category</th> <th>Sanction</th> <th>Actual</th> <th>Vacancy</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Chief Loco Inspector</td> <td>8</td> <td>5</td> <td>03</td> </tr> <tr> <td>2</td> <td>Senior Loco Inspector (Fuel)</td> <td>1</td> <td>0</td> <td>1</td> </tr> <tr> <td>4</td> <td>LP / Mail &amp; Express</td> <td>20</td> <td>16</td> <td>4</td> </tr> <tr> <td>5</td> <td>LP / Passenger</td> <td>48</td> <td>25</td> <td>23</td> </tr> <tr> <td>6</td> <td>LP / Goods</td> <td>59</td> <td>59</td> <td>Nil</td> </tr> <tr> <td>7</td> <td>LP / Shunting</td> <td>17</td> <td>07</td> <td>10</td> </tr> <tr> <td>8</td> <td>ALPs</td> <td>119</td> <td><b>*128</b></td> <td>NIL</td> </tr> </tbody> </table> <p>Note: (i) ALPs position is in excess of the sanctioned strength. (ii) Vacancies to be filled on priority.</p>	S. No	Category	Sanction	Actual	Vacancy	1	Chief Loco Inspector	8	5	03	2	Senior Loco Inspector (Fuel)	1	0	1	4	LP / Mail & Express	20	16	4	5	LP / Passenger	48	25	23	6	LP / Goods	59	59	Nil	7	LP / Shunting	17	07	10	8	ALPs	119	<b>*128</b>	NIL
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<b>8.6</b>	<p><b><u>Staff Grievances Register for SC/ST and General:</u></b> Sri. T. Babu, CLI working as CCC/GNT, Sri. K. Ravi Kumar, Shunter, Sri. B. K. Rao, LP/Passenger, Sri. N. Madhu Babu, LP/Passenger, Sri. B. Sivaiah, LP/Passenger, Sri. K. Kumara Swamy, LP/ Passenger, Sri. K. Prasad, LP/GNT, Sri. A. Nagaraju, Sr.ALP, Sri. P. Chiranjeevi, Sr.ALP, Sri. K. Pothu Raju, Sr. ALP, Sri. K. Bhikaji Naik, Sr. ALP, Sri. P. Santhilal, Sr. ALP, Sri. M. Bhanukrishna Rao, LP, Sri. Puranmal Saini, ALP, Sri. V. Veera Prasad, ALP, Sri. Kamalesh Kumar Ram, ALP, Sri. P. V. Ram, LP, Sri. Rahul Kumar, ALP) <u>genuine problems</u> such as Junior drawing more than senior, TA not paid, etc., <b><u>These type of complaints need to be cleared in time.</u></b></p>																																								
<b>8.7</b>	<p><b><u>Three fire extinguishers are available of which two are not having locking pin.</u></b></p>																																								
<b>8.8</b>	<p>Sri K Potha Raju, Shift CC, who is medically de-categorised was on duty from 12.00 to 21.00hrs. He <b><u>was not doing sobriety test for crew.</u></b> Incoming LP/ALP/Guard they themselves are doing BA test during sign ON/OFF. CC is <b><u>not aware of CMS working</u></b>. He do not know how to read SOBs, Safety circulars in CMS.</p>																																								
<b>9.0</b>	<p><b><u>Inspection of Running Room / GNT:</u></b></p> <p>a. Total 19 rooms are available and each room is having two beds..</p> <p>b. While inspecting linen room, <u>washed bed sheets are not available</u>, only new bed sheets are available. Supervisory staff should check frequently the laundry mechanism, whether they are properly washed or not.</p>																																								

	<p>c. Subsidized meals available for Rs 3/-.</p> <p>d. Sugar should be kept in container instead of keeping it loose.</p> <p>e. <u>One chimney is not working</u> out of two.</p> <p>f. While interacting with crew, LP Sri S Srinivasulu of RU stated that at KAPT station of BZA division while conducting GLP check at night time inadequate lighting at KAPT yard.</p>
<b>10.0</b>	<p><b><u>Inspection of Coaching Depot:</u></b></p> <p>a. <b>Stock of footsteps was not available.</b></p> <p>b. In the pit line, <u>scotch blocks are not available.</u></p> <p>c. <u>Old pit line not having lighting facility.</u></p> <p>d. Drainage <u>outlet facility to be maintained</u> properly.</p>
<b>11.0</b>	<p><b><u>Inspection of MIX Cabin:</u></b></p> <p>a. Sri. Ramana Murthy, Dy.SS was on duty in uniform and in possession of valid competency certificates.</p> <p>b. No Pointsman is posted to work at the Cabin <u>though it is mentioned in the Appendix “D” of SWR.</u> Posting of Pointsman is <u>very much essential at this Cabin for the following reasons;</u></p> <ul style="list-style-type: none"> <li>• <u>All trains run through this location and exchanging of ‘all-right’ signals with crew from both sides (i.e., from cabin side and from non-cabin side) is necessary as a safety guideline.</u></li> <li>• Secondly, the upkeep of the Cabin is totally disregarded.</li> <li>• Thirdly, in case of any point / signal / block / track circuit failures, the CASM is the only agent to ensure correct setting, clamping and padlocking apart from preparing and delivering the train passing document.</li> <li>• There were cases when CASM left the Cabin to deliver PLCT to train which stops ½ KM beyond the Cabin while coming from VJA station, some outsiders entered the Cabin and looted the costly belongings such as mobile phone, wallet, etc.,</li> <li>• Finally in order to minimize the detention to trains, it is essential to post a Pointsman at this location.</li> </ul> <p>c. Advertisement Board iron structure was erected in front of the cabin and adjacent to the Flyover. Recently due to heavy winds, it has fallen on OHE mast and damaged the OHE equipments on 12.06.2013 at 0245hrs. Divisional Authorities to approach the Municipal Authorities for shifting the same to prevent such unusual incidents.</p> <p>d. Toilet provision is at the ground location where there is no water and water tank. Division shall consider the construction of a water tank above the toilet portion or shift the toilet portion to upstairs.</p> <p>e. As per Para 2.2 of SWR, adjacent stations are mentioned as GNT &amp; VJA; <b><u>but trains to / from REP are also dealt from this location which are not mentioned.</u></b></p> <p>f. There are certain shunt movements such as arranging window-trailing to IC via this triangle, loco movements, etc., and during period it is seen that such movements shall be treated as train movements and full entries in TSR shall be made treating it as train which is presently not done.</p> <p>g. <b><u>Officer’s Inspection Register:</u></b> Sr.DOM/GNT and DOM/G/GNT have conducted inspection on 17.01.13, 19.04.14 respectively. Sr.DSO/GNT has inspected on</p>

	<p>04.12.12. No Operating Officer inspected for the last 15 months duration. It is advised that DOM/G/GTL &amp; other Operating Officers to conduct inspection at cabins frequently to check alertness of staff.</p> <p><b>h. TI's Inspection Register:</b> TI/GTL has conducted regular inspection on 12.04.14, safety inspection on 10.03.14 &amp; 09.05.14. The regular inspection/ night surprise inspection on 04.06.14.</p>	
<b>12.0</b>	<b><u>Inspection of ART:</u></b>	
17.1	<p>Nominated Engineering staffs are not getting BD Allowance on par with other Departments like C&amp;W, Electrical, S&amp;T departments. Divisional Authorities need to take initiation for getting the same. (this was also brought out during the last safety audit inspection 3 years back.</p>	
17.2	<p>Airtel Signal strength is weak in DMT-GZL section from KM216- KM 234, GZL-NDL section from KM242-KM246, CBM-SDV section KM182-KM188, MRK-CBM section KM 136, 139 &amp; KM147-KM149, STUR-SAB section at KM40. Divisional authorities need to take action to improve the same for easy communication especially in emergency.</p>	
17.3	<p>Rail (52kg)-4nos, Rail(60kg)-20nos only available in BFR out of 80Nos (40+40).</p> <ul style="list-style-type: none"> <li>• Point switches either 1 in 8 ½ or 1 in 12 are not provided.</li> <li>• IRS pad plated sleepers (52kg)-300nos available out of 800nos.</li> </ul>	
17.4	<p>In Electrical coach no.80273, fire extinguisher <u>only one available</u> that too over due for refilling from 9.5.12 and discharge pipe is not available.</p>	
17.5	<p><b><u>Electrical Observations:</u></b>  Checked the equipments in ART and found all the standard tools &amp; equipments are available.</p> <ul style="list-style-type: none"> <li>i. DG sets of 15 KVA &amp; 1.5 KVA were switched ON and tested on load.</li> <li>ii. Portable distribution/switch boards “IP 44 weather proof parallel mounting sockets and straight plugs” containing 6/4 nos of 16 A, 2 pole MCBs and 3 pin sockets are available in ART, which is water proof and can be used in rainy conditions. Same type of boards may be procured by other divisions for ART’s.</li> </ul>	



“Synchronisation of Breakdown Sirens” i.e., at DRM’s office, Guntur Railway Station & North Cabin/GNT was done, which works on GPS based system.




17.6 **Mechanical Observations:**

- a. General upkeep of ART interiors is good and all equipment is stacked in a proper manner.
- b. It is noted that ART siding line is skewed and placed on new line for which **watering arrangements and pathways are not provided till date.** The same to be expedited.
- c. Checked the diary weekly, quarterly schedule statements and found all are up to date. In this connection, Shri G.V.V. Satyanarayana, C&W/GNT was examined for proper knowledge of schedule attention.
- d. Testing of wire ropes was being done by staff of LGDS on site and a certificate is issued. The same was checked and same up to date.
- e. 5 nos. of different sizes of wire ropes available in ART are inspected and found intact. Staff of ART is not aware of the purpose for which 2 nos. of wire ropes are



	<p><u>used</u>. All staff should be aware of the purpose of use for all equipment of ART.</p> <p>f. AMC for HRE equipment is in vogue with M/s. Premier India Agencies, Visakhapatnam. All the AMC attention forms are checked and found that at some places, <u>details are not filled up</u>. The same to be ensured during AMC attention.</p> <p>g. Dragon lights were checked and found in fully charged and in good working condition. A Register should be maintained for recording the dates of periodical charging of dragon lights</p> <p>h. Load testing was conducted on 70 T hydraulic jack up to a load of 28 T and found in good working condition. It was re-advised that some ‘safety cage’ should be designed and developed so that in case the spring breakage is there during load testing splinters/broken pieces do not injure the staff.</p> <p>i. Petrol driven chains was tested and same was operated by Shri B. Koteswara Rao, SSE/ART/GNT and found in good working condition.</p> <p>j. Gas cutting work was demonstrated by 2 staff of ART – Shri Sk. Ghouse Sharief and Shri. Suresh Kumar. Both have performed the job satisfactorily. 5 staff of ART are trained in gas cutting work.</p> <p>k. The working of pulling device equipment in ART is demonstrated and found in good working condition. The working of Tirfor equipment was tested and found good working condition.</p> <p>l. <b>Rail skate demonstration (Seized Roller Bearing Gadget):</b> A drill was held to assess the response time of ART staff in assembling the rail skate and making it ready. The work was done in a synchronized manner involving 10 staff members within a short period of 15 minutes. A group cash award of Rs.2000/- is sanctioned for the good team effort put up by the group.</p>
17.7	<p><b><u>S&amp;T Observations in ART:</u></b></p> <p>a. Checked ART at Guntur. All the equipment is available as per defined list &amp; found in working condition.</p> <p>b. AMC for V-Sat to be finalized by Dy. CSTE/PRS/SC.</p> <p>c. Ground based tower with base transceiver system (BTS) to be installed for non coverage areas of Guntur division. The dark zone of GNT-NDL section from KM 218-231 in DMT- CMZ &amp; KM 231-234 in GZL-CMZ block sections are remaining in dark zone.</p>
13.0	<p><b><u>Engineering Department observations:</u></b></p> <p><b>Following locations special attention needs to be required:</b></p> <p>a. Road No.6, distance pieces are missing. Low joints needs attention.</p> <p>b. Avoidable fish plate joints needs to be welded and one meter fish plates to be provided in yard especially in Points &amp; Crossing locations.</p> <p>c. Perished wooden sleepers to be replaced in isolated locations.</p> <p>d. Point No.39A LH tongue rail needs to be recondition/replacement.</p> <p>e. Road No.6 &amp; 7 seized ERCs (nearly 25%), broken PSC sleepers (continuous) on PF side, wooden sleepers are need to be replaced. Low fish plate joints need to be attended.</p> <p>f. Clean cushion to be improved in Points &amp; Crossing locations.</p>

13.1	Rail closure pieces on main line & yard portion needs to be removed. (Point No.44B ahead of crossing joint, LH side SRJ of Point No.10A.	
14.0	<b><u>GNT Station – Electrical observations:</u></b>	
14.1	LED based inspection lights are provided on vertical poles which supports the coach watering water pipe line between platform 5 & 6. The lights have to be shifted upwards to prevent dripping of water on it.	
14.2	Ladies waiting hall on Platform no. 4 & 5 was inspected and found no earth wire in the 3 pin sockets. It was advised to check and ensure that all the sockets on platforms are connected to earth wire.	
14.3	The restaurant on PF 4 & 5 was checked and noticed that no colour coding of wires is used i.e., green colour wire for earth and different colour wires for phase & neutral. The wires in the main junction box to be dressed up. It was advised to ensure wiring with different colour wires, for easy identification.	
14.4	The switchboard panel in Switch room at PF 4 & 5 is not having marking on individual feeder circuit. Same has to be painted with name of load on each feeder switch, for easy identification and switching ON / OFF of the particular circuit/load during emergency.	
14.5	At one end of the platform 3 earth pits are available and their earth resistance is 4 ohms, it was informed that the earth pit available on platforms got buried due to raising of platform level. Hence, new earth pits to be provided and connected on platforms.	
14.6	It is also advised to check the earth connections in four major stations of GNT division within next 10 days and ADEE/GNT shall send compliance to HQ.	
14.7	The connections are not done by using the available terminal board in junction box of one of the platform lighting pole. Same may be checked in all the poles on platforms and ensure proper connections with terminal boards, fuse & earth continuity.	
14.8	One water cooler available on platform checked and found timer is available which automatically switches OFF the cooler from 23.00 hrs to 06.00 hrs.	
14.9	Noticed 3 KW LED fittings are provided near subway on platform 2 & 3.	
15.0	<b><u>Inspection of sub-station:</u></b>	

15.1	Oil temperature indication meter of both transformers not working.
15.2	The jumper connection of unused circuit on structure to be removed.
15.3	Out of two Havells make Air circuit breaker of transformers, one is defective. It should be got repaired immediately as in case of failure of the other circuit breaker also, the supply cannot be switched ON.
15.4	There is an error in earth resistance values painted on earth pits, same be again checked, recorded and painted on earth pits correctly.
15.5	One switchboard panel available was checked and noticed that the Ammeter & KWH meter is not connected in circuit. Ensure that all the meters are connected in circuit.
15.6	The DCP type fire extinguisher of 75 kgs is to be relocated such that it may be easily shifted in case of emergencies for use.
15.7	It was instructed to prepare a line diagram of complete power supply arrangement and loads indicating the current settings of outgoing feeders, capacity of circuit breakers and switches, etc.
<b>16.0</b>	<b><u>Inspection of Railway Hospital:</u></b> Two nos. of Solar power supply arrangement is provided at the hospital (Medical store & Minor Operation Theatre), each one of capacity of 1 KW. The change over switch positions shall be painted for identification, i.e. Normal supply & Solar power.
<b>17.0</b>	<b><u>Inspection of Test Room Guntur:</u></b> The datalogger room is renovated. Checked data logger logics from test room for relay room opening and SM's key availability for PRCA way side station & found in good working condition.
<b>18.0</b>	<b><u>Engineering Observations:</u></b>
<b>18.1</b>	<b><u>Jurisdiction board for Sr.DEN/N and DEN/West:-</u></b> Recently some modifications were carried out to GNT yard and a new cross over between up and down lines were introduced on the KCC end. The new cross over is falls under jurisdiction of Sr.DEN/N and rest of the yard under DEN/West/GNT. The jurisdiction board to be suitable shifted to ensure the entire yard falls within the jurisdiction of DEN/W/GNT, so that no critical structure is left unattended.
<b>18.2</b>	<b><u>Point No.44 B up:-</u></b> Checked the point and readings are entered in TMS. The wear on the newly laid crossing is about 3.5 mm, appears quite high. <b>Gauge and cross levels needs correction in the lead portion.</b>
<b>18.3</b>	<b><u>Curve between KM 0/37-31 on Up line:-</u></b> One LH and RH curves exist on Up line not reflected in the Curve Register. <b>They need to be brought under the Curve Register and corrections as required to be</b>

**attended.**

Checked the above Curves at KM 0/37-31 on GNT Yard, the readings are as follows:

ST W	V	G	SE	ST W	V	G	S E
0	-	-3	-20	1	7	-2	24
1	3	-3	-16	2	88	-3	14
2	18	-2	-14	3	160	N	24
3	10	-2	3	4	170	+3	28
4	5	-2	4	5	110	+3	42
5	16	-5	8	6	80	+2	44
6	24	-2	-10	7	90	-3	46
7	22	-3	14	8	90	N	32
8	43	-2	4	9	05	-10	16
9	92	N	6	10	0	-8	14
10	120	+15 *	6				
11	150	+12 *	CL				
12	110	+3	6				
13	95	+4	2				
14	96	+13	-4				
15	70	+5	-4				

LH Curve  
RH Curve

\*Attended on 19-6-14 by SSE/DKD

**There is possibility for smoothening the above curves by shifting one OHE mast at KM 0/32 . The sharpness of the curves can be temporarily attended as discussed at site in the meanwhile.**

<b>18.4</b>	<b>Checked Point No.41 at KM 0/27-25-</b> Fish plated joint near heel of crossing and next to glued joint need to be eliminated.
<b>18.5</b>	<b>North Cabin:-</b> Inspected North cabin for compliance to Joint inspections of Points and Crossings and perusal of Signal Failure Register. Compliance to Joint inspection is upto date except for the latest inspection done on 13-06-2014. No signal failure contributed due to the Engg. After 16-02-2013. Earlier there were a few failures recorded due to submergence of track. The drainage issues are sorted out and since then.
<b>18.6</b>	<b>Yard Drainage:-</b> There is no drainage problem at present. However, open drain between Road 1 & 2 found choked with slush from apron washing. It needs periodical cleaning.
<b>18.7</b>	<b>Old ART siding at KM 0/29 B- 0/45 B:-</b> This needs strengthening by TSR(S) and properly ballasted.
<b>18.8</b>	<b>Cross over between Point No.10 B-11B:-</b> To be checked for overall length and alignment & surface rectified.

<b>18.9</b>	<p><b><u>Inspection of NLPD Yard:-</u></b> This yard inspected earlier on 21-03-2014 by the undersigned. Under para 2.6 of the inspection notes, attention to the entire ladder of points between KM 4/2-6 was advised. Compliance for the above inspection notes received on 01-05-14.</p> <p>Checked the quality of attention done today i.e. on 19-6-14</p> <p>(i) Ladder of points connection with main lines – 27 to 30 Cross over Points and</p> <p>(ii) ladder of points from 2<sup>nd</sup> loop leading to goods lines through Cross overs 32 to 36.</p> <p>Attention is satisfactory with substantial improvement. The repairs to sand hump masonry is in progress.</p>
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**No. Safety. 195/BI-MSA/3/2014/GNT**

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