

**BI-MONTHLY SAFETY AUDIT INSPECTION OF MANUGURU &
CHADRACHALAM ROAD STATIONS OF SECUNDERABAD DIVISION FOR THE
PERIOD SEPTEMBER & OCTOBER 2014**



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF
MANUGURU & BHADRACHALAM ROAD STATIONS OF SECUNDERABAD
DIVISION FOR THE PERIOD SEPTEMBER & OCTOBER 2014**

S. No.	Para	Subject / Topic	Action for rectification
1	1.7	At Manuguru station, there are two sanctioned works under Traffic facility, which are yet to be taken up. The works are as follows: PB No.79 of 2014-15: MUGR – Additional loop line. PB No.2013-14: Signalling arrangements in connection with provision of motor operated panel.	DRM/SC COM CSTE
2	2.0 (c, d, f)	Daily testing of BA Equipment is done by outsourcing person. Though one Goods Guard did not sign 'off', his name was appearing in the record of Running Room. There was variation in the result of BA Equipments when checked at MUGR.	DRM/SC COM CEE
3	3.0	There are large number of block instrument failures. This is serious. Needs to be investigated in detail for corrective action.	DRM/SC COM CSTE
4	4.0 (b, d)	<u>Loading of coal on Road No.4 of MUGR:</u> When the rake is moved after loading, the speed of the train should be 40 KMPH upto the next in-motion weigh bridge location since the rake is not weighed as per JPO on freight trains. On scrutiny of the records, it was seen that the Station Operating Officials have not issued any Caution Order restricting the speed to 40 KMPH and no basic record is maintained to that effect which is a serious failure.	DRM/SC COM
5	7.0	<u>Safety Meeting Register / MUGR:</u> It was observed that all the staff are not acknowledging, nearly 30% of the staff are not signing the register.	DRM/SC COM
6	11.0	<u>Joint Inspection of Points & Crossings Register / MUGR:</u> Certain deficiencies were noticed such as; SSE/P.Way/BDCR is not signing after attending the defects in compliance column. Throw of switch varies in most of the points (Point no.105, 106, 107 & 108) is varying from 88mm to 96 mm against 95-115mm. Cross checked the readings at field-level and found in point no.101, throw of switch 92mm, LH side setting only one sleeper. <u>But compliance written against these items are 'attended'.</u> Packing for both sides switch floating done on Point No.105 which is a joint work with Engineering department was attended 28.07.2014 without any disconnection.	DRM/SC PCE CSTE

7	14.0	It is noticed that train watering arrangement has been provided in MUGR yard and the same is not being used. It is not understood why there was a need for provision of watering arrangement at MUGR when adequate watering arrangement is already available at BDCR.	DRM/SC CME
8	20.0	<u>Need for Interlocking arrangements for system improvement at MUGR :</u> a. Though the station is having multi-aspect colour light signals, <u>it is noticed that there is no Calling-on signal provision.</u> b. <u>Secondly, for key-locked points,, it is time for the Division to plan for electric point machine and improve interlocking facility.</u> c. <u>Running express trains with key-locked points is not desirable.</u> d. <u>Provision of Calling-on signal below FSS will go a long way in minimizing time and increasing safety during failure of Home Signal.</u> e. <u>At the same time, Division may plan for panel interlocking and make all four running lines provided with track circuit / axle counter.</u>	DRM/SC COM CSTE PCE
9	22.0	<u>At MUGR station , it was noticed that the SMs are ignorant of basic shunting instructions and none of them have followed the SWRs.</u> Division to sensitise the SMs, LPs & Guard.	DRM/SC COM
10	23.0	<u>Pilot ‘out’ / ‘in’ memo at MUGR:</u> It was noticed that the SMs are not keeping any record of having given these memos which is in violation of SWR. Acknowledgement of LP/Guard is not taken. There is every chance of committing a mistake when “record” copy is not kept. Division to rectify this and submit a detailed report duly taking up the responsible for the failures.	DRM/SC COM CME CEE
11	27.0	<u>TI’s Inspection Register:</u> TI/BDCR is not having the knowledge about schedule of inspections & their periodicity. He has not conducted Regular inspection & Night surprise inspections.	DRM/SC COM
12	28.0	<u>Officers Inspection Register:</u> Last inspection conducted by Sr.DSO/SC safety team was on 28.03.14. <u>Operating Officers Inspections:</u> Except DOM/G/SC, no other Divisional Operating Officer has conducted the inspection at MUGR.	DRM/SC COM
13	31.0	<u>Rear-window inspection between MUGR – BDCR:</u> Track on the Girder Bridges in this section is having sags. This need to be attended on programmed basis (Girder Bridge no.153 at k 101/8-10 sag, Bridge at KM 86/9-10, Bridge No.86, 85, 84 in KM 67 & 145). All the girder	DRM/SC PCE

		bridges are required to be lifted by providing thicker bed blocks, so as to eliminate sag.	
14	35.0	<u>Inspection of Bridge No.94 (11x18.30m)</u> a. Alignment on second span i.e., end of the first span needs to be attended. b. In centre of bridge, scour around the piers, suitable protection around the piers to be provided in view of safety. Also, stability check of well foundation may be done with well depth exposed condition.	DRM/SC PCE
15	36.6	Earth point in 3 pin socket tested and found not working at Gajulagudem station. Wiring of station building is in damaged condition. Same may be replaced with new wiring.	DRM/SC CEE
16	36.8	<u>Signal Failure Register at Gajulagudem:</u> Failure rectification time is high (100 to 260 minutes). Block instrument failed twice within a span of 24 hours. Further, there were 5 failures which <u>should have been properly studied / analysed for the actual cause of failure instead of passing a simple remark ‘no staff attended’ / ‘automatically rectified’.</u>	DRM/SC CSTE
17	36.15	<u>Joint Inspection of Points & Crossings Register at Gajulagudem:</u> Most of the defects are noticed in KTPS Siding points which are available in GLE yard. Point No. 20A, 20B, 18 A, 13A, 15A, 15B, 16A & 16B are maintained by KTPS Siding authorities and Point No.13B, 15KL, 14A, 14B, 17A, 17B & 18B are maintained by Railways. The deficiencies noticed were not attended. No joint inspections and no inspection reports	DRM/SC PCECSTE
18	36.16	In Point No.18B at Gajulagudem – ‘RH switch floating’ defect mentioned in 4 th quarter inspection conducted in 2013 (9.12.13) and were attended on 30.12.13. Further same defect mentioned on 7.3.14 but not attended and same was found ‘good’ in next quarter inspection. How it was found ‘good’ without attending is not understood. Similarly ‘LH/RH stock rail burr to be cut’ was mentioned in 1st quarter inspection but not attended till date and the same was found ‘good’ in next quarter inspection .	DRM/SC PCE/CSTE
19	37.4	<u>Traffic LC Gate No.17A between Home Signal and top point of BDCR:</u> Though this LC Gate is within station stop signals, the manning is done by Engineering Department instead of Traffic Department.	DRM/SC PCE COM
20	37.11	<u>Inspection of Points & Crossings at BDCR:</u> The quality of joint inspection of Points & Crossing	DRM/SC PCE

		appears to be casual. There are number of avoidable joints in BDCR yard and the same should be welded and all run through lines to be provided with LWRs. It is seen that the turnouts were laid in 2004 and from that time, rubber pads and slide chairs have not been changed (Gauge tie plates, special bearing plates in switch portion are corroded and GR pads in leading & crossing portions are crushed / missing). All the turnouts to be attended by carrying out deep screening and replacing rubber pads and slide chairs duly providing 10 mm thick rubber pads in crossing portion	
21	38.1	One Goods Guard and one ALP <u>were tested positive while sign 'on'</u> . It was noticed that in both these two cases, the Crew Lobby Supervisor conducted the BA test thrice instead of two checks.	DRM/SC CEE
22	44.0	Foot plate inspection between BDCR-KZJ section: BTPD, TPY, CMW& KRA "Calling-ON" boards are in faded condition, to be changed. At KM 459/23-21 T/Loop board view obstructed by tree branches. Between KM 420 – 418 (Kesamudram – Intekanne stations), fishplates are removed for tamping. <u>No SR has been imposed. As per extant instructions, this requires an SR of 50 KMPH.</u> VCD of Loco No. 28618 WAG-7 was tested at KM 385 and found to be working effectively. The train stopped at KM 385/3-5.	DRM/SC PCE CSTE CEE

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Para	Subject / Topic
1.0	Inspection of MUGR:
1.1	Sri.D.Veerabadram, Dy.SS and Sri.K.Suresh, Sri S.Rajender & Sri.Somaiah Pointsmen were in uniform and in possession of valid competency certificates including Electrical Isolator operated related certificates.
1.2	Manuguru station is a 3 road station equipped with 12 slide SM slide and indication panel with locally operated key locked points on Badrachalam road end of the yard. Other end points are free and non-interlocked. Manuguru to Badrachalam Road section is provided with MAACL Signaling. All the running lines are track circuited.
1.3	Two Tail Lamps in the essential equipment are <u>not in working condition</u> .
1.4	AT switch panel checked and found phase to earth 225 V and neutral to earth 1 V. Load current on AT supply 3.9 Amps.
1.5	High voltage traction caution boards are available. One advertisement board provided at the entrance of SM office is having a joint in the supply cable. Same may be replaced with new cable.
1.6	Station building earth testing register checked and found earth values are not updated. Earth pit of CLS panel tested and found 2.65 Ohms. This is within the specified limits.
1.7	At Manuguru station, there are two sanctioned works under Traffic facility, which are yet to be taken up. The works are as follows: PB No.79 of 2014-15: MUGR – Additional loop line. PB No.2013-14: Signalling arrangements in connection with provision of motor operated panel.
1.8	Key locked points 107,106 and 105 are tested for 5 mm obstruction test and responded correctly.
1.9	B type lightening protection is not available at the incoming power supply.

1.10	The cable meggering register checked and found that last cable meggering carried out on 14.06.14. The defective cables are yet to be replaced.																				
2.0	<p>Inspection of crew booking at station:</p> <p>a. Outsourcing person Sri Purushotham is available for booking the crew. He was not having ID card of out sourcing agency.</p> <p>b. CMS (Kiosk) not available.</p> <p>c. Daily testing of BA equipment was done by the outsourcing person and not by the Dy.SS/MUGR. In the register also, outsourcing person was signing which is incorrect. SS/MUGR Sri. Devasahayam do not know how to conduct the testing of BA equipment. He should be counseled suitably along with other Dy,SMs.</p> <p>d. While checking sign ‘off’ register, it is noted that Goods Guard Sri D. Srikanth/KZJ has not actually signed ‘off’, but his name was recorded in (MUGR) Running Room record.</p> <p>e. Sign ‘on’ / ‘off’ prescribed register not available. In that register section, spectacles wearing or not, if using, DV/NV or Bi-focal etc., columns are not available. Prescribed book to be provided.</p> <p>f. While testing BA equipment during inspection,</p> <table border="1" data-bbox="375 1215 1432 1608"> <thead> <tr> <th>S.No</th> <th>Date</th> <th>Time</th> <th>BA equipment number</th> <th>Percentage (%)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td rowspan="4">21.10.14</td> <td>09 19hrs</td> <td rowspan="2">A200943</td> <td>189mg/100ml</td> </tr> <tr> <td>2</td> <td>09 21hrs</td> <td>229mg/100ml</td> </tr> <tr> <td>3</td> <td>09 19hrs</td> <td rowspan="2">A202015</td> <td>117mg/100ml</td> </tr> <tr> <td>4</td> <td>09 21hrs</td> <td>138mg/100ml</td> </tr> </tbody> </table> <p>Note:-Different readings are recorded for the same equipment. Division shall check the calibration of the equipment.</p> <p>g. Approximately, 10 LPs are doing sign “off” per day, but most of the LPs are not passing any remark in the Signal, Track defect register. Even, if there are no</p>	S.No	Date	Time	BA equipment number	Percentage (%)	1	21.10.14	09 19hrs	A200943	189mg/100ml	2	09 21hrs	229mg/100ml	3	09 19hrs	A202015	117mg/100ml	4	09 21hrs	138mg/100ml
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	<p>remarks ‘nil’ remarks need to be passed by them.</p> <p>In signal & Track defect register for this month, only one LP had passed the remarks (on 2nd, 8th, 9th, 14th, 16th, 20th and 21st). From 3rd to 7th, 10th to 13th, 15th, 17th to 19th nobody has passed any remark including ‘NIL’ remark.</p> <p>h. BA Equipment S.No. A 202015, at times while switching ‘ON’, Display is not clear which needs to be replaced.</p> <p>i. Spare BA Equipment S.No A 202020 was used for testing purpose only, same to be used alternatively so that both the BA equipment will be in effective usage.</p>
<p>3.0</p>	<p><u>Signal Failure Register:</u></p> <p>a. On 11th October 2014, from 22.26 to 22.50 hours, block instrument failed between MUGR – AWM stations after 57626 and the remark passed by S&T Branch Officials was “no staff attended”.</p> <p>b. On 10th October 2014, from 21.35 hours to 00.27 hours, the same block instrument failed and 3 trains were dealt on PLCT. The remarks passé by S&T Branch Officials was “since the train was received on unsignalled line (Road-4)”. <u>In this connection, Division need to explain as to why the block instrument should fail when train is admitted on unsignalled line? The Division should also rectify the circuit, if needed and avoid PLCT working as far as possible.</u></p> <p>c. On 23rd August 2014, from 22.37 hours to 23.50hours, the block instrument failed and the remark passed by S&T Officials was “no staff attended”.</p> <p>d. On 16th July 2014, from 04.45 hours to 08.50 hours, S-1 track failed and the remark passed by S&T Officials was “no fault found”.</p> <p>e. On 1st June 2014, between 22.15 to 23.52 hours, block instrument failed and the remark passed by S&T Staff was “Rail cut by Engineering Staff”. It is <u>needed to be investigated as to why the Engineering Department Officials cut the rail during night at 23.00 hours and cause block instrument failure.</u> Division shall investigate the actual cause and take up with the defaulters.</p> <p>f. On 20th August and 3rd September 2014, block instrument between MUGR – AWM stations failed due to the reason that “<u>Engineering Trolley</u>” – uninsulated trollies are placed in track circuited area by PWI. It is the responsibility of PWI to ensure that insulated trollies only are placed on track in track circuited area and the insulation should be checked and certified by S&T Official once in 6 months as per SR 15.24.2.4.</p> <p>g. On 10th May and 12th May 2014, Advanced Starter Signal failed. The remark passed against the failure on 10th was ‘regulator fault’. If at all the regulator is attended or replaced, why the same failure should repeat on 12th May 2014? S&T Department Officials need to analyse and investigate such repeated nature of faults within a short period which may due to improper maintenance.</p>
<p>4.0</p>	<p><u>Loading of coal on Road-4 of MUGR:</u></p> <p>a. Loading of coal takes place on Road-4 of MUGR station.</p>

- b. When the rake is moved after loading, the speed of the train should be 40 KMPH upto the next in-motion weigh bridge location since the rake is not weighed as per JPO on freight trains.
 - c. The last rake that was loaded and moved was on 17th October 2014 from this station.
 - d. On scrutiny of the records, it was seen that **the Station Operating Officials have not issued any Caution Order restricting the speed to 40 KMPH and no basic record is maintained to that effect which is a serious failure.**
 - e. **On 9th June 2014, SR of 40 KMPH was written and given in T. 806 (Shunting Order). It is totally incorrect to write the speed restriction in Shunting Order instead of T.409 (Caution Order). It is also not understood as to how the LP accepted that document instead of demanding correct train passing document. Secondly, the Shunting Order does not contain the destination upto which the SR has to be followed.**
- Division shall take appropriate action for rectification and ensure that SR of 40 KMPH is issued in T.409 for all rakes (that are loaded and started from Road No-4 of MUGR) upto next weighment location.**

5.0

Rake check:

Stable Load of 17026 (MANUGURU Express) on Road-3:

- a. Rake was stable along with Loco No 30274/WAP7/LGD.
- b. Rake was secured on both sides with chains and wedges and also Loco was secured with Hand brake and wedges.
- c. All the shutters and doors were closed.

Sl. No	Coach No.	Remarks
01	SC SLR 99737	Hand brake was applied and Fire Extinguisher No 4244 in BV equipment was over due on 15/05/14.
02	SC GS 12474	Under gear items were checked and found Ok
03	SC GS 13416	Under gear items were checked and found Ok
04	SC GS 14401	Under gear items were checked and found Ok
05	SC CN 13237	Under gear items were checked and found Ok
06	SC CN 13230	Under gear items were checked and found Ok
07	SC CN 13239	Under gear items were checked and found Ok
08	SC CN 13244	Under gear items were checked and found Ok
09	SC CN 13242	Under gear items were checked and found Ok
10	SC CN 13233	Under gear items were checked and found Ok
11	SC CN 13246	Under gear items were checked and found Ok
12	SC CN 13227	Under gear items were checked and found Ok
13	SC ACCW 12065	Under gear items were checked and found Ok
14	SC ACCN 99114	Under gear items were checked and found Ok
15	SC GS 13421	Under gear items were checked and found Ok

	16	SC GS 12499	Under gear items were checked and found Ok
	17	SC GS 14407	Under gear items were checked and found Ok
	18	SC SLR 93745	Hand brake was applied and BV equipment is intact.
6.0	Weather Warning Message Register: Weather Warning Messages were handed over to the Engineering Officials. It was noticed that time of handing over the messages was not entered after receiving the message by them. OHE and S&T officials may also be advised as per DM guidelines for their preparedness to meet any vulnerable situation.		
7.0	Safety Meeting Register: It is being conducted every month on the Rule of the month circulated by the Division. <u>It was observed that all the staff are not acknowledging, nearly 30% of the staff are not signing the register. SS/MUGR should make efforts to obtain the signature from all the staff working under him after explaining the contents to them.</u>		
8.0	Stabled Load Register: <u>It should be maintained as per the guidelines duly indicating departure particulars of the load.</u> GLP memo book need be supplied to the stations as advised by Operating Branch-HQ vide Lr.No.T.411/P/1/Vol.VIII of 27.12.2012. In the stabled load register Guard and LP signature columns needs to be provided and their signature should be obtained.		
9.0	<u>Relay Room Key Register:</u> The pro-forma used in the register is old and not in conformity with the pro-forma given under Annexure 'B' of Appendix XIII of G&SR. It is necessary that the pro-forma shall contain the column for 'reasons of taking the relay room key'.		
10.0	<u>Caution Order:</u> a. It was noticed that daily record of master copy of Caution Order as per Para 13 of Appendix I of G&SR is not maintained. b. Some loose sheets of caution order copies are kept in one file in which copies of several days are missing which is basic failure of SMs and other Inspecting Officials in not ensuring the laid down precautions. c. Record Copies issued to the un-weighed rakes are not available.		
11.0	<u>Joint Inspection of Points & Crossings Register:</u> a. Joint Inspection of Points & Crossing done on 10.3.14 for 1 st quarter, on 14.6.14 for		

	<p>2nd quarter & on 18.10.14 for 3rd quarter and following discrepancies are noticed:</p> <ul style="list-style-type: none"> • SSE/P.Way/BDCR is not signing after attending the defects in compliance column. • Throw of switch varies in most of the points (Point no.105, 106, 107 & 108) is varying from 88mm to 96 mm against 95-115mm. <p>b. Cross checked the readings at field-level and found in point no.101, throw of switch 92mm, LH side setting only one sleeper. <u>But compliance written against these items are ‘attended’.</u></p> <p>c. Packing for both sides switch floating done on Point No.105 which is a joint work with Engineering department was attended 28.07.2014 without any disconnection.</p>
12.0	SEJ at KM 103/9-10 on Road no.1, 2 & 3, <u>reference pillars are missing</u> & particulars boards not provided. Tongue rails should be adjusted to the standard drawing.

13.0	<p>General condition of Turnouts in the yard is satisfactory. However, attention for the following may be done:-</p> <ol style="list-style-type: none"> a) Rubber pads in turnout area to be changed after every 2-3 years. b) 10mm thick Spl. Rubber Pads to be provided in the crossing area. c) Stretcher bars to be fixed properly. d) Welding of tongue and stock rails at the heel of switch to be ensured. e) Point no.105 (laid on 04/2007), GR pads needs to be replaced. f) Point no.101 crossing gaps are 10, 2, 4 & 4mm instead of ‘zero’. Point approach towards siding side track needs attention.
14.0	It is noticed that train watering arrangement has been provided in MUGR yard and the same is not being used. It is not understood why there was a need for provision of watering arrangement at MUGR when adequate watering arrangement is already available at BDCR.
15.0	<p><u>Manuals:</u></p> <ol style="list-style-type: none"> a. Block Working Manual – Amendment Slips 3 & 4 are <u>not available.</u> b. G&SR – Amendment Slips 12 & 13 should be kept along with G&SR.
16.0	TI’s Inspection Register: Inspections were <u>not carried out during May & August’14.</u>
17.0	Station Accident Diagram not displayed.

18.0	<p><u>LC Gates:</u></p> <ol style="list-style-type: none"> a. As per SWR, there are two LC Gates, i.e., No. I and II between MUGR – CSP Siding at KM 0.8 KM and 1/5 KM respectively. b. As per Para 2.6 of Appendix ‘A’ of SWR, the normal position of the LC Gate is “closed to road traffic” but on speaking to the Gatemen of both LC Gates, it is learnt that the normal position of the LC Gate is ‘open to road traffic’ and it is not feasible for them to keep it ‘closed’ since the road traffic is very heavy. c. Though the LC Gate is in the Siding location, Gatemen are from Railways. d. It is learnt from the SSE/P.Way that no census is done for these LC Gates for several years. e. Not conducting census of LC Gates is improper and the Division has to ensure the same is done and also change the normal position of the LC Gate as ‘open to road traffic’ due to the heavy road traffic.
19.0	<p><u>SWR:</u></p> <ol style="list-style-type: none"> a. Date of issue of SWR was seen as 20.5.2011. b. Though this station is exempted from issue of Shunting Order T.806 vide COM/G letter No. C/T 198/GC/11 of 02.7.2011. It will be appropriate for the Division to issue suitable amendment to SWR about the exemption of Shunting Order under Para 8.0 of the SWR. As per SWR, Goods train leaving MUGR and proceeding to CSP Siding and vice-versa: <u>SR of 30 KMPH is signed and issued to all trains by SM/MUGR but the same is neither mentioned in the SWR nor in the form of Caution Order Message Register.</u> c. For entry / exit from MUGR to CSP Siding and vice-versa, <u>no signal protection.</u> Division to plan for the same. d. As per SWR, the Pilot in-charge has to give assurance of complete arrival supported by PN. But, this is done by the Pointsmen staff. The Pilot In-charge (i.e., Guard of the train) shall ensure complete arrival and give assurance to SM. Similarly, while returning also, the Pointsmen are issuing memo to the Loco Pilot to proceed to the station. This is to be reviewed.
20.0	<p><u>Interlocking arrangements:</u></p> <ol style="list-style-type: none"> f. Though the station is having multi-aspect colour light signals, <u>it is noticed that there is no Calling-on signal provision.</u> g. <u>Secondly, for key-locked points., it is time for the Division to plan for electric point machine and improve interlocking facility.</u> h. <u>Running express trains with key-locked points is not desirable.</u> i. <u>Provision of Calling-on signal below FSS will go a long way in minimizing time and increasing safety during failure of Home Signal.</u> j. <u>At the same time, Division may plan for panel interlocking and make all four running lines provided with track circuit / axle counter.</u>
21.0	<p><u>Safety literature:</u></p> <p>Complete and latest safety literature such as Fly Leaves, VIGIL, bi-monthly Bulletin, Safety Drives copy, Safety Circulars, etc., are available and staff are acknowledging the</p>

	literature.
22.0	<p><u>Block Forward shunt movement:</u></p> <ol style="list-style-type: none"> As per TSR entry, it was noticed that SM/MUGR, has made a red ink entry for having performed ‘block forward’ on 11th October 2014 with PN 59, In this connection, it is surprised to note that ‘block forward’, a shunt movement towards advance block section which is applicable for double line whereas this station is on single line. Time of the movement is not written in the T.806, however, Guard of that formation has acknowledged it by writing as 01.00 hour. No acknowledgement of the LP/Shunter. Enquired with SM/AWM who also confirmed that ‘block forward’ entry from his station TSR. On double line, when ‘block forward’ is done, the block instrument commutator shall be placed in “TOL” and the same is not feasible since the block instrument is single line tokenless handle type. On single line tokenless territory, Shunt Key should have been given for the shunt movement when the formation is not going beyond opposite direction FSS. If the shunt movement is beyond opposite direction FSS, the movement should be treated as ‘train movement’. It is not understood as upto what distance the formation was moved. It is unsafe to perform shunt movements without understanding the basic knowledge. <p><u>All this show the ignorance of basic shunting instructions and none of them have followed the SWRs.</u> Division to sensitise the SMs, LPs & Guard.</p>
23.0	<p><u>Pilot ‘out’ / ‘in’ memo:</u></p> <ol style="list-style-type: none"> It is necessary to issue ‘pilot out’ memo when the Goods train is sent from MUGR to CSP Siding and ‘pilot in’ memo when the movement from CSP Siding to MUGR as per SWR. <u>It was again noticed that the SMs are not keeping any record of having given these memos which is in violation of SWR.</u> <u>Acknowledgement of LP/Guard is not taken.</u> <u>There is every chance of committing a mistake when “record” copy is not kept.</u> <p>Division to rectify this and submit a detailed report duly taking up the responsible for the failures.</p>
24.0	<u>Sub-station of MUGR</u>
24.1	Provided with 2x250 KVA transformers. Out of two one working and one standby. These transformers are newly provided, replacing old/over aged transformers.
24.2	Earth pit no.2 of transformer body and earth pit no.11 of transformer neutral tested and found 1.5 ohms and 4.73 ohms respectively. Earth testing register checked and found


	up to date.
24.3	2 nos. of over aged transformers of 100 kva and 150 kva are available in the sub-station. Same may be disposed off at the earliest which have already been replaced with new transformers.
24.4	Safety items like; safety belts, safety gloves, earth discharge rod, rubber mats, safety chain, helmets and ladder etc. are available.
24.5	Fire extinguishers 2 nos. of 5 kg. 1 no. of 75 kgs. are available. Due date for 5 kg. fire extinguisher is 7.11.14. 75 kg. fire extinguisher is tested for its working and found satisfactory.
24.6	Electric shock treatment board and list of safety item charts etc. are available in sub-station.
25.0	<p><u>Imposing of two different speed restrictions in WTT:</u></p> <p>a. As per the <u>permanent speed restrictions</u> printed in Page No.210 of WTT No.70, the maximum speed of Goods trains is shown as <u>60 KMPH</u>.</p> <p>b. In the same WTT, in Page No. 245 under the heading <u>“load table”</u> for various type of rolling stocks, the speed of loaded Goods trains is shown as <u>30 KMPH</u>.</p> <p>c. Station Authorities are issuing SR of 60 KMPH treating the loads as ‘sumo’ rake.</p> <p>d. In case of unweighed rakes, they claim that they are issuing SR of 40 KMPH but there is no record to substantiate this.</p> <p>It became difficult to understand as to what speed is actually followed by the LPs in the entire section from MUGR-BDCR-DKJ and vice-versa.</p> <p>Division to clarify the correct speeds under advise to this Office.</p>
26.0	<p>Running Room inspection:</p> <p>a. Total number of beds 18 available.</p> <p>b. 16 beds are in Running Room and 2 beds are allotted in “Rest House”.</p> <p>c. Room numbers are not marked.i.e.1,2 etc.,</p> <p>d. Cubicles are not available.</p> <p>e. Fire extinguishers are not placed in proper place.</p> <p>f. At bath room exhaust fans only one available, another two exhaust fans to be provided,(Exhaust fan provision already available)</p> <p>g. One old Almara available in the kitchen. It should be replaced with new one.</p> <p>h. Subsidized meals available in the Running Room for 3 Rs/-</p> <p>i. While checking’ bed occupations register’ Sri D Srikanth, Guard/KZJ name</p>

available, but in the sign OFF register his name not available. As per BET, he was gone pilot to KZJ by 57657 passenger, but his name was available in bed occupation register. The name was written by running room contracting staff.

- j. In the same register, Sri B Naga Raju who had signed OFF at station 21 15 hours on 20.10.14 but in the “Bed occupation’ register he is shown arrived at 05 30 hrs on 21.10.14. This register was manipulated by the running room contracting staff.
- k. 3.5 kva generator set provided in running room. The exhaust pipe of the generator is of short in length, which is causing noise working. It is advised to provide extension to the exhaust pipe so as to reduce noise.
- l. One defective 3.5 kva generator set available in running room .It was intimated that this DG set has recently become defective and therefore, another DG set was brought which is presently working. It is advised that the defective DG set may be got repaired on priority.
- m. Two rest rooms are available and each room is provided with 7 cots with mosquito nets and 2 air-coolers. All lights and fans are working. Earth points of 3 pin sockets tested and found **not working**.
- n. One water cooler available in working condition. Tank cleaned on 19.10.14.
- o. Mattresses in running are in compressed condition to be replaced.
- p. All the window mesh are in corroded condition to be replaced.
- q. 4 Pressure cookers available but their whistle are deficient.
- r. Water TDS measuring meter not available.
- s. Presently Mineral water bottle are supplied in Running room and standby RO system also to be provided.
- t. False ceiling to be provided in all the rooms to sustain summer heat.
- u. Utensils available are insufficient for regular use.
- v. At present running room have no imprest cash, as per Railway Board norms.
- w. Complaint on 16/10/2014 in complaint book by LP/KZJ Reddy Srinivas & ALP/KZJ Navneet Kumar regarding tasteless curries, also brought to the notice many times but no change. (CC Remarks: Rs.250/- Penalty imposed and warned.

<p>27.0</p>	<p><u>TI's Inspection Register:</u> TI/BDCR has conducted the following inspections at MUGR.</p> <ol style="list-style-type: none"> 1. Casual inspection on 02.09.14 2. Safety inspection on 31.07.14, 04.06.14 & 28 04. 14. <p>TI/BDCR is not having the knowledge about schedule of inspections & their periodicity. He has not conducted Regular inspection & Night surprise inspections, which are important inspection to check alertness of staff & total inspection of station. The inspections are casual. It is advised to conduct effective inspection duly pointing out irregularities committed by staff during the train operations.</p>
<p>28.0</p>	<p><u>Officers Inspection Register:</u> Last inspection conducted by Sr.DSO/SC safety team was on 28.03.14.</p> <p><u>Operating Officers Inspections:</u></p> <ol style="list-style-type: none"> 1. DOM/G/SC has conducted inspection on 07.05.14 2. AO/BDCR has conducted inspection on 16.04.14, 03.04.14(NSP)& 02.01.14. <p>Except DOM/G/SC, no other Divisional Officer has conducted the inspection at MUGR. It is advised to conduct regular inspection by divisional officers at far-flung <u>locations of the Division.</u></p>
<p>29.0</p>	<p><u>Safety meeting Register:</u></p> <p>Safety meeting was conducted on 09.10.14 on Precautions to be taken while performing shunting on SL/DL. Out of 18 staff (3 SS/SMs and 15 PMs) only 03 SS/SMs and 08 PMs have acknowledged in the register. It is advised to obtain remaining (07) staff acknowledgement in the register to update their knowledge of rules. The staff acknowledgement practice i.e., Part-I (during the meeting) & Part-II (after the meeting) is not being followed at this station. During the month of September'14 safety meeting was conducted on 04.09.14 and 03 SS/SMs and 08 PMs have acknowledged in the Register.</p>
<p>30.0</p>	<p><u>Safety literature:</u></p> <p>The safety literature issued by Headquarters like, Vigil June'14, Fly leaf No.8/14 & Bi-monthly safety bulletin July/Aug'14 are available. Special accident bulletin and divisional alert advice were also available. The total staff (3 SS/SMs and 15 PMs) acknowledgement was obtained but it was noticed that the signatures of staff are not tallied. It is opined that the one employee has appended signature on behalf of others, which is highly irregular practice. The purpose of issuing the safety literature was totally defeated and should be curbed strictly by inspecting officials.</p>

<p>31.0</p>	<p><u>Rear-window inspection between MUGR – BDCR:</u></p> <p><u>General Observations:</u></p> <ul style="list-style-type: none"> a. Track on the Girder Bridges in this section is having sags. This need to be attended on programmed basis (Girder Bridge no.153 at k 101/8-10 sag, Bridge at km 86/9-10, Bridge No.86, 85, 84 in KM 67 & 145). All the girder bridges are required to be lifted by providing thicker bed blocks, so as to eliminate sag. b. Curve boards are missing / faded, needs to be provided / repainted (95/15, 93/20, 92/11, 92/5). c. UMLC No.30 at KM 90/11-12 eliminated by providing RUB, <u>approach road to be dismantled.</u> d. Km 89 – Cutting width is inadequate. Cutting to be widened to the standard width and kutcha side drain to be attended. e. Br. No. 102 & 100 - Nose blocks at the guard rail end portion to be provided. f. Br. No. 94 (11x18.3m) – Re-railing ramp to be provided on either end. Alignments in the bridge on second span on BDCR end to be rectified on central portion of river bed, foundation wells are exposed for considerable depth. Proper protection and stability check may be carried out. g. Km 69 – Cutting. Trolley refugees to be provided. h. Jungle clearance on cess to be done
<p>32.0</p>	<p><u>Inspection of UMLC No.29 at km 90/0-1:</u></p> <ul style="list-style-type: none"> a. TVUs 900, O&E is 30.4.14. b. Sri Ramesh, Road Safety Counselor was available and possessing adequate knowledge. c. Gate posts from centre of track are 2.90m, 3.0m, 2.90m & 2.95m against 3.0 – 5.0m. d. OHE mast side view is obstructing by tree branches towards Ramaram village side. e. Speed breaker to speed breaker board is 10.0m against 5.0 – 10.0m. f. Single strip (at 50m), double strip (at100 -200m) warning boards are not provided. g. LC warning board is non-standard. h. In ‘STOP’ board, stop letter script colour to be replaced with red instead of black. i. All 25 KV boards are in faded condition.
<p>33.0</p>	<p><u>Inspection of Non interlocked Engineering LC No.28 at km 87/9-10:</u></p> <ul style="list-style-type: none"> a. TVUs 1672, RVUs 85 O&E is 10/2013, DOC 1.4.14. b. Sri G. Nageswarao, Gateman was possessing valid competency certificate. c. Speed breakers are non-standard on either side. d. Single strip (at 50m), double strip (at100 -200m) warning boards are not

	<p>provided.</p> <ul style="list-style-type: none"> e. Lifting barriers are not painted or provided retro reflective paint / stickers. f. All 25 KV boards are in faded condition. g. Height gauge checked on both sides. Left side 4.67 m and Right side 4.67 m. h. Height of the contact wire 5.50m against 5.50m. i. LC Gate register was not standard one same to be replaced. j. Two gate lights of 4x24 W of FT lamps are provided in up and down lines. During inspection there was a power cut. It is informed by gate man that both lights are in working condition. One LED solar home light provided in room, tested & found working.
34.0	<p><u>Inspection of SEJ of LWR- 12.</u></p> <ul style="list-style-type: none"> a. Date laid 03/2004, Td- 41⁰, distressing done on 10/2012. b. Tongue rails are not in square, tip of the LH tongue rail is not in prescribed location. c. Approach 4 sleepers – GFN liners are missing
35.0	<p><u>Inspection of Bridge No.94 (11x18.30m) at kmbetween</u></p> <ul style="list-style-type: none"> c. Alignment on second span i.e., end of the first span needs to be attended. d. In centre of bridge, scour around the piers, suitable protection around the piers to be provided in view of safety. Also, stability check of well foundation may be done with well depth exposed condition. 
36.0	<p><u>Inspection of Gajulagudem station:</u></p>
36.1	<p>Sri Narasimharao, Dy.SS, Smt. U.Shobarani points woman & Sri Ch.Nagaraju, pointsman were on duty in uniform and in possession of valid block competency certificate and electrical isolator competency certificate. However, the electrical</p>

	isolator competency is getting due for renewal from 29 th of October 2014.
36.2	Gajulagudem station was provided with panel interlocking with MACL signaling and points are operated by Point Machines.
36.3	Home signal was tested for loop line reception and it responded correctly. Route indicator was lit first and then the caution aspect of the Home signal. Negative tests have been conducted by removing the bulbs in the route indicator and were responded correctly. With less than 3 bulbs, the signal is going back to danger aspect.
36.4	Stretcher was in damaged condition, to be changed immediately.
36.5	Safety Point Alarm is not provided at this station. Division to plan for provision of the same at the earliest.
36.5	Lights and fans are working. MDB panel checked and found clean and neat. Earth point checked and found working. High voltage traction caution boards are available.
36.6	Earth point in 3 pin socket tested and found not working. Wiring of station building is in damaged condition. Same may be replaced with new wiring.
36.7	Two earth pits are provided for CLS panel and MDB. These pits are not maintained properly i.e. no identification no's, no paint and no earth values are mentioned.
36.8	<p><u>Signal Failure Register:</u></p> <ol style="list-style-type: none"> a. On 12th October, 2014 from 07.35 hours to 09.15 hours (100 minutes), the <u>block instrument failed</u>. b. On 26th September 2014, from 18.16 to 22.42 hours (260 minutes) the block instrument between GLE – PGP <u>failed</u> for 57658 and the S&T Official passed a remark '<u>circuit kept under observation</u>'. c. On 25th September 2014, from 18.11 to 19.40 hours, again the block instrument failed and the remark passed was '<u>suspecting cable fault</u>'. d. The above two failures within a span of 24 hours, show the non-commitment and poor maintenance practices by the S&T Officials. e. Similarly, on 13th September 2014, from 10.05 to 10.15 hours, S-29 Home Signal failed for BP-2. <u>After re-operation, rectified and no staff attended</u>. f. On 12th September 2014, from 18.05 to 18.39 hours, block instrument towards BDCR <u>failed</u> and the remark passed against the failure entry was 'automatically rectified' g. On 8th September 2014, between 14.50 to 15.15 hours, Axle Counter failed and reset done and no staff attended. h. During August, out of 5 failures, against two failures, it is written as 'no staff attended'. i. <u>In the above 5 failures, the S&T Officials should have properly studied / analysed for the actual cause of failure instead of passing a simple remark 'no</u>

	<u>staff attended</u> / <u>'automatically rectified'</u> .
36.9	<p>Disconnection and Reconnection Register:</p> <p>a. On 16.10.2014 at 16.00hrs disconnection was given for Rail Replacement and Packing work of Point 20A and Reconnection was given at 16.45hrs. Remark of Joint work with Engineering staff was not passed and Track fir certificate was not given (3.51.6 & 3.51.7.4).</p> <p>b. On 20.09.2014, at 12.00hrs disconnection was given for reconditioning work of LH side stock rail on point nos 18B & 17B.Reconnection was given at 13.00 without 'Track fir certificate'(3.51.7.4).</p>
36.10	<p>Weather Warning Message Register: Weather Warning Messages were handed over to the engineering officials. It was noticed that time of handing over the messages was not entered by the officials received. OHE officials may also be advised as per DM guidelines for their preparedness to meet the situation.</p>
36.11	<p><u>SWR:</u></p> <p>a. Date of issue of SWR is not known since Page No.1 was replaced subsequent to issue of Amendment Slip No.1 given in July 2014.</p> <p>b. No index is maintained. It is necessary to maintain an index page containing the date of issue of Amendment Slip, Para No. modified / added, page number replaced, etc.,</p> <p>c. Entry / Exit of Goods trains from GLE to KTPS Siding and vice-versa, pilot 'out' / 'in' memos given to LPs / Shunters is not maintained similar to MUGR station.</p> <p>d. Division to ensure that the record copy is essential and not keeping the record is in violation of SWR.</p> <p>e. Para 6.9: Moped Trolley working should be included (Amendment Slip -13).</p> <p>f. Para 7: Role of LP should be included when the load is stabled along with Loco as per G&SR 5.23.</p>
36.12	<p>TI's Inspection Register: Inspections were <u>not</u> carried out in May'14 & August'14. Observed that SS is not in habit of offering para wise remarks to the inspection notes.</p>
36.13	<p>Fog Signal Register: Observed for the PE-31.12.2014. Detonators are of 2007 & 2008 make. These may be replaced with the stock of 2010.</p>

36.13	<p>Stabled Load Register: It should be maintained as per the guidelines duly indicating departure particulars of the load. GLP memo book need be supplied to the stations as advised by Operating Branch-HQ vide Lr.No.T.411/P/1/Vol.VIII of 27.12.2012. This register was an old printed book same to be replaced with new one. There is no column for Guard signature in the Stable load register even though Daily 17026 Express is stabled at the station.</p>
36.14	<p>Crank Handle Register: Crank Handle Nos. 1&2 are being extracted for S&T maintenance works only. Crank Handle can be extracted for Practical demonstration for on duty staff by SS of the station as followed in other divisions in our system.</p>
36.15	<p><u>Joint Inspection of Points & Crossings Register:</u></p> <ul style="list-style-type: none"> a. Last Joint Inspection of Points & Crossing was done on 27.9.14. b. Most of the defects are noticed in KTPS Siding points which are available in GLE yard. Point No. 20A, 20B, 18 A, 13A, 15A, 15B, 16A & 16B are maintained by KTPS Siding authorities and Point No.13B, 15KL, 14A, 14B, 17A, 17B & 18B are maintained by Railways. c. It was understood that some of the points i.e. 20A, 20B, 18 A, 13A, 15A, 15B, 16A & 16B are maintained by KTPS and Nava Bharat staff. The deficiencies were not attended to. d. They are not doing the joint inspections and no inspection reports e. It is necessary that both SSE/Signals& SSE/P.Way/ BDCR to conduct inspection of these points and record the deficiencies.
36.16	<p>In Point No.18B – ‘RH switch floating’ defect mentioned in 4thquarter inspection conducted in 2013 (9.12.13) and were attended on 30.12.13. Further same defect mentioned on 7.3.14 (1stquarter of 2014) but not attended and same was found ‘good’ in 2ndquarter inspection conducted on 11.6.14, how it found ‘good’ without attending is not understood.</p> <p>Similarly ‘LH/RH stock rail burr to be cut’ was mentioned in 1stquarter (7.3.14) inspection but not attended till date and the same was found ‘good’ in next quarter inspection (11.6.14).</p>
36.17	<p>Condition of KTPS yard turnout is not good. It is understood that the maintenance of this is being done by the Siding owners themselves. To avoid unsafe condition, it is necessary to maintain the turnout always in safe condition. Therefore, the siding owners to be insisted upon and supervision of the maintenance to be taken over by Railways duly charge the amount from the siding owners.</p>

36.18	<p><u>Officers Inspection Register:</u> The following inspections were conducted by operating officers. AO/BDCR has conducted inspection on 13.10.14 & 14.08.14 and stated that detailed inspection notes, follows but so far inspection notes not reached the station. Also conducted inspection on 17.02.14 & 19.01.14. Sr.DOM/SC has inspection on 03.08.14. Except Sr.DOM/SC no other divisional officer has conducted the inspection at MUGR. It is advised to conduct regular inspections by divisional officers at far-flung locations of the Division.</p>
36.19	<p><u>TI's Inspection Register:</u> TI/BDCR has conducted the following inspections at Gajulagudem station.</p> <ol style="list-style-type: none"> 1. Casual inspection on 16.09.14& 26.01.14 2. Safety inspection on 20.07.14, 24.04.14 & 20.03.14. 3.Night surprise inspection on 16.06.14 ,03.04.14 <p>TI/BDCR is not having the knowledge about schedule of inspections & their periodicity. He has not conducted Regular inspection once in very three months. The inspections are casual and advised to conduct effective inspection duly pointing out irregularities committed by staff during the train operations.</p>
37.0	<p><u>Inspection of BDCR:</u></p>
37.1	<p>Sri. Kanaka Swamy, Dy.SS was on duty in uniform with valid competency certificates.</p>
37.2	<p><u>Signal Failure Register:</u></p> <ol style="list-style-type: none"> a. From the record of failures, it was seen that <u>there were 4 Point failures</u> in last 3 ½ months, i.e., on 31st August – Point No.26 flashing in ‘R’ position; on 4th July – Point No. 28 failed in ‘R’ position; on 25th June – Point No.37 failed in ‘R’ position and on 8th June – Point No.23 failed in ‘R’ position. b. Actual cause for failure of points needs to be properly analysed and rectified since it becomes difficult for operations to physically ensure correct setting, clamping and padlocking of points. <u>The average failure rectification time was found to be 102 minutes which is on high side.</u>
37.3	<p><u>SWR:</u></p> <ol style="list-style-type: none"> a. Appendix “G” – electrified section working instructions – instead of keeping it along with complete SWR, it is separately kept. b. Date of issue of Appendix “G” was 25.6.2009 which has <u>completed its normal life and should be issued afresh.</u> c. <u>Index</u> containing details of Amendment Slips, Para modified, page number replaced, etc., <u>not available.</u> d. <u>The station is a terminal station and the speed permitted while entering the yard is shown as 15 KMPH against the general 10 KMPH since there is no SOL, i.e., zero overlap.</u> e. <u>LC Gate Register pro-forma in Appendix ‘A’ is not in conformity with Annexure VII of Appendix II of G&SR.</u> f. As per SWR, Dy.SS/Station is responsible to ensure complete arrival of trains

	coming from GLE direction by exchanging PN with Guard of the train. After exchanging PN, it was noticed that Dy.SS/Station is communicating the same PN to CASM/Bye-pass Cabin which is incorrect. It is proper for the Platform Dy.SS to give a separate PN to CASM as a token of assurance about the complete arrival of trains coming from GLE direction. Not exchanging a separate P:N is in violation of basic principle.
37.4	<u>Traffic LC Gate No.17A between Home Signal and top point:</u> Though this LC Gate is within station stop signals, the manning is done by Engineering Department instead of Traffic Department. Divisional Operating Branch to take over this LC Gate from Engineering Department at the earliest to overcome certain unwarranted issues.
37.5	Speed of Goods trains from BDCR to Rudrampur Siding is 50 KMPH and 40 KMPH for coming from Siding to station. The reason for different speeds could not be explained by the Divisional Officials.
37.6	Weather Warning Message Register: Weather Warning Messages were handed over to the engineering officials. It was noticed that time of handing over the messages was not entered by the officials received. OHE officials may also be advised as per DM guidelines for their preparedness to meet the situation.
37.7	TI's Inspection Register: Para wise remarks were not offered for the inspection notes on 16.10.2014.
37.8	Stabled Load Register: <u>It should be maintained as per the guidelines duly indicating departure particulars of the load.</u> GLP memo book need be supplied to the stations as advised by Operating Branch-HQ vide Lr.No.T.411/P/1/Vol.VIII of 27.12.2012.
37.9	Safety Meeting Register: It is being done regularly. Guards are also involved in the meeting. Observed that out 62 station staff and Guards around 35 are signing the register. SMR/BDCR should obtain the signatures from all after explaining the contents.
3710	Gradation Register: a. SMs in Grade Pay of Rs.4600/- or above should be given gradation by AOM. Vide RB letter No.2002/Safety-I/18/2 dated 16.02.2012. All the SS/SMs in grade of Rs.4600/- or above should be graded by AOM and all the TIs in any grade should be graded by AOM.

	<p>b. All the Points Men are given Gradation 'B' at this station.SMR/BDCR and TI/BDCR should monitor and improve their working to upgrade further.</p>
37.11	<p><u>Inspection of Points & Crossings:</u></p> <p>Following defects are noticed in Points & Crossings:</p> <ol style="list-style-type: none"> The quality of joint inspection of Points & Crossing appears to be casual and needs to be improved by the both SSE/P.Way & SSE/Signal. There are number of avoidable joints in BDCR yard and the same should be welded and all run through lines to be provided with LWRs. It is seen that the turnouts were laid in 2004 and from that time, rubber pads and slide chairs have not been changed (Gauge tie plates, special bearing plates in switch portion are corroded and GR pads in leading & crossing portions are crushed / missing). All the turnouts to be attended by carrying out deep screening and replacing rubber pads and slide chairs duly providing 10 mm thick rubber pads in crossing portion
37.12	<p>Point No. 26A 1 in 12 – LH turnout housing is not good. Housing for only 2 sleepers is available. The same should be improved. LH tongue rail is worn-out. Rubber pads and slide chairs to be replaced. In crossing portion Spl. Rubber pads to be provided.</p>
37.13	<p>Point No. 26B – ERCs are coming out. If required, welding to be done on the insert of the sleeper. Side chair and rubber pads to be replaced. Welding of tongue rail and stock rail at the heel of switch to be done.</p>
37.14	<p>Point No. 24B 1 in 12 – RH turnout. LH tongue rail to be renewed. Slide chair and rubber pads to be replaced. 35 GFN liners are missing in point no.24B.</p>
37.15	<p>Point No. 23A 1 in 12 – RH turnout. RH tongue rail to be renewed. Housing to be improved. In crossing portion, special rubber pads to be provided. Throw of switch is 104mm but mentioned in last joint inspection register is 113mm.</p>
37.16	<p>Point No. 23B 1 in 12 - RH turnout. In crossing portion, Spl. Rubber pads to be provided. LH tongue rail to be replaced. 54 GFN liners are missing in point no.23B.</p>
37.17	<p>It is seen that the turnouts were laid in 2004 and from that time, rubber pads and slide chairs have not been changed. All the turnouts to be attended by carrying out deep screening and replacing rubber pads and slide chairs duly providing 10 mm thick rubber pads in crossing portion.</p>
37.18	<p>There are number of avoidable joints in BDCR yard and the same should be welded</p>

	and all run through lines to be provided with LWRs.																																							
37.19	Lights and fans are working. Lighting circuit provided with 70% and 30% with remote control in view of energy conservation.																																							
37.20	One high mast light provided in circulating area with 2x400 W MH lamps of 12 nos. These lights are connected with 70% and 30% with timer circuit in view of energy conservation.																																							
38.0	Inspection of BDCR Running Room:-																																							
	<p>a. Running Room board to be changed from ‘Rest Room’ to ‘Combined Crew Running Room’</p> <p>b. Total number of available beds 11. Average occupation 18. Peak occupation 11.</p> <p>c. Running Room extension roof to be cleaned properly.</p> <p>d. Subsidized meals available for Rs.3/-.</p> <p>e. One old Almirahs available in the kitchen. It should be replaced with new one.</p> <p>f. Running staff position at BDCR &MUGR</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2">Depot</th> <th colspan="3">LP. Goods</th> <th colspan="3">LP. Shunting</th> <th colspan="3">ALP</th> </tr> <tr> <th>Sanction</th> <th>Actual</th> <th>Vacancy</th> <th>S</th> <th>A</th> <th>V</th> <th>S</th> <th>A</th> <th>V</th> </tr> </thead> <tbody> <tr> <td>BDCR</td> <td>82</td> <td>44</td> <td>38</td> <td>8</td> <td>2</td> <td>6</td> <td>82</td> <td>34</td> <td>48</td> </tr> <tr> <td>MUGR</td> <td>----</td> <td>----</td> <td>-----</td> <td>7</td> <td>Nil</td> <td>7</td> <td>--</td> <td>---</td> <td>--</td> </tr> </tbody> </table> <p>The <u>vacancies of LP/Goods and LP/Shunting needs to be filled up on priority.</u></p>	Depot	LP. Goods			LP. Shunting			ALP			Sanction	Actual	Vacancy	S	A	V	S	A	V	BDCR	82	44	38	8	2	6	82	34	48	MUGR	----	----	-----	7	Nil	7	--	---	--
Depot	LP. Goods			LP. Shunting			ALP																																	
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38.1	<p>The <u>following staff were tested positive while sign ‘on’ .</u></p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>S. No</th> <th>Name of employee</th> <th>Desg.</th> <th>Date</th> <th colspan="2">Breathalyzer readings</th> <th>Action taken</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Ch.Jagannadham</td> <td>Goods Guards</td> <td>15.7.14</td> <td>09.39hrs 09.41hrs 09.42hrs</td> <td>19mg/100ml 29mg/100ml 17mg/100ml</td> <td>SF-11 issued</td> </tr> </tbody> </table>	S. No	Name of employee	Desg.	Date	Breathalyzer readings		Action taken	1	Ch.Jagannadham	Goods Guards	15.7.14	09.39hrs 09.41hrs 09.42hrs	19mg/100ml 29mg/100ml 17mg/100ml	SF-11 issued																									
S. No	Name of employee	Desg.	Date	Breathalyzer readings		Action taken																																		
1	Ch.Jagannadham	Goods Guards	15.7.14	09.39hrs 09.41hrs 09.42hrs	19mg/100ml 29mg/100ml 17mg/100ml	SF-11 issued																																		

	2	Ghana shyam Meena	ALP	4.9.14	10.22hrs 10.26hrs 10.27hrs	26mg/100ml 25mg/100ml 26mg/100ml	SF-11 issued																					
<p>Note: <u>In both the above cases Crew Lobby Supervisor have failed to follow the existing instructions which do not permit testing for the third time.</u></p>																												
39.0	<p>a. Two rest rooms are available. Room no.1 provided with 3 beds, 1 air-cooler and room no.2 provided with 9 beds and 4 air coolers. Air coolers are in working condition. One more rest room is under renovation.</p> <p>b. One water cooler available in dining is in working condition.</p> <p>c. One 3.5 kva generator set available and it is in working condition.</p>																											
40.0	<p><u>Inspection of C&W Depot BDCR:</u></p> <p>a. Passenger rake No 57146 (DKJ-BDCR) was placed at 10:30 Hrs on the day of inspection in pit line and T.431 memo was served to the SSE/C&W by the SM/BDCR.</p> <p>b. Rake was secured properly along with loco no 28364/WAG-7/BZA.</p> <p>c. Danger / Men at work board placed in front of the Pit line.</p> <p>d. In Store Room, Empty old oil drums were available, same to be scraped.</p> <table border="1" data-bbox="339 1241 1446 1696"> <thead> <tr> <th data-bbox="339 1241 440 1318">SI No</th> <th data-bbox="440 1241 703 1318">COACH NO</th> <th data-bbox="703 1241 1446 1318">REMARKS</th> </tr> </thead> <tbody> <tr> <td data-bbox="339 1318 440 1392">01</td> <td data-bbox="440 1318 703 1392">SC SLR 95712</td> <td data-bbox="703 1318 1446 1392">Hand brake was applied and secured with wedges and BV equipment was intact.</td> </tr> <tr> <td data-bbox="339 1392 440 1430">02</td> <td data-bbox="440 1392 703 1430">SC GS 98429</td> <td data-bbox="703 1392 1446 1430">Ok</td> </tr> <tr> <td data-bbox="339 1430 440 1467">03</td> <td data-bbox="440 1430 703 1467">SC GS 12454</td> <td data-bbox="703 1430 1446 1467">Ok</td> </tr> <tr> <td data-bbox="339 1467 440 1505">04</td> <td data-bbox="440 1467 703 1505">SC GS 12511</td> <td data-bbox="703 1467 1446 1505">Ok</td> </tr> <tr> <td data-bbox="339 1505 440 1543">05</td> <td data-bbox="440 1505 703 1543">SC GS 95402</td> <td data-bbox="703 1505 1446 1543">Ok</td> </tr> <tr> <td data-bbox="339 1543 440 1696">06</td> <td data-bbox="440 1543 703 1696">SC SLR 10721</td> <td data-bbox="703 1543 1446 1696"> <ul style="list-style-type: none"> • Hand brake was applied and BV equipment was intact. • Return Date of the coach is 10/2014. 'A' Schedule done at BDCR on 19.10.2014. </td> </tr> </tbody> </table>							SI No	COACH NO	REMARKS	01	SC SLR 95712	Hand brake was applied and secured with wedges and BV equipment was intact.	02	SC GS 98429	Ok	03	SC GS 12454	Ok	04	SC GS 12511	Ok	05	SC GS 95402	Ok	06	SC SLR 10721	<ul style="list-style-type: none"> • Hand brake was applied and BV equipment was intact. • Return Date of the coach is 10/2014. 'A' Schedule done at BDCR on 19.10.2014.
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41.0	<p><u>Inspection of Sub-station BDCR:</u></p> <p>a. Two transformers of 200 kva are available and these two transformers are old and over aged and are being replacing with 250 kva capacity transformers and work is</p>																											

	<p>under progress.</p> <p>b. Earth pit no.8 of AB switch and earth pit no.4 of structure tested and found 4.4 ohms and 10.1 ohms. Respectively. Earth values register checked and found up to date.</p> <p>c. Safety items like; earth discharge rod, safety chain, safety belts, helmets, fire buckets with sand and caution boards, safety gloves, on and off boards, ladder and rubber mats etc. are available.</p> <p>d. Safety charts like shock treatment charts are available. Two nos. of fire extinguisher of 5 kgs. is available and their due dates are 8.11.14. Staff counseled for utilization of fire extinguishers.</p> <p>e. In switch panel room aluminum frames and other materials are available. Same may be removed from the room and keep the room clean and neat.</p>																								
<p>42.0</p>	<p>The following is the sanctions and vacancies of staff under SSE/Signal/BDCR.</p> <table border="1" data-bbox="440 919 1346 1257"> <thead> <tr> <th>Post</th> <th>Sanctions</th> <th>Availability</th> <th>Vacancy</th> </tr> </thead> <tbody> <tr> <td>SSE/Signals</td> <td>1</td> <td>1</td> <td>0</td> </tr> <tr> <td>JE/Signals</td> <td>1</td> <td>0</td> <td>1</td> </tr> <tr> <td>Technician/I/Signals</td> <td>1</td> <td>1</td> <td>0</td> </tr> <tr> <td>Technician/II /Signals</td> <td>2</td> <td>0</td> <td>2</td> </tr> <tr> <td>Technician/III/Signals</td> <td>1</td> <td>1</td> <td>0</td> </tr> </tbody> </table> <p>The vacancies shall be filled up immediately. Division shall start doing preventive maintenance in addition to the failure maintenance.</p>	Post	Sanctions	Availability	Vacancy	SSE/Signals	1	1	0	JE/Signals	1	0	1	Technician/I/Signals	1	1	0	Technician/II /Signals	2	0	2	Technician/III/Signals	1	1	0
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<p>43.0</p>	<p><u>BDCR COACHING DEPOT</u></p> <p>a. Passenger rake of O/G T.No.57146 (DKJ-BDCR & back) having 6 coaches available in pit line. Primary maintenance at BDCR from 10.30 Hrs to 16.30 Hrs, checked the under gear of the rake.</p> <p>b. Coach No. SC 12454 GS Front Trolley brake blocks to be changed.</p> <p>c. Brake van equipment, in both the SLRs full compliment available.</p> <p>d. In the store room old oil drums and condemned generators to be disposed off.</p>																								
<p>44.0</p>	<p>Foot plate inspection between BDCR-KZJ section:</p>																								

	<ul style="list-style-type: none">a. Sri T Surya Narayana GLP/BDCR and Sri B Vidhneswara BL, ALP/BDCR are not due for Tech, RC&PME who worked the train from BDCR-DKJ section.b. BTPD, TPY, CMW& KRA “Calling-ON” boards are in faded condition, to be changed.c. At BTPD station, T/Loop board was ‘faded’ .d. At KM 459/23-21 T/Loop board view obstructed by tree branches.e. Between KM 420 – 418 (Kesamudram – Intekanne stations), fishplates are removed for tamping. <u>No SR has been imposed. As per extant instructions, this requires an SR of 50 KMPH.</u>f. Between INK-NKD though 75 KMPH SR is cancelled, the speed indication board still exist which should be removed (KM 413/1-412/27-25).g. VCD of Loco No. 28618 WAG-7 was tested at KM 385 and found to be working effectively. The train stopped at KM 385/3-5.h. There are a few abandoned OHE masts. These should be removed.
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No. Safety. 195/BI-MSA/5/2014/MUGR & BDCR

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