

**BI-MONTHLY SAFETY AUDIT INSPECTION OF BOLARUM – MALKAJGIRI –
KACHEGUDA - FALAKNUMA STATIONS OF HYDERABAD DIVISION FOR THE
PERIOD JANUARY & FEBRUARY 2015 ON 20.02.2015**



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF
BOLARUM – MALKAJGIRI – KACHEGUAD – FALAKNUMA STATIONS OF
HYDERABAD DIVISION FOR THE PERIOD JANUARY & FEBRUARY 2015 ON
20.02.2015**

S. No.	Para	Subject / Topic	Action for rectification
1	1.0	<p><u>STPD station:</u></p> <p>a. On PF1 (KCG side) one vertical pipe protruding on the floor of platform was found which is dangerous for the safety of passengers. This should be removed immediately before it causes any injury to the passengers.</p> <p>b. On the pathway connecting PF 2 & 3 (island PF) towards KCG end, one removed pillar basement with vertical rods protruding & obstructing the free movement of passengers was noticed. This should be removed on priority.</p>	<p>DRM / HYB</p> <p>PCE</p> <p>CSTE</p> <p>PCE</p> <p>CSTE</p>
2	4.1	<p><u>BMO:</u></p> <p><u>TSR</u> (Train Signal Register) details was perused and noticed that the <u>SMs are not writing the clearance time of trains into CVB which is unsafe and incorrect.</u> SMR/BMO and section TI should have noticed this basic failure on the part of SMs and rectified the same.</p>	<p>DRM / HYB</p> <p>COM</p>
3	4.2	<p><u>BMO – S&T Failure Register:</u></p> <p>On 13th February 2015, UP Advanced Starter Signal No.7 towards CVB station was defective. The remark for the failure was written by S&T Officials was “auto signals became blank 1 Amp fuse blown”. During this failure, Train No. 17214 and 57562 were dispatched by the SM/BMO by issuing T.369 (3b) + Caution Order. <u>This signal failed after cable meggering work in the day time.</u></p> <p>In this connection, it is brought to the notice of Divisional Authorities that it is not proper to deal the traffic by issuing the above said documents since they will suffice only the requirement of passing LSS on double line at ‘ON’ as per SR 3.12. Instead, it is proper to treat the situation under ‘prolonged failure of signals on double line’ by issuing T/D 912 as authority to proceed by introducing line clear system, i.e., <u>suspending Automatic Block System and introducing Absolute Block System.</u></p>	<p>DRM/HYB</p> <p>COM</p> <p>CSTE</p>
4	4.4	<p>Status of mobile phone of loco crew on run was checked at BMO station and found that LP of Empty Rake (9701342790) mobile was in <u>‘ON’ condition.</u></p>	<p>DRM / HYB</p> <p>CME</p>

5	4.11	At KM 607/0-1- on LH & RH side, SKV welds are provided with Joggled fish plates with far end bolts. 'X' marks are available on field, but there is no record for RH weld. SSE/P.W/MED explained that RH weld OBSW mark is old one & it is provided joggled fish plate long back <u>but failed to produce the details of USFD test results.</u>	DRM / HYB PCE
6	4.12	<p><u>Cable meggering:</u> <u>Cable meggering of Automatic signals between BMO – CVB stations:</u></p> <p>a. The work of cable meggering of Automatic Stop Signals between BMO – CVB stations was taken up between 09.50 hours to 13.25 hours of 12.12.2014 by issuing T. 351 (S&T Disconnection Notice).</p> <p>b. During this period, <u>3 passenger carrying trains were dispatched towards CVB station by issuing T.369 (3b)</u>, they are Train No. 57131 at 10.25 hours, 77680 at 11.05 hours and 57308 at 13.10 hours.</p> <p>c. Details were further collected and found that cable meggering of Automatic Stop Signals between</p> <ul style="list-style-type: none"> • CVB – MJF stations was carried out on 04.12.2014 • MJF – STPD stations was carried out on 01.02.2014 • STPD – KCG stations was carried out on 14.9.2014 and • KCG – FM stations was carried out on 8/22-6-2014 <p>It appears that during the cable meggering of Automatic Stop Signals between two reporting stations, the trains were dealt only by issuing T.369 (3b) to pass LSS instead of suspending Automatic Block System and introducing line clear system, treating it as Absolute Block System; and the trains should have been issued with T/D 912 which was not issued at BMO as noticed during the Safety Audit.</p> <p>Division shall initiate corrective action to follow the laid down rules since cable meggering is a programmed work in each direction or both directions on the same day or other day/s.</p>	DRM / HYB CSTE COM
7	4.14	<p><u>Stabled Load Register at BMO:</u> On 10th February 2015, between 05.52 hours to 11.40 hours, empty rake of 16569 was stabled and <u>Guard signature was not obtained which is essential.</u></p>	DRM / HYB COM



8	4.15	<p><u>Empty rakes worked by Pointsman as Guard in Automatic Block System:</u> Following unsafe practices were noticed which needs to be rectified;</p> <p>a. <u>Venkatadri Express (12797):</u></p> <ul style="list-style-type: none"> • After primary maintenance, the rake is moved to MED / BMO and brought back to KCG before the schedule departure from KCG by <u>deputing one Pointsman to work the rake as Guard</u> from KCG to MED / BMO and back to KCG which is in violation of SR 4.25. • BPC is given from KCG – MED/BMO and from MED/BMO to CTO. • Secondly, whether the Pointsman is <u>permitted to work the train in Automatic Block System</u> (KCG-BMO-KCG) without competency? • Thirdly, he is <u>not in possession of full complement of personal safety equipments as per SR 4.19</u> other than hand signals & detonators making it difficult to manage in case of unusual / accident. • Fourthly, the <u>Shunter is signing the BPC for the LP and the Pointsman is signing the BPC for the Guard which is incorrect.</u> <p>Division shall think of an alternate solution by modifying the Guards link such that the outgoing Guard of Train No. 12797 (Venkatadri) should sign ‘on’ and take charge of the empty rake and work the train from MED to CTO <u>or</u> depute Goods Guards to work the empty rake from KCG – MED – KCG instead of the Pointsman. Also, the Division to split the issue of BPCs, separately for empty rake and for actual train so that the actual crew who work the train from KCG are made to sign the BPC.</p> <p>b. <u>Double decker:</u></p> <ul style="list-style-type: none"> • <p style="text-align: center;">_____</p> <p style="text-align: center;">_____</p> <p style="text-align: center;">_____</p>	<p style="text-align: center;">DRM / HYB COM CME</p>
9	4.16 (e, f & g)	<p><u>Inspection of Point No.24B at KM 606/9-607/0 at BMO:</u> LH stock rail SRJ portion scabbed, need to be reconditioned / replaced.</p> <p>This point was last checked by ADEN/KCG on 05.1.15 & previously checked by SSE/P.Way/BMO on 07.11.14. <u>But all the readings i.e., Gauge, Cross levels & versines on</u></p>	<p style="text-align: center;">DRM / HYB PCE</p>

		<p><u>main line & turn-out, stretcher bar lengths / clearances etc., do not tally with existing readings.</u></p> <p>Gauge at station no.4 (+10mm), station no.5 (-8mm) & station no.11 (-8mm) on main line needs to be attended. Cross levels on turnout side also need to be attended.</p>	
10	5.0 (c)	<p><u>Inspection of Traffic LC No.250 ‘Special’ class at KM 607/0-1 between BMO – CVB stations:</u></p> <p>On 13.02.15 the gate was non-interlocked due to failure at 13.00hrs and for closing the gate for T.No.17058 Exp the on duty APM Sri. Khajamia exchanged PN with on duty SM/BMO. It is noticed that the PN given by SM was 98 but written as 59 in PN exchange register. It is advised that SS/TI to counsel the Gateman for proper exchange of PNs and ensure correct entries. Even the train numbers are being recorded incorrectly.</p>	DRM / HYB COM
11	6.0	<p><u>Inspection of Bridge No.739 (RUB) at KM 609/3-4between BMO-CVB stations:</u></p> <p>The vertical clearance of RUB (from road surface to bottom of slab) is 3.40m. Vertical clearance of height gauges on Alwal side is <u>3.40m</u> & BMO side is <u>3.50m</u> against the requirement of 3.25m. Same to be attended as per standards.(The vertical clearance of height gauge should be 150mm below the bottom of slab).</p>	DRM / HYB PCE
12	7.0	<p><u>Inspection of MJF:</u></p> <p>On 12th February 2015 at 17.20 hours, Train No. 77615 was received on Calling-ON Signal <u>but the line number on which that train was received is neither written in the register nor in the TSR by the SM. Secondly, failure entry in the S&T Failure Register is not made and failure memo was also not served which is in violation of rule provisions.</u> However, Calling-on cancellation entry is made in the register.</p>	DRM / HYB COM CSTE
13	9.1	<p><u>Coaching trains received on obstructed lines at KCG:</u></p> <p>It was seen from the Calling-on Cancellation Register that number of entries are made due to reception of a trains on obstructed line.</p> <p>As many as 66 times it was used in the month of February till date of inspection, 91 times in January 2015 and 110 times during December 2014.</p>	DRM / HYB COM

		In this connection, it is <u>suggested to the station and Divisional Authorities that unless there is absolute exigency to receive a coaching train with passengers on to an obstructed line the number of such movements may be restricted. Even when it is decided to receive it on occupied line, all the rule provisions under GR 5.09 shall scrupulously be followed without any deviation.</u>	
14	9.2	<p><u>Security arrangements at KCG:</u></p> <p>a. It was noticed that the metal detectors though provided, <u>but the same is not continuously manned which was not at KCG.</u></p> <p>b. Though KCG is one of the most important stations with heavy influx of floating public, the security arrangements are not adequate as desired as per the class of the station.</p>	DRM / HYB CSC
15	9.5	<p><u>Inspection of Combined Crew Lobby at KCG:</u></p> <p>a. Signal Defect Register,</p> <ul style="list-style-type: none"> • On 14.2.15, LP of 57602 passed a remark that DN KCG Home signal (for loop line) was put back suddenly,. LP & ALP applied emergency brakes and stopped the train. SSE/Signals/KCG passed a remark on 19.2.15 that ‘According to datalogger report, CASM put back the reception signal suddenly to facilitate other movements in the yard’. <u>Putting back reception signals on the face of an approaching train shall be resorted by the SM only to avert the accident and certainly not to facilitate change in the planning. Division shall sensitise the SMs on this aspect.</u> • On 12.2.15, LP of POH coaches passed a remark that between MLY yard – MLY Shed, Shunt Signal No.41 below the S-46 <u>is not visible due to tree branches</u>, same reported to TLC <u>but no feedback till date.</u> <p>b. BA Equipment was Checked and found that On 12.01.2015 at 16:17 Hrs in which crew ID was not entered instead 0000 was entered and found 22MG/100 ML in the blood. Division has said that Control message was given but no proof was shown at that time of inspection. Same to be scrutinized and take appropriate action on the earring staff.</p>	DRM / HYB COM DRM / HYB CME & PCE DRM / HYB
16	9.6 (e)	<p><u>KCG:</u></p> <p>At 14.50 hours, it was observed that in Station Yard on Rd(2), while EOT for T.No.57305 KCG-GNT Passenger, the shunting staff not observed the shunting precautions as</p>	DRM / HYB COM

		per G&SR Appendix-XII, “when shunting requires to be carried out for attaching / detaching coaches on Mail/Exp/Passenger trains, the shunting staff shall ensure that the engine comes to a halt at 20m before the train, there after attach to train cautiously ”. <u>Dy.SS / KCG and shunting staff should be taken up for their lapses.</u>	
17	10.0	<u>KACHIGUDA - FALAKNUMA AUTO SECTION:</u> Length of this Automatic section is 7.5 KM. Signals are being fed from FM and KCG for approximately 3.5 KM in both directions. These signals were being fed through step down transformer. It is seen that signals have gone ‘blank’ at one occasion when both ATs tripped and APSEB also failed. Subsequently Division has provided inverter with load on the battery bank of station. It is noticed that there is drop in the voltage to an extent of 15 volts. Moreover as per Board’s policy AT should feed only upto 2 KMs. Division should propose work to bifurcate power supply by providing IPS with battery bank in the middle of this section. This will eliminate both problems of voltage drop and blanking of signals.	DRM / HYB CSTE
18	11.0 (c)	<u>FM Station:</u> <u>Stabled load register:</u> It is observed that on 20.2.15 T.No. 67276 MEMU Loco.No.4030+400032 was stabled on Rd (3), time of clearance and on duty Dy.SS signature was not recorded. It is advised to comply the same strictly. <u>MMTS rake stabled from 23.00 hours to 05.00 hours of next day. Stabling time is not written and the LP / Guard are taking charge of the train without undertaking mandatory BA test; instead they are signing ‘on’ / ‘off’ at KCG which is improper.</u>	DRM / HYB COM CME
19	11.4	<u>FM Station:</u> <u>35 block joints are available in FM yard. These block joints shall be replaced with glued joints on priority.</u>	DRM / HYB CSTE PCE

BI-MONTHLY SAFETY AUDIT INSPECTION OF BOLARUM – MALKAJGIRI – KACHEGUDA – FALAKNUMA STATIONS OF HYDERABAD DIVISION FOR THE PERIOD JANUARY & FEBRUARY 2015 ON 20.02.2015

Para	Subject / Topic
<p>1.0</p>	<p><u>STPD station:</u></p> <p>c. On PF1 (KCG side) one vertical pipe protruding - spiking on the floor of platform was found which is dangerous for the safety of passengers. This should be removed immediately before it causes any injury to the passengers.</p> <p>d. On the pathway connecting PF 2 & 3 (island PF) towards KCG end, one removed pillar basement with vertical rods protruding & obstructing the free movement of passengers was noticed. This should be removed on priority.</p>
	<div style="display: flex; justify-content: space-around;">   </div>
<p>1.1</p>	<p>Checked the heights of PF 2 & 3 and found 84cm & 85cm against 76cm-84cm.</p>
<p>1.2</p>	<p><u>Train No. CSO Special:</u></p> <p>a. Loco No 13408/WDG3A/MLY was <u>overdue for Schedule</u> on 19/02/15 (Monthly) same was permitted by DLS vide message No. D/20/1.</p> <p>b. LP Sri.Roop Singh .P and ALP Sri.R.Lakshmi Narayana were found Sober in uniform and possession of valid competency certificates.</p> <p>c. LP was issued with CBC Key.</p> <p>d. <u>Inspection of BV of Officer's Special:</u></p> <ul style="list-style-type: none"> • Sri. J. V. M. Rama Rao, Guard/KCG was booked to work the train and was in possession of valid competency certificates. • Formation contain 2 coaches, they are SC SLR 14742 and Observation Car No. 11214. • BPC NO.099496 of 20.02.2015; LOAD-2/4. • SC SLR 14742- <u>BP&FP Calibration date is not available.</u> • Only <u>THREE padlocks are available against four</u> required.
<p>2.0</p>	<p><u>Inspection of MLY / Gate Cabin:</u></p> <p>a. Sri. B. Sudarshan, Dy.SS and Sri. Md. Rahim, Pointsman were in uniform and in possession of valid competency certificates.</p> <p>b. <u>S&T Failure Register:</u> The following were noticed;</p>

Month & Year	Nature of Failure	Total
October - 2014	Track Failure	01
November – 2014	NIL	NIL
December - 2014	NIL	NIL
Janauray - 2015	Point Failure	01
February - 2015	NIL as on date of inspection.	NIL

On checking the train passing documents and TSR, it was observed that T. No. 12976 Express was dealt on PLCT during the Track Circuit Failure on 01.10.2014.

PLCT document is not available in the book.

c. **Joint Inspection of Points and Crossings Register:**

It is not conducted in the 1st quarter for the year 2015. However, it was noticed that SSE/P.Way has not signed for the 4th quarter of 2014. This indicates that the joint inspection is not being carried out in real terms.

d. **Bio-data Register:**

None are due for Refresher Course Training. Sri. D. Nagesh, SM is due for PME on 01.03.2015; he should be directed for the same on time.

e. **Safety Gradation Register:**

Sri. Siva Shankar Pointsman was given gradation 'C'. He should be monitored by SM/MJF and TI/MJF.

f. **Disaster Management Display Board:**

Disaster Management Board is maintained as per guidelines. Cross checked phone number 040-23712229 pertaining to Private Crane Operator and found not working. SS/MLY (GC) has to check and rectify the telephone contact numbers once in a fortnight and keep a record of the same about the actual status during the random check made.

g. Presently on duty Pointsmen are utilised for shunting operations in MLY Car Shed. There is no separate mention of this in the SWR. Sr.DOM/HYB during last inspection on 08.11.2014 stressed the creation of Pointsmen at Car Shed. Hence, Division is advised to correct the same.

h. It was seen that Gatemen working in LC Gate No. 2/T at KMs 2/5-6 between MLY (GC)-MJF-AMQ block section is on EI roster which deals the traffic of both SC and HYB divisions. HYB division may look into for conducting work study at this LC Gate since Gate Men of LC gates between MLY (GC)-AMQ of SC division are covered under Continuous roster.

i. During the inspection the following parting case was brought out;

- T.No. UP VSCG left 'C' cabin at 03.10 hrs.
- Before passing Home signal No.20 train parted due to coupling breakage between 51st (SEC BOXNL 12140438145) and 52nd (SWR BOXNL 12150312681).
- 1st portion with 51 wagons moved to SNF which passed MLY Gate Cabin at 07.40hrs.
- 2nd portion with 08 wagons was moved to CHZ station at 05.28hrs
- Subsequently both the portions were clubbed at SNF station and the VCSG goods was started with 58+1 load to Seram station.
- BPC NO 7152 was issued at FPY/VFTS, E.Co.R. on 17.02.2015 for 12+3 days (Premium Rake).

<p>3.0</p>	<p><u>Inspection of LC Gate No.255/T of MJF at KMs 616/7-8:</u></p> <ol style="list-style-type: none"> a. Sri. Pandu Ramaiah Pointsman 'A' working as gateman was in uniform and in possession of valid competency certificate. b. <u>Duty Roster</u> of the Gatemen is not displayed at the LC gate lodge. c. TVUs-123082: Date of Census-16.11.2012; O&E was done on 16.11.2012 (Down Line) and 17.11.2012 (UP LINE) d. <u>Wheel Flange channels</u> for all the lines are not cleaned. e. Road Sign Boards towards Goutham Nagar end are not provided as per IRPWM. f. Census particulars as per 16.11.2012 should be updated in the GWI. g. Out of 3 <u>HS Lamps, one is not working</u>. h. 10 detonators of 2006 are available. These may be replaced with fresh stock. i. Windows of the gate lodge are in broken condition and these may be replaced. j. E.O.L Panel Operation chamber Glasses were broken on all the three sides should be replaced.
<p>4.0</p>	<p><u>Inspection of Bolarum:</u></p>
	<p>Sri. P. V. Ramana, Dy.SS was on duty in uniform with valid competency certificates.</p>
<p>4.1</p>	<p><u>TSR</u> (Train Signal Register) details was perused and noticed that the <u>SMs are not writing the clearance time of trains into CVB which is unsafe and incorrect.</u> SMR/BMO and section TI should have noticed this basic failure on the part of SMs and rectified the same.</p>
<p>4.2</p>	<p><u>Signal Failure Register:</u></p> <ol style="list-style-type: none"> a. On 13th February 2015, between 22.30 and 23.10 hours, UP Advanced Starter Signal No.7 towards CVB station was defective. The remark for the failure was written by S&T Officials was "auto signals became blank 1 Amp fuse blown". During this failure, Train No. 17214 and 57562 were dispatched by the SM/BMO by issuing T.369 (3b) + Caution Order. <u>This signal failed after cable meggering work in the day time.</u> <p>In this connection, it is brought to the notice of Divisional Authorities that it is not proper to deal the traffic by issuing the above said documents since they will suffice only the requirement of passing LSS on double line at 'ON' as per SR 3.12. Instead, it is proper to treat the situation under 'prolonged failure of signals on double line' by issuing T/D 912 as authority to proceed by introducing line clear system, i.e., <u>suspending Automatic Block System and introducing Absolute Block System.</u></p> <ol style="list-style-type: none"> b. On 26th January 2015, between 10.05 to 10.40 hours, S-4 Starter (loopline) and S-7 Advanced Starter (UP) failed and Train No. 57131 Passenger was dispatched with a detention of 5 minutes. Cause for the failure as written by the S&T Officials was "since during shunting, route held up and unable to cancel – offering high resistance".

	<p>c. On 27th December 2014, between 12.47 and 12.52 hours, route held up after run through of light engine and the fault was kept under observation. <u>However, failure memo was not prepared and not acknowledged by the S&T Officials but no remark to that effect is made in the register.</u></p> <p>d. On 19th December 2014, between 10.38 and 10.43 hours, route held up. The failure was recorded after passage of Tower Car to SC and the fault was kept under observation. <u>Even for this failure, failure memo was not prepared and no remark to that effect is made by the S&T Officials.</u> On the same day between 09.05 and 09.50 hours, S-4 Loopline Starter failed for Train No. 17063 and the cause for the failure was written as “HR not picked up”</p>																																																												
4.3	<p><u>Cable meggering of BMO:</u></p> <p>On 13th February 2015 from 10.00 hours to 13.10 hours, cable meggering work was taken up and during this period, certain shortfalls were noticed such as; <u>provision of NI Home as per Para 2 (e) of Appendix III of G&SR was not ensured. Secondly, the Home Signal was kept ‘blank’.</u></p>																																																												
4.3	<p><u>Relay Room:</u></p> <p>Checked relay room key register and found that relay room is opened during Oct 2014 - 2 Times, Nov 2014 - 2 times, Dec 2014 - 4 times, Jan 2015 - 4 times and Feb 2015 - (as on date) 7 times.</p>																																																												
4.4	<p><u>Various checks made at BMO:</u></p> <p>a. <u>Loco related checks:</u></p> <ul style="list-style-type: none"> • Loco No 18737/WDM3A/PA working 57129 Passenger loco log book it was logged that water leakage from Joint between Expansion Tank and Water gauge. • ALP Nisha Oraon did not possess the Diesel Competency Certificate in spite of undergoing training at DTTC/GTL. <p>b. <u>Status of mobile phone of loco crew:</u> Random check was made to know whether the LP & ALPs are switching ‘off’ their CUG and personal mobile phones after signing ‘on’ or not and found with the following results:</p> <table border="1" data-bbox="354 1402 1433 1883"> <thead> <tr> <th>SL No</th> <th>Train No</th> <th>Mobile No</th> <th>LP/ALP</th> <th>TIME/PLACE</th> <th>Mobile ‘ON’ or ‘OFF’</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>57129 PASS</td> <td>9701341463</td> <td>LP</td> <td>10:15 Hrs</td> <td>OFF</td> </tr> <tr> <td>2</td> <td>57129 PASS</td> <td>9704512270</td> <td>ALP</td> <td>To</td> <td>OFF</td> </tr> <tr> <td>3</td> <td>77686 PASS</td> <td>9701341516</td> <td>LP</td> <td>11:00 Hrs</td> <td>OFF</td> </tr> <tr> <td>4</td> <td>77686 PASS</td> <td>9704512156</td> <td>ALP</td> <td>Checked at BMO</td> <td>OFF</td> </tr> <tr> <td>5</td> <td>57474 PASS</td> <td>9701341468</td> <td>LP</td> <td>14:15 Hrs</td> <td>OFF</td> </tr> <tr> <td>6</td> <td>57474 PASS</td> <td>9704902858</td> <td>ALP</td> <td>To</td> <td>OFF</td> </tr> <tr> <td>7</td> <td>17058 EXP</td> <td>9701341695</td> <td>LP</td> <td>15:15 Hrs</td> <td>OFF</td> </tr> <tr> <td>8</td> <td>17058 EXP</td> <td>9701341693</td> <td>ALP</td> <td>Checked</td> <td>OFF</td> </tr> <tr> <td>9</td> <td>77679 DEMU</td> <td>9701341421</td> <td>LP</td> <td>from Crew Lobby KCG</td> <td>OFF</td> </tr> </tbody> </table>	SL No	Train No	Mobile No	LP/ALP	TIME/PLACE	Mobile ‘ON’ or ‘OFF’	1	57129 PASS	9701341463	LP	10:15 Hrs	OFF	2	57129 PASS	9704512270	ALP	To	OFF	3	77686 PASS	9701341516	LP	11:00 Hrs	OFF	4	77686 PASS	9704512156	ALP	Checked at BMO	OFF	5	57474 PASS	9701341468	LP	14:15 Hrs	OFF	6	57474 PASS	9704902858	ALP	To	OFF	7	17058 EXP	9701341695	LP	15:15 Hrs	OFF	8	17058 EXP	9701341693	ALP	Checked	OFF	9	77679 DEMU	9701341421	LP	from Crew Lobby KCG	OFF
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	PASS				
10	EMPTY RAKE	9701342790	LP		ON
11	57447 PASS	9701341458	LP		OFF
12	57447 PASS	9704512401	ALP		OFF

Division shall investigate and take appropriate action against the LP shown under S. No.10.

- c. Working of VCDs in the locos were checked and following are the results of the check;

Sl. No.	Loco No. & base Depot	Status of VCD
01	13408/MLY	Working
02	13254/GTL	Working
03	13244/MLY	Working
04	18737/PA	Working

4.5

SWR Assurance Register:

- a. SWR assurance register checked & observed that BMO/SWR No.657 was issued and brought in to force on 27.01.13 and 12.03.13 respectively. Subsequently two (2) amendments are issued and brought into force. A fresh assurance was obtained in the register without mentioning the date together for SWR as well as both Amendments from all the staff (5 SM/ASMs & 11PMs).
- b. Date of assurance recorded in the register is 12.03.13. Whenever fresh assurance is obtained from the staff that particular date to be indicated.
- c. The assurance register is maintained in (3) parts (Part-I, regular station staff assurance, Part-II for assurance of amendments and Part-III for out station staff/ staff absent from duty for 15 days & more. This is contrary to the extant instructions.

4.6

Staff Safety Gradation Register:

Gradation of staff was done on 01.01.15. All SM/ASMs (05) were graded “A”, out of 11 Points men, 9 graded as “A” & remaining 2 graded as ‘B”. It is observed that the said register is not having designation & grade pay details.

4.7

Safety literature:


The safety literature like; Vigil Sep '14, Fly leaf No.1/15& Bi-monthly Safety bulletin Nov/Dec'14 including Rule of the month(Feb'15)G & SR 5.23 action to be taken by SM/Traffic staff when load/ train is stabled are available. Acknowledgement of staff was obtained.

4.8

On PF No. 2 & 3 NZB end, for lighting poles copper wire is used as fuse wire with more number of turns in kitkat type fuse. **Only proper rating of fuse wire should be used** for effective fusing in case of fault.

4.9	<p><u>Inspection of Point:</u></p> <p>a. Point Nos.24A & 24B tested for 5 mm obstruction test, out of correspondence test and track locking test and found to be responded correctly. However, Point No. 24A Tongue rail Opening RH side is 109 mm and LH side is 103 mm. This should be attended for 115 mm.</p> <p>b. Track Circuit No. 24TF and 23ATF checked all electrical readings, were within limits.</p> <p>c. Electrical readings of Down Home Signal S40 RG was 105 V / 137 mA which are within limits.</p>
4.10	<p>UP side, S6142 (A) automatic signal was tested for negative test and responded correctly. The electrical readings of the S6142 (A) RG aspect 108.4 v / 137 mA are within limits.</p>
4.11	<p>At KM 607/0-1- on LH & RH side, SKV welds are provided with Joggled fish plates with far end bolts. ‘X’ marks are available on field, but there is no record for RH weld. SSE/P.W/MED explained that RH weld OBSW mark is old one & it is provided joggled fish plate long back <u>but failed to produce the details of USFD test results.</u></p>
4.12	<p><u>Cable meggering of Automatic signals between BMO – CVB stations:</u></p> <p>d. The work of cable meggering of Automatic Stop Signals between BMO – CVB stations was taken up between 09.50 hours to 13.25 hours of 12.12.2014 by issuing T. 351 (S&T Disconnection Notice).</p> <p>e. During this period, <u>3 passenger carrying trains were dispatched towards CVB station by issuing T.369 (3b),</u> they are Train No. 57131 at 10.25 hours, 77680 at 11.05 hours and 57308 at 13.10 hours.</p> <p>f. Details were further collected and found that cable meggering of Automatic Stop Signals between</p> <ul style="list-style-type: none"> • CVB – MJF stations was carried out on 04.12.2014 • MJF – STPD stations was carried out on 01.02.2014 • STPD – KCG stations was carried out on 14.9.2014 and • KCG – FM stations was carried out on 8/22-6-2014 <p>It appears that during the cable meggering of Automatic Stop Signals between two reporting stations, the trains were dealt only by issuing T.369 (3b) to pass LSS instead of suspending Automatic Block System and introducing line clear system, treating it as Absolute Block System; and the trains should have been issued with T/D 912 which was not issued at BMO as noticed during the Safety Audit.</p> <p>Division shall initiate corrective action to follow the laid down rules since cable meggering is a programmed work in each direction or both directions on the same day or other day/s.</p>
4.13	<p><u>Calling-ON Signal Route Cancellation Register:</u></p> <p>Records was perused and noticed that the SMs are not writing the clear reasons for using Calling-ON Signal, i.e., whether the train is admitted on obstructed line or due to Home Signal failure.</p>

	<p>It was noticed that two separate counters exist, one for initiation of Calling-ON signal and another for cancellation. Two separate registers also exist and the Dy.SS has to make entry in both the registers. <u>Instead, it is suggested to provide one additional column in one register itself and eliminate one register.</u></p>
<p>4.14</p>	<p><u>Stabled Load Register:</u> On 10th February 2015, between 05.52 hours to 11.40 hours, empty rake of 16569 was stabled and <u>Guard signature was not obtained which is essential.</u></p>
<p>4.15</p>	<p><u>Empty rakes worked by Pointsman as Guard in Automatic Block System:</u></p> <p>Following unsafe practices were noticed which needs to be rectified;</p> <p>c. <u>Venkatadri Express (12797):</u></p> <ul style="list-style-type: none"> • After primary maintenance, the rake is moved to MED / BMO and brought back to KCG before the schedule departure from KCG by <u>deputing one Pointsman to work the rake as Guard</u> from KCG to MED / BMO and back to KCG which is in violation of SR 4.25. • BPC is given from KCG – MED/BMO and from MED/BMO to CTO. • Secondly, whether the Pointsman is <u>permitted to work the train in Automatic Block System</u> (KCG-BMO-KCG) without competency? • Thirdly, he is <u>not in possession of full complement of personal safety equipments as per SR 4.19</u> other than hand signals & detonators making it difficult to manage in case of unusual / accident. • Fourthly, the <u>Shunter is signing the BPC for the LP and the Pointsman is signing the BPC for the Guard which is incorrect.</u> <p>Division shall think of an alternate solution by modifying the Guards link such that the outgoing Guard of Train No. 12797 (Venkatadri) should sign ‘on’ and take charge of the empty rake and work the train from MED to CTO <u>or</u> depute Goods Guards to work the empty rake from KCG – MED – KCG instead of the Pointsman. Also, the Division to split the issue of BPCs, separately for empty rake and for actual train so that the actual crew who work the train from KCG are made to sign the BPC.</p> <p>d. <u>Double decker:</u></p> <ul style="list-style-type: none"> • _____ <p>e. <u>KCG – MDU / MAQ non-daily Express:</u> The empty rake of this train is moved from KCG – CVB – KCG.</p> <p>Division needs to rectify this irregularity before any untoward incident takes place.</p>

4.16	<p><u>Inspection of Point No.24B at KM 606/9-607/0 at BMO:</u></p> <ol style="list-style-type: none"> Vertical clearances of leading, 1st following & 2nd following stretcher bars are 3, 3 & 0 against 1.5mm-3.0mm. CMS crossing laid on 05/2006. Crossing joint gaps are 6, 12mm against 'zero'. GR pads have been very thin/missing, needs to be provided with new 10mm GR pads. S&T bond wires are connected to CMS crossing by Exo-thermic weld <u>which is not permitted</u>. On CMS crossings as a part of design, separate lugs along with pre-drilled holes are provided to facilitate connecting S&T bond wires. (Ref: CTE/SC Lr.No.W/509/TC/Zig-zag welding, of dated 9.3.12).  <ol style="list-style-type: none"> LH stock rail SRJ portion scabbed, need to be reconditioned / replaced. This point was last checked by ADEN/KCG on 05.1.15 & previously checked by SSE/P.Way/BMO on 07.11.14. <u>But all the readings i.e., Gauge, Cross levels & versines on main line & turn-out, stretcher bar lengths / clearances etc., do not tally with existing readings.</u> Gauge at station no.4 (+10mm), station no.5 (-8mm) & station no.11 (-8mm) on main line needs to be attended. Cross levels on turnout side also need to be attended. LH stock rail is scabbed, need to be reconditioned.
4.17	<p><u>Mechanical Department Observations:</u></p> <ol style="list-style-type: none"> <u>Train No.57474:</u> <ul style="list-style-type: none"> LOCO No. 13254 DSL/GTL was checked and found the VCD in working order. None of the LPs/ALPs are due for training courses. Guard's Cabin - Coach SCSLR 92721. Guard was in possession of all relevant certificates not due for RC & PME. He has not yet been supplied with OTL braking tool. BV Equipment was checked and following are the observations: <ol style="list-style-type: none"> No Stretcher. OTL (One time lock) was not sealed. ACP for coach Nos. 09425, 93447 & 57474 was checked and found in working order. <u>Train No. 57686 KCG – NZB Fast Passenger:</u> <u>Load 7 coaches.</u> <ul style="list-style-type: none"> Loco.No.13244/DSL/MLY and VCD found in working order. LPs and ALPs are not due for training courses. Loco No. 13244 BV was checked and found OK. ACP checked in Coach 89719 and found in working order. Driver responded by giving whistle.

- Guard was not due for RC and PME. His personal equipment available.
- BV Equipment of SC SLR 89719- OTL break open. Found intact. Spare OTL provided.
- **Guard has not yet been supplied with OTL breaking tool.**

c. Train No. 57130 BMO – HYB Passenger:

- Loco No. 18737 SLR 97798. ACP Pulled for coaches 00438, 92489, 98537, 12438, 01482 found in working order.
- Train no 57130 PASS BMO- HYB on RD1
- Brake van equipment of SCSLR 04712
- Coach Nos. SC GS 00439, 92489, 12428, 01482 ACP pulled and found in working condition.
- Train no 57130 Passenger checked ACP done for the following coaches with Load meter SCGS 04228 - 10 Kg, SCGS 98537- 9 Kg , SCGS 04229 -10 Kg pull is within limits.

d. Train No 77180 DEMU was checked.

- ACP done for 15509 and 15056 found 10 kg pull.
- **Modification on automatic fire preventive systems not provided in the Power Car of the above train.**
- Loose insulated wires were packed with PVC cable casings and tightened with tags.



5.0


Inspection of Traffic LC No.250 ‘Special’ class at KM 607/0-1 between BMO – CVB stations:

- TVUs 182852, RVU 2689, O&E 7.2.13.
- Sri G.Nanda Kishore, Gateman was on duty in uniform and possessing valid competency certificate **but PME certificate was not available.**
- On 13.02.15 the gate was non-interlocked due to failure at 13.00hrs and for closing the gate for T.No.17058 Exp the on duty APM Sri. Khajamia exchanged PN with on duty SM/BMO. It is noticed that the PN given by SM was 98 but written as 59 in PN exchange register. It is advised that SS/TI to counsel the Gateman for proper exchange of PNs and ensure correct entries. Even the train numbers are being recorded incorrectly.
- Over shoot of the 3rd loop line towards MJF end across this LC gate is badly maintained.
- Encroachment adjacent to the LC gate. Immediate attention is required.



- When gate was in ‘closed’ condition two wheelers are crossing the road in spite of repeated warning by the Gatemen.

		
<p>6.0</p>	<p><u>Inspection of Bridge No.739 (RUB) at KM 609/3-4between BMO-CVB stations:</u></p> <p>The vertical clearance of RUB (from road surface to bottom of slab) is 3.40m. Vertical clearance of height gauges on Alwal side is <u>3.40m</u> & BMO side is <u>3.50m</u> against the requirement of 3.25m. Same to be attended as per standards.(The vertical clearance of height gauge should be 150mm below the bottom of slab).</p>	
<p>7.0</p>	<p><u>Inspection of MJF:</u></p> <p>On 12th February 2015 at 17.20 hours, Train No. 77615 was received on Calling-ON Signal <u>but the line number on which that train was received is neither written in the register nor in the TSR by the SM. Secondly, failure entry in the S&T Failure Register is not made and failure memo was also not served which is in violation of rule provisions.</u> However, Calling-on cancellation entry is made in the register.</p>	
<p>7.1</p>	<p><u>Signal Failure Register:</u></p> <ol style="list-style-type: none"> On 9th February 2015, from 21.35 hours to 23.55 hours, slot failure occurred between MJF station and bye-pass Cabin and the cause of the failure was written as “circuit contact high resistance”. On 28th November 2014, between 15.20 hours and 15.35 hours, S-38 signal failed and Train No. 67927 was dealt; cause of the failure was written as “routing unit LED terminal wire loose”. On 27th November 2014, between 22.50 hours to 23.50 hours, Point No. 29 failed in “N” position. While tracing the fault, “N” indication appeared and no fault noticed by ESM <u>but SSE/Signals passed a remark that “detection contact spring lost tension”.</u> On 26.10.2014, between 05.58 hours to 07.00 hours, S-10 Advanced Starter Signal flown back for Train No. 17406 which was detained for 20 minutes and Train No. 12650 for one minute. Cause of the failure was written as “anchor bolt on screw bridge shorting +ve rail intermittently”. On 21st October 2014, between 18.35 hours to 19.05 hours (30 minutes), all signals became ‘blank’ and Train No. 57687 suffered a detention of 50 minutes and Train No. 57473 for 15 minutes and the cause of the failure was written as “inverter fault”. <u>In this connection, it is brought to the notice of Divisional S&T Officials that it is not desirable to allow a failure to lead to a situation where in all signals become ‘blank’.</u> Also, allowing signals to go ‘blank’ is against the Railway Board guidelines. 	

	f. On 2 nd September 2014, between 21.50 hours to 22.30 hours (100 minutes), Point No. 23 failed in “R” position and Train No. 57620 was detained for 25 minutes and the cause of the failure was written as “circuit contact high resistance”.
7.2	<p><u>Point / Signal / Gate Control switch positions on the panel are not matching with the indications exhibited on the panel. This needs to be rectified immediately.</u></p> 
7.3	Trap Point No.27A (1in 8 ½) is on wooden sleepers which are perished partially . Need to be replaced with PSC lay out.
7.4	<p><u>Inspection of Point No.28A at KM 617/15-17, 1 in 12 FSL, laid on 03/2006:</u></p> <ol style="list-style-type: none"> Gauge readings are within limits, cross level at SRJ & TOS (10RL & 11RL) needs to be attended. RH side housing only 2 sleepers, LH side opening 110mm. Both needs to be improved.
7.5	Provision of single coil spring washers was found deficient in points and crossings and SEJ areas. These washers must be provided invariably for all the plate screws to ensure proper tightening.
7.6	Tested the Red lamp protection of Home signal S6 by making the UP Main line Starter signal ‘blank’ and found effective.
7.7	Tested DN Goods loop Starter S35 with routing. Route LED conductors in the signal unit were shorted and found that fuse blown off. Responded correctly.
7.8	Checked the signal implantation of S7 and fund clear of infringement (2.66 m).
7.9	<p><u>Inspection of Location Box No.16 at KM 617/15-17 at MJF yard:</u></p> <ol style="list-style-type: none"> Earth pit no.16, ER 4.7Ω, date of installation was on 29.12.14. The lateral distance from centre of track of main line to S7 signal foundation is 2.38m & signal post is 2.66m which are within limits. S7, RG 7 & 8 cables are removed due to defect, terminated to another conductor. Circuit diagram on the location box is not updated.
7.10	<p><u>Safety Meeting Register:</u></p> <p>Only 21 out of 27 staff is acknowledging. It will be proper to ensure all the staff acknowledge</p>

7.11	<p><u>Weather Warning Register:</u> Following messages were received;</p> <ol style="list-style-type: none"> At 18.00hrs of on 18.09.2014 was handed over at 20.00hrs after 2 hours. At 14.30hrs on 20.09.2014 was handed over at 17.00hrs after 2 ½ hours. <p><u>SMs shall ensure that the messages are handed over without any delay.</u></p>
7.12	<p><u>Safety Gradation Register:</u> Staff gradation was done on 01.01.15. All SS/SM/ASMs (11) & Pointsmen (15) were graded as 'A'. It is advised that a realistic assessment to be done in awarding gradation of staff instead of blanket awarding of 'A' grade to all the staff.</p>
7.13	<p>Route (UG) of S35 Starter MLY side after taking off signal, terminal was shorted on post. Fuse was blown 'off', which responded correctly for negative test.</p>
7.14	<p>Amar Raja make IPS was provided at this station.</p> <p>The specific gravity, voltages are noted for some of IPS batteries of 300 AH of Make Southern are shown below along with their respective Nos. out of the total 56 numbers that were provided. DOI: 27-05-2011.</p> <p>(1) 1140/2.03 V (2) 1170/2.03 V, (3) 1200/2.03 V (4) 1210/2.04 V, (5) 1200/2.04 V, (8) 1240/2.03V, (16) 1220/2.02 V, (24) 1230/2.0V, (32) 1180/2.04 V, (44) 1210/2.03 V, (48) 1240/2.04 V, (52) 1180/2.04 V.</p> <p>The specific gravity of batteries below 1180 should be recharged or replaced.</p>
7.15	<p>In power panel, 110V AC tracks SC end digital volt meter, 110V AC tracks BMO end digital ammeter and 110V DC points digital ammeter not working.</p>
7.16	<p>EC Socket KM 614/0-1 between CVB-MJF tested with SCOR and found working and voice is clear.</p>
7.17	<p><u>Electrical Department Observations:</u></p> <ol style="list-style-type: none"> 10 KVA Auxiliary Transformer towards Dayanandnagar station side was checked and found rewirable fuses are available. MCBs need to be provided as per RDSO drawing. "Live Line Height stagger check equipment" was demonstrated, with this height & stagger of the OHE equipment can be checked without taking power block. For doing good work a group award of Rs. 2000/- is sanctioned to the OHE staff of KCG depot. CLS panel checked, found working normal. Isolator register available in key box checked, found isolator is operated on 21.01.2015 at 18.45 Hrs due to break down. The <u>reason for operating the isolator may be recorded</u> in the register.
8.0	<p><u>Inspection of LC Gate No.256/E at KM 618/1-3:</u></p> <ol style="list-style-type: none"> Gateman Sri Anjaiah Bhoomaiah was alert, in uniform and having valid PME/RC Certificates. TVUs 446913, RVUs 6477 as per census taken on 29.10.2012, DOH 27.2.2013. Tested EOLB and found in good working condition.

	<p>d. Approach track portion – cushioning needs to be improved.</p> <p>e. Out of 3 Tricolour Torch – 1 Plain Torch is available. Same to be replaced.</p> <p>f. Electrical Observations:</p> <ul style="list-style-type: none"> • Both sides of gate lights are available. • LC Gate Height gauge is checked found 4.60 Meters which is within permissible limit. • Height of the OHE contact wire from track is measured and found 5.77 Meters which is within permissible limit.
<p style="color: red; font-weight: bold;">9.0</p>	<p><u>Inspection of KCG Station:</u></p> <p><u>Inspection of Panel:</u></p> <p>a. Sri. P. R. Srinivasa Rao, Dy.SS was on duty in uniform and was in possession of valid BCC and electrical isolator competency certificates. His knowledge was tested in the number of amendment slips given to G&SR and found that he was not able to recall any of the Amendment Slips Nos.12,13,14,15 and the latest Operating Bulletins.</p> <p>b. <u>Signal Failure Register:</u></p> <ul style="list-style-type: none"> • On 15th February 2015, between 20.05 hours to 20.20 hours, S-38 Starter Signal failed and Train No. 57688 suffered a detention of 10 minutes and the cause of the failure was written as “UCR picked up”. • On 7th December 2014, between 16.10 hours and 16.40 hours, Point No. 25 was flashing and Train No. 17652 suffered a detention of 5 minutes and the cause of the failure was written as “relay not picked up”. • On 1st October 2014, between 11.20 hours and 11.50 hours, 40 AT/T shown danger and as a result of that Train No. 47157 suffered a detention of 15 minutes and Train No. 77609 for 10 minutes for piloting. Cause of the failure was written as “Engineering Staff working without intimation to S&T at KM 8/5-7”, new cable provided and rectified apart from issuing ‘all concern message’. • For the month of August 2014, there were 5 signal failures. <p>c. <u>Route Cancellations:</u></p> <p>On 3rd February 2015, at 12.52 hours, Shunt Signal No. 28 route held up. On 8th February 2015, at 18.30 hours, Shunt Signal No. 48 route held up. On 8th February 2015, at 18.42 hours, Shunt Signal No. 41 route held up. On 10th January 2015, at 18.08 hours, Shunt Signal No. 48 route held up. On 7th January 2015, at 09.08 hours, Shunt Signal No. 34 route held up.</p> <p><u>In all the above cases, route cancellations were applied but failure entry was not made in the S&T Failure Register and failure memos were not prepared. It is necessary for the SMs to understand that route held up cases are to be treated as failures and failure entry shall be made. Facility of route cancellation is only to reset the system and continue the movements but the S&T Officials will not investigate the reason for the route held up cases unless the failure entry is made in the register. In this connection, COM/SC also advised all the Divisions to invariably make failure entry.</u></p> <p>d. <u>SWR:</u> Date of issue of SWR was 18.4.2013 and brought into force w.e.f. 06.5.2013 but Appendix “G” (electrified section working precautions) are of</p>

	<p>2012. <u>It is necessary for the Division to ensure that all Appendices are a part of SWR and there shall not be any variation in the dates and shall be kept as one book.</u></p> <p>e. The Joint Inspection of Points & Crossings was done for the 3rd Quarter on 12.08.2014 and 4th Quarter on 28.11.2014 and all the deficiencies that were noted have been attended. 1st Quarter of 2015 was done on 16.02.2015 and the deficiencies noted were nil.</p> <p>f. The Joint Inspection of Track Circuits was done for the 3rd Quarter on 12.08.2014 and 4th Quarter on 28.11.2014 and all the deficiencies that were noted have been attended. 1st Quarter of 2015 was done on 16.02.2015 and the following deficiencies noted are yet to be attended:- Road No 3 & 5 : Mud and muck to be cleared (apron work is sanctioned, but work is yet to be started. The same is noted in 4th Quarter also.</p> <p>g. Checked relay room key register and found that relay room is opened during Oct 2014 - 12 Times, Nov 2014 - 8 times, Dec 2014 - 4 times, Jan 2015 - 19 times and Feb 2015-(as on date) 8 times. During Oct. 2014 & Jan. 2015 opening of relay room is on high side. This should be minimized.</p> <p>h. TSR: It is observed the entries were made in red ink in the TSR for Exp Trains and LE movements. It is advised that TI/SS to counsel the staff strictly to adhere to the BWM part A-2.6, B-2.6 & C-2.7.</p> <p>i. Checked relay room, wiring is neatly bunched and all the particulars are clearly painted. Checked working of Dual Fuse Auto Changeover system and found effective.</p> <p>j. The Joint Inspection of Track Circuits was done for the 3rd Quarter on 12.08.2014 and 4th Quarter on 28.11.2014 and all the deficiencies that were noted have been attended. 1st Quarter of 2015 was done on 16.02.2015 and the following deficiencies noted are yet to be attended:-Road No 3 & 5: Mud and muck to be cleared (apron work is sanctioned, but work is yet to be started). The same was noted in 4th Quarter also.</p> <p>k. Annual cable meggering of KCG, Auto section towards FM side and auto section towards SC side were completed in the months of November'14, June'14 & September'14 respectively.</p>
9.1	<p><u>Coaching trains received on obstructed lines:</u></p> <p>It was seen from the Calling-on Cancellation Register that number of entries are made due to reception of a trains on obstructed line.</p> <p>As many as 66 times it was used in the month of February till date of inspection, 91 times in January 2015 and 110 times during December 2014.</p> <p><u>In this connection, it is suggested to the station and Divisional Authorities that unless there is absolute exigency to receive a coaching train with passengers on to an obstructed line the number of such movements may be restricted. Even when it is decided to receive it on occupied line, all the rule provisions under GR 5.09 shall scrupulously be followed without any deviation.</u></p>

9.2	<p><u>Security arrangements at KCG:</u></p> <p>c. It was noticed that the metal detectors though provided, <u>but the same is not continuously manned which was not at KCG.</u></p> <p>d. Though KCG is one of the most important stations with heavy influx of floating public, the security arrangements are not adequate as desired as per the class of the station.</p>
9.3	<p><u>Pathway to Panel Room:</u></p> <p>There is no proper pathway to the Panel Room. It is suggested to make a way with wicket gate provision from the wall immediately at the end of the FOB.</p>
9.4	<p><u>A big civil structure near the Panel Room as Booking Office was noticed closed and abandoned which can otherwise be utilized effectively.</u></p>
9.5	<p><u>Inspection of Combined Crew Lobby at KCG:</u></p> <p>c. Signal Defect Register,</p> <ul style="list-style-type: none"> • On 14.2.15, LP of 57602 passed a remark that DN KCG Home signal (for loop line) was put back suddenly,. LP & ALP applied emergency brakes and stopped the train. SSE/Signals/KCG passed a remark on 19.2.15 that ‘According to datalogger report, CASM put back the reception signal suddenly to facilitate other movements in the yard’. <u>Putting back reception signals on the face of an approaching train shall be resorted by the SM only to avert the accident and certainly not to facilitate change in the planning. Division shall sensitise the SMs on this aspect.</u> • On 12.2.15, LP of POH coaches passed a remark that between MLY yard – MLY Shed, Shunt Signal No.41 below the S-46 <u>is not visible due to tree branches</u>, same reported to TLC <u>but no feedback till date.</u> <p>d. BA Equipment was Checked and found that On 12.01.2015 at 16:17 Hrs in which crew ID was not entered instead 0000 was entered and found 22MG/100 ML in the blood. Division has said that Control message was given but no proof was shown at that time of inspection. Same to be scrutinized and take appropriate action on the earring staff.</p>

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+++++TAYALTECH+++++
BAG TEST REPORT
INSTR NO A101256
CAL ON 12/01/20
TEST NO 39378
DATE 12/01/20
TIME 16:17 HR
SAC 22 MG/11
GREY I.D 0000
TRAIN/VEHICLE
TESTEE NAME
LOCATION
WITNESS
INSPECTOR
+++++SIGNATURES+++++
TESTEE
INSPECTOR
WITNESS
+++++

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- e. **Nomination of Track Machine Operators regarding counseling / section LR in HYB Division - 21 Operators are attached to this Crew Lobby. During the month of January, all the operators were counseled by nominated CLIs, but in February, only 8 Operators were counseled. Division to closely monitor this activity which is essential.**
- f. **Spare BA equipment Display was very DIM.**
- g. **Safety literature:** The safety literature like, Vigil Sept'14, Fly leaf No.1/15& Bi-monthly safety bulletin Nov/Dec'14 including Rule of the month(Feb'15) G& SR 5.23 action to be taken by SM/traffic staff when load/ train is stabled are available. The acknowledgement staff was obtained. Only 80% of Guards were acknowledged. It is advised to obtain the acknowledgement of all the Guards to update their knowledge on latest rules.
- h. **Staff position Guards at Crew lobby:**
Following is the staff position of Guards at KCG Crew lobby.

Category	Sanction	Actual	Vacancy
Exp.Guards	45	43	02
Pass Guards	86	61	25
Goods Guards	48	38	10
Total	179	142	37

The promotion from Goods Guars to Passenger Guards to be processed immediately.

i. Mechanical Department Observations

- Inspected crew lobby two working breath analysers are available One which is due for calibration on 03.12.15 and other due on 12.01.2016.
- Safety literature acknowledgement register not completely acknowledged by Running staff, the staff who have not gone through the safety bulletins, safety literature, orders, circulars...etc. may acknowledge after going through it.
- Checked the meditation register of running staff, the number of staff availing

	<p>meditation facility is very less, meditation may be encouraged so that Running staff can improve their concentration at the workplace and safety is maintained.</p> <ul style="list-style-type: none"> • Checked the available two CMS which are in working order. • Checked the Track Defect Register and Signal Defect Register. Most of the entries are Nil. In Signal Defect Register, reporting and feedback upto Crew Lobby is received on Action Taken. Action taken by S&T is sent through SMS to LP but his Acknowledgement is not obtained. In this regard, SC division had developed a Software called SOON which relays the observation made by LP on run immediately to SSE/Signals or SSE/P.Way along with other Officers involved in maintenance. The feedback is received by SMS and relayed to the LP who can respond to the SMS, thus acknowledging receipt. This Software could be implemented by the Division.
9.6	<p><u>Inspection of Dy.SS/PF / KCG:</u></p> <p>a. <u>Caution Order Message Register:</u></p> <ul style="list-style-type: none"> • SR 60 KMPH was imposed by SSE/P.Way/KCG on 24.04.2013 at KMs 21/0-22/0 in Budvel station yard ‘on Point No.13B FM end turnout taking off from transition. This SR should have been converted as PSR. • Similarly, SR 60 KMPH was imposed by SSE/P.Way/KCG on 26.08.2013 at KMs 27/2-3 between BDVL-UR stations ‘on Point No.7B turnout taking off from transition. This SR also should have been converted as PSR by this time. <p>b. <u>Safety Gradation Register:</u> Two Pointsmen were given Gradation ‘B’. They should be monitored by SMR & TI/KCG station and improve his performance.</p> <p>c. <u>SMR’s Night Inspection Register:</u> Presently SMR is conducting SNIs at Panel Cabin and station. He should cover other activity centres under his control such as yard operations, Crew Lobby, Coaching Depot, etc., during night inspection.</p> <p>d. <u>Bio-data Register:</u> Sri Ramachander-Pointsmen is due for PME on 25.02.2015; he should be directed for the same on time. Similarly Sri D.P.R.Swamy-SS/KCG is also due for PME on 07.02.2015, he should be directed for PME immediately on resuming from Ex-India leave.</p> <p>e. At 14.50 hours, it was observed that in Station Yard on Rd(2), while EOT for T.No.57305 KCG-GNT Passenger, the shunting staff not observed the shunting precautions as per G&SR Appendix-XII, “when shunting requires to be carried out for attaching / detaching coaches on Mail/Exp/Passenger trains, the shunting staff shall ensure that the engine comes to a halt at 20m before the train, there after attach to train cautiously ”. <u>Dy.SS / KCG and shunting staff should be taken up for their lapses.</u></p>
9.7	<p><u>Inspection of Coaching Depot/ IOH Shed/ KCG:</u> Inspected Coach No. GS 97432 at IOH Shed which was under IOH attention, and following are the observations:</p> <ul style="list-style-type: none"> • The coach was lifted and kept on Trussels. Thorough inspection is observed on the underframe for corrosion repairs with chipping hammer and LED Light.

	<ul style="list-style-type: none"> • All the dimension /measurements are recorded on the coach body before lifting the coach. • Standard IOH checklist is being maintained during IOH attention. • Proper earthing is ensured while welding on the coach body/ bogie. • Single Car Test Rig available in IOH Shed is in good working order. Instructions for use are available right in front of operator doing the testing. Instructions for use are available right in front of Operator doing the testing. • Inspected one stopping train. Checked its Loco for safety features and BV for equipments. Checked another train for Alarm Chain operation.
9.8	<p><u>Inspection of pitlines:</u></p> <ul style="list-style-type: none"> • Three Pitlines are available in KCG depot with 24 coach length capacity (560 m) out of which only Pitline No. 3 has pitline lighting. Remaining Pitline Nos. 1 & 2 do not have pitline lighting arrangement. Staff were seen checking with Miner lamps. The floor level in Pitline No.2 is low leading to water stagnation during exterior washing. All pitlines are provided with catwalk. • Two rake test rigs are available to conduct brake power check and air brake check during maintenance schedules. • These test rigs have covering arrangements to protect from sunlight including lighting arrangement and display of working instructions near the rig. This helps the staff as a ready reckoner for test procedure i.e., they need not use torchlight to observe gauge readings. • WGSCNSC 10267: Brake shoe adjuster bolt split pin was not split upto 45. Same to be ensured. • While maintaining rakes, pitlines are protected with scotch block and padlocking in addition to danger boards.
9.9	<p><u>STORES DEPOT/ KCG</u></p> <p>Inspected the stores as on 20.02.2015. There are no shortage of safety items. However the stock position of safety items for three month period is enclosed herewith. This is a good feature with no out of stock safety items in the depot.</p>
9.10	<p><u>Inspection of ATC/KCG:</u></p> <ol style="list-style-type: none"> a. The Area Training Centre/KCG established in 1963 is located behind Kacheguda Railway Station. It caters to not only the training needs of Group “D” staff of SC, HYB & NED Divisions but also Promotional courses conducted for YPs to PM/B, PM/A to Cabinman and Goods Guard to Passenger Guard etc. b. Training cum Practical demonstration of Fire Fighting to all the required categories is also imparted. Trainees require more training in the yards to expose them to practical working than theory. c. <u>Work in progress at ATC/KCG:</u> 3 class rooms, office room & two dormitory renovation work completed and 4000L water tank work is under progress. Toilets works are not being done in on-going work. Provision of toilets is essential and inescapable for both gender trainees on priority. d. <u>Training Aids:</u> Screen for LCD projector and monitor for 2nd computer to be provided. Proposal to be submitted before the end of financial year. e. <u>Capacity utilization:</u>The capacity utilization for the year 2013-14: 191% The Capacity utilization in the current year up-to jan’15:148% The capacity utilization of ATC/KCG is satisfactory.

9.11	<p><u>Electrical Department Observations:</u></p> <ol style="list-style-type: none"> In Main entrance 4Nos of bay light fitting with 400 w induction lamp are available. Same may be replaced with less wattage of Lamps. Prepaid meter for Tea stall on PF no 1 on SC end checked, found amount balance is Rs. 6696/-. One tube light fittings on PF no 1 near tea stall is hanging same be attended. In AC depot 6 amps and 10 amps HRC fuse consumption during last two months is more compared to previous months. In defective lot of 400/315 Amps HRC fuse in stores, some good fuses are also available. The returned fuses by the staff may be rechecked before issue on one to one basis. Five coaches in Egmore rake of 17651 Express checked (10715, 13401, 13054, 97102 & 01238) Found all coaches are in good condition.
10.0	<p><u>KACHIGUDA - FALAKNUMA AUTO SECTION:</u></p> <ol style="list-style-type: none"> Length of this Automatic section is 7.5 KM. Signals are being fed from FM and KCG for approximately 3.5 KM in both directions. These signals were being fed through step down transformer. It is seen that signals have gone 'blank' at one occasion when both ATs tripped and APSEB also failed. Subsequently Division has provided inverter with load on the battery bank of station. It is noticed that there is drop in the voltage to an extent of 15 volts. Moreover as per Board's policy AT should feed only upto 2 KMs. Division should propose work to bifurcate power supply by providing IPS with battery bank in the middle of this section. This will eliminate both problems of voltage drop and blanking of signals. Checked the approach locking of LC No. 5 and found effective . Interlocking of LC no.5 with signal no. S222 was tested and found effective. Similarly, the approach locking of LC No.5 was tested and found effective.
11.0	<p><u>Inspection of FM:</u></p> <ol style="list-style-type: none"> <u>Surprise Night Inspection Register:</u> SS is conducting Night inspections as per schedule. It was noticed that he is signing in the Station Diary instead of TSR. He may be advised to sign in TSR under the last train dealt before the inspection. Checked relay room key register and found that relay room is opened during Oct 2014 - 8 Times, Nov 2014 - 8 times, Dec 2014 - 4 times, Jan 2015 - 6 times and Feb 2015-(as on date) 5 times. <u>Stabled load register:</u> It is observed that on 20.2.15 T.No. 67276 MEMU Loco.No.4030+400032 was stabled on Rd (3), time of clearance and on duty Dy.SS signature was not recorded. It is advised to comply the same strictly. <u>MMTS rake stabled from 23.00 hours to 05.00 hours of next day. Stabling time is not written and the LP / Guard are taking charge of the train without undertaking mandatory BA test; instead they are signing 'on' / 'off' at KCG which is improper.</u> On 2nd January 2015, 15 BOBYNL wagons was received and stabled. Out of these, 5 wagons are moved to KQQ and fresh BPC was issued vide No. 029656 for remaining 10 wagons with a validity of 30 days? There was a PSR of 15 KMPH while entering FM station from SC direction due to the presence of hand point after DN Home Signal. <u>The SR is not written in the</u>

	<p><u>Caution Order and not mentioned in the WTT.</u></p> <p>f. From the Caution Order copy it was noticed that there was an SR at KM 9/10-16 to “whistle freely” due to retaining wall work in progress w.e.f. 07.00 hours of 17.02.2015. <u>In this connection no message was written in the Caution Order Message Register. On enquiry, the TI /KCG replied that since the SR is only for DN trains, record is not kept at FM station. In this connection, it is necessary to maintain the record as per Para 2 & 3 of Appendix I of G&SR.</u> It is also not understood as to why this SR is restricted only to DN trains and why not for UP trains? <u>Division to investigate and take appropriate action.</u></p> <p>g. On 22nd January 2015, at 02.42 hours, S-25 route held up and route cancellation was applied <u>but failure entry and failure memo was not found.</u></p>
11.1	At Huppaguda station FM end, at KM 13/13 OHE mast earth bonding not provided by Electrical Department (which is connected from OHE mast to rail).
11.2	Checked Track circuit no.14T, CLAT & UMAT and the electrical parameters are within limits.
11.3	Tested point no.15B & 15A for track locking and obstruction test and found effective.
11.4	<u>35 block joints are available in FM yard. These block joints shall be replaced with glued joints on priority.</u>
11.5	<p><u>Electrical Department Observations:</u></p> <p>a. Cement loading side circulating area high mast light fittings earth pits checked and found all are in good condition.</p> <p>b. CLS panel in SS room checked found working normal.</p> <p>c. Towards MNBR end 25 KVA AT checked found 63 amps MCB is available.</p>