

**BI-MONTHLY SAFETY AUDIT INSPECTION OF KINWAT – ADILABAD STATIONS  
OF NANDED DIVISION FOR THE PERIOD MAY & JUNE 2015 ON 24.6.2015**



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF  
KINWAT – ADILABAD STATIONS OF NANDED DIVISION FOR THE PERIOD MAY  
& JUNE 2015 ON 24.6.2015**

<b>S. No.</b>	<b>Para</b>	<b>Subject / Topic</b>	<b>Action for rectification</b>
<b>1</b>	<b>3 (d)</b>	<b><u>LC Gate No. 12/Traffic interlocked at KNVT towards ABX station:</u></b> Though <u>sliding boom arrangement is provided 1½ year back, the same is not commissioned.</u> Division to expedite and commission the same at the earliest.	<b>DRM/NED CSTE COM</b>
<b>2</b>	<b>3 (g)</b>	<b><u>At KNVT:</u></b> As per Accident Manual Para 604.2, 604.6.2 & 605.2, KNVT station shall have ARME Scale II which is not provided; instead it was noticed that it is kept in the Health Unit. Secondly, the post of CMP is lying vacant. Thirdly, it was noticed that both the Oxygene cylinders in Health Unit were ‘empty’ which shall be replaced immediately. Also, noticed that the two petromax lights are available but not working. It is suggested to replace them with LED.	<b>DRM/NED CMD</b>
<b>3</b>	<b>3 (h)</b>	<b><u>KNVT:</u></b> <b><u>SWR &amp; Assurance Register:</u></b> The declarations of staff not obtained as per extant rules i.e., Part-I (station staff), Part-II (station staff absent/sick for 15 days or more) & Part-III (Out station staff). Further it was noticed that without filling the left side columns (SWR/Amendment details) of the declaration register, the acknowledgement of the staff was obtained at the right side of the register.	<b>DRM/NED COM</b>
<b>4</b>	<b>3 (o)</b>	<b><u>Point No. 19A &amp; 19 B at KNVT towards MUE end:</u></b> “Tight gauge” was observed in the entire turnout, whereas Point No. 13B at ABX station gauge was found “slack”. This may be due to the incorrect positioning of turnout sleepers / liners which shall be rectified. It is also noted that single coil spring washers are not provided for the plate screws in the turnout portion which needed to be provided.	<b>DRM/NED PCE</b>
<b>5</b>	<b>3 (p)</b>	<b><u>Joint Points &amp; Crossings Register/KNVT:</u></b> First quarter inspection was conducted on 04.01.2015 in which two observations were recorded in summary page and attended on 04.01.2015 <b><u>but the compliance remarks are not recorded in the respective page of the Point.</u></b>	<b>DRM/NED PCE</b>
<b>6</b>	<b>5 (b)</b>	<b><u>At ABX:</u></b> <b><u>T. 1518 (Trolley Notice):</u></b> As per SR 15.26.2 of G&SR, ABX-KSAE section is	<b>DRM/NED</b>

		<p>identified for existence of sharp curves, cuttings, tunnels, etc., and special precautions shall be taken while working trollies without block protection such as; issue of T.1518 (Trolley Notice) to the SM by the Engineering Official, SMs shall acknowledge and intimate the advice under exchange of PN and both SMs shall ensure that Caution Order</p> <p><b><u>But it was noticed that neither SSE/P.Way/KNVT nor JE/P.Way/ADB are in the habit of issuing the Trolley Notice (T.1518). Secondly, the SMs are not in the habit of issuing the Caution Order to trains.</u></b></p> <p><b><u>Divisional Authorities shall take serious note of this lapse and arrange to intensify the counseling of the SMs and Engineering Officials. .</u></b></p>	<b>PCE COM</b>
7	5 (c)	<p><b><u>Ambush check at ABX:</u></b> Danger hand signal was exhibited when 11402 Nandigram Express was running through the station at 13.50 hours to check his alertness and found that <b><u>the Guard</u></b> (Sri. Adhya/PAU) <b><u>failed to respond in stopping the train after noticing the danger signal exhibited by the SM.</u></b></p>	<b>DRM/NED COM</b>
8	5 (e)	<p><b><u>Point No. 13 B at ABX towards MUE end:</u></b> “Slack gauge” was observed in the entire turn out portion of Point No. 13B. This may be due to the incorrect positioning of turnout sleepers / liners which shall be rectified. It is also noted that single coil spring washers are not provided for the plate screws in the turnout portion which needed to be provided. The throw of switch RH side is 105mm against desirable 115+3mm.</p>	<b>DRM / NED PCE</b>
9	5 (h)	<p><b><u>Inspection of Point No.13B/ABX:</u></b> Gapless at the heel of crossing is 15 mm it will cause severe hammering action and retentively of track parameter shall suffer. A gap less joint at heel of crossing shall be ensured.</p>	<b>DRM / NED PCE</b>
10	6 (b & c)	<p><b><u>Motor Trolley inspection between ABX – KSAE:</u></b></p> <ul style="list-style-type: none"> <li>• At KM 131/4-3, SR of 50 KMPH for suspected boulder falling due to vulnerable location in cutting area. A Goompty was erected for the stationery Watchman who is provided with BSNL landline and Control phone facility. But the Watchman does not know the contact telephone numbers of ABX – KSAE, P. Way in-charge. Hence, it is suggested to provide a small board indicating the important contact numbers along with schedule of passenger carrying trains.</li> <li>• At KM 137/0-1 on RH side a large banyan tree is</li> </ul>	<b>DRM/NED PCE</b>

		<b>existing with its branches spread completely over the track portion, which shall be cut on priority. <u>This is very unsafe.</u></b>	
11	7 (c)	Following the Inspection Special, two Motor Trolleys were dispatched from ABX to KSAE. It was noticed that <b><u>second motor trolley was dispatched from ABX on the authority of only Caution Order which is incorrect.</u></b> All motor trolleys that are following a train shall necessarily be given T.1525 (printed Authority to Proceed for Motor Trolley following a train / another trolley). <b>It appears that SMs need to be intensively counseled on the trolley working including Motor Trolley working.</b>	<b>DRM/NED COM</b>
12	9 (b)	<b><u>At ADB:</u></b> <b><u>Shunting Order:</u></b> From the records it was noticed that empty rake of 57553 Passenger is generally pulled beyond LSS in PMKT direction or UMM direction involving entry into block section for backing onto PF-1 for watering. In the process, they enter into block section <b><u>but found that SM/ADB is not passing any remark about passing LSS at 'on'.</u></b> It appears that the SMs are not aware of this rule provision and also LP/Shunters are not aware. The Operating and Mechanical Officials to counsel the staff working under their control.	<b>DRM/NED COM CME</b>
13	9 (c)	<b><u>At ADB:</u></b> Incoming Krishna Express 17405 is received on PF-1 and after loco reversal, the formation goes to NED as inter-city Express. As soon as the train arrives onto PF, passengers bound towards NED entrain and occupy their seats, i.e., in other words the rake is not empty rake. <b><u>The shunt movement should be supervised by the Guard and Dy.SS which is not done at ADB; and this is in violation of SR 5.14.4.</u></b> SMR/ADB & TI/ADB shall issue suitable Station Order & SOB in the Crew Lobby and enforce the rule of supervision by the Guard (may be incoming or outgoing) and Dy.SS.	<b>DRM/NED COM CME</b>
14	9 (d)	<b><u>At ADB:</u></b> <b><u>Shunting neck:</u></b> There is a shunting neck of 715m <b><u>but entry / exit for first loop and Mainline is not possible since there is no crossover.</u></b> As a result of this, the Operating Officials of the station are forced to pull and back the passenger rake daily involving (mainline) block section. The shunting neck is not used for several years. <b><u>Operating Officers, TI/Plg should check the operational facilities physically before approving the plans as directed by Member Electrical, Railway Board vide</u></b>	<b>DRM/NED COM</b>

		<b><u>letter No. 2015/PI/42/4 dated 27.05.15, instead of expressing distress at a later date. It is advised to propose the cross over for operational feasibility.</u></b>	
15	9 (f)	<b><u>At ADB:</u></b> <b><u>Saloon Siding:</u></b> Saloon Siding connected to PF-1 was suspended by SSE/P.Way/KNVT from 5 <sup>th</sup> March 2015 for the reason that platform coping is infringing the movement of coaches. The status on the date of inspection was not attended (even after 3 ½ months).	<b>DRM/NED PCE</b>
16	9 (i)	<b><u>At ADB:</u></b> <b><u>One train / time failures:</u></b> As per COM/SC letter No. T.411/P/1/Vol. VIII dated 01.5.2014 addressed to DRM/NED, all failures including one train failures shall invariably be recorded in the Signal Failure Register. <b>But, Sr.DSTE/NED is contesting this letter and instructing all SMs not to make one train failures entry in the Signal Failure Register instead of settling the issue with CSTE/SC.</b>	<b>DRM/NED COM CSTE</b>
17	9 (j)	<b><u>At ADB:</u></b> <b><u>Fuelling of multi locos towards PMKT direction on 2<sup>nd</sup> &amp; 3<sup>rd</sup> loop:</u></b> The available one fuelling point is able to cater the needs of fuelling of the front loco only. In order to fuel the second loco, the first loco needs to go beyond the Starter Signal. To overcome this problem, additional / extension of second fuelling point shall be studied by the Division.	<b>DRM/NED CME COM</b>
18	9 (k)	<b><u>At ADB:</u></b> <b><u>Water hydrants:</u></b> Though water hydrant facility exist on 2 <sup>nd</sup> loop, 57552/53 Passenger is daily backed onto PF – 1 for watering. During this shunt movement, the rake needs to enter into the block section <b><u>which is not desirable on a routine-basis.</u></b> <b>The asset (water hydrant) was installed 5 years back and not commissioned till date.</b> This was also advised to the Division during GM's annual inspection on 9 <sup>th</sup> January 2015 for which no action is taken till date.	<b>DRM/NED CME</b>
19	9 (m)	<b><u>At ADB:</u></b> <b><u>RCD:</u></b> It was noticed that there were four 75kg fire extinguishers available <b><u>but none of the staff including the in-charge of RCD are found aware of the procedure to operate them.</u></b>	<b>DRM/NED CME</b>
20	9 (p)	<b><u>At ADB:</u></b> <b><u>Rolling-in/out examination:</u></b> No hut provision for conducting rolling-in/out examination which is required.	<b>DRM/NED CME</b>

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<b>Para</b>	<b>Subject / Topic</b>
<b>1.0</b>	<p><b><u>Foot-plate inspection from ADB to KNVT by Inspection Special:</u></b></p> <p>a. At KM 154/8, W/L board was found faded which shall be painted.</p> <p>b. Distant Signal of KSAE at KM140/5 view is obstructed by tree branches.</p>
<b>2.0</b>	<p><b><u>Inspection of SLR by Inspection Special:</u></b></p> <p>a. SLR NO- SC 93728; BPC NO-107504 of 23.06.2015 was issued at PAU.</p> <p>b. Sri.B.K. Singh - Sr. Passenger Guard/PAU working the train was in possession of valid competency certificate. He is not due for PME and RC.</p> <p>c. BV Equipment Room, <u>Electrical Light is not burning and the door is not sealed.</u></p> <p>d. <u>Emergency Light is not provided for this SLR.</u></p> <p>e. <u>Electrical Box, PT Box and Spare OTL were not loaded;</u> a memo to this effect was handed over to SM/ADB by the Guard before starting the special. <u>Division shall ensure that full complement of BV Equipment is loaded and sealed in working condition in all SLRs under holding of the Division. If Inspection Special itself is not loaded with full complement, it can be concluded that the subject is not receiving attention for other coaching trains carrying passengers.</u></p> <p>f. Fire extinguisher No.145 and 15 was available but the number that is written on the list exhibited outside the cabinet of BV Equipment is not tallying with this.</p>
<b>3.0</b>	<p><b><u>Inspection of KNVT:</u></b></p>
	<p>a. Sri. Jona Abraham, Dy.SS, Sri Md. Ekram Baig, PM and Smt. Indur Sapna, APM were on duty in uniform with valid competency certificate.</p> <p>b. It was noticed that this Dy.SS is <b><u>not in the habit of writing the PNs</u></b> exchanged by him with Guard of stopping trains as a token of assurance that complete train arrived as per SR 14.10 in the TSR. On the day of safety audit inspection, he failed to write the PNs in the TSR for Train No. UP 11401, DN 11409 and Inspection Special (CSO). <b><u>Even one day before the safety audit inspection,</u></b> i.e., on 23<sup>rd</sup> June 2015, <b><u>he failed to write the details of PNs</u></b> exchanged with Guard in the TSR.</p> <p>c. It was noticed that <b><u>new pro-forma of TSR for single line is not available</u></b> at this station. TI/ADB says that he has supplied new TSR not only to KNVT but also for all stations which was verified by the Safety Audit Team but the same is not brought into force by the SM/KNVT.</p> <p>d. <b><u>LC Gate No. 12/Traffic interlocked towards ABX station:</u></b> Though <u>sliding boom arrangement is provided 1½ year back, the same is not commissioned</u> by the Divisional Authorities. Introduction of the sliding boom arrangement will certainly help in reducing the detention to trains in cases of boom damages which are many in number as per the Signal Failure Register. <u>Division to expedite and commission</u></p>

the same at the earliest. During the failure of LC Gate 12 on 11.05.2015 and 28.04.15, PNs were not exchanged for passing T. No. 17406 Express.

- e. **Weather Warning Register:** Record was perused and following shortfalls / irregularities were noticed;
- Last weather warning message was recorded on 22<sup>nd</sup> June 2015 at 18.30 hours vide message No. CC/WW/22/3 with contents *“heavy rainfall in AP & Telangana for next 5 days starting from 22.6.2015 to 26.6.2015”*. This message was initially informed to SSEP.Way/KNVT by telephone and physically delivered under acknowledgement at 20.00 hours. In this connection, SMs need to be counseled to scrupulously follow the instructions incorporated under Para 1.3 (c) of Appendix IV of Accident Manual which stipulates *“SM on receipt of the weather warning message from the Divisional Control shall send a copy of the message in verbatim to ADEN / SE (P.Way) / SE (Works) under acknowledgement. In case they are out of headquarters, the SM shall inform the SCOR who in turn will be responsible for ensuring that the contents of the message are communicated to Engineering Officials”*. SM/KNVT is not writing the name of the Controller who repeated the message whereas other ASMs are writing. KNVT station and adjacent stations ABX & BHBK are in Maharashtra State. Hence, it is suggested to the Divisional Operating Control Officials to filter the messages and disseminate only relevant messages, i.e., weather warning messages pertaining to AP & Telangana need not be intimated to Maharashtra State Districts.
  - Again on 22<sup>nd</sup> June 2015 at 14.00 hours, another weather warning message vide message No. CC/WW/22/1 was received and recorded stating *“Heavy rainfall for Marathwada region exceeding 7 cm for next 48 hours”*. Even this message was acknowledged by SSE/P.Way/KNVT at 18.10hours. **SM who received the message failed to note the name of the SCOR.**
  - Third message on 22<sup>nd</sup> June 2015 was received at 00.15 hours vide message No. C/WW/21/25 stating *“Heavy wind 45 to 55 KMPH for next 48 hours”*. **The message do not specify the region which is essential.**
  - Transmitting 3 different messages on the same day will certainly cause confusion to Station Masters and also Engineering Officials. Hence, it will be appropriate for the Control Office Officials to act judiciously.
  - On 21<sup>st</sup> June 2015, at 16.05 hours, vide message No. CC/WW/21/01 *“Heavy rainfall for next 5 days from 21.6.2015 in Adilabad, Nizamabad, Khammam, Warangal, Nalgonda, Karimnagar of Telangana State”*. The original message was crosschecked at Central Control / Secunderabad and noticed that it is a message of forecast given by the IMD Office in which it was stated that on day 2, day 3 & day 4 – NIL. It will be appropriate for the Central Control and Divisional Control to correctly filter the messages and transmit only to affected stations as per Para 1.3 (b) of Appendix IV of Accident Manual.
- f. Line Patrolling is in force between KNVT-ABX and KNVT-BHBK stations. Beat Books were deposited with SS/KNVT. Observed that **Patrolmen are not obtaining the signatures from LC Gatemen** as per Engineering Standing Order.

- g. As per Accident Manual Para 604.2, 604.6.2 & 605.2, KNVT station shall have ARME Scale II which is not provided; instead it was noticed that it is kept in the Health Unit. Secondly, the post of CMP is lying vacant. Thirdly, it was noticed that both the Oxygene cylinders in Health Unit were 'empty' which shall be replaced immediately. Also, noticed that the two petromax lights are available but not working. It is suggested to replace them with LED.



- h. **SWR & Assurance Register:** SWR No.753/KNVT was issued and bought into force on 25.06.13, 19.06.14 respectively. Amendment slip No.1 was issued on 24.11.14 and brought into force on 15.12.14 along with replacement pages for motor trolley working & securing of vehicles. The declarations of staff (4 SS/ASMs & 5 PMs) have been obtained in 3 parts contrary to extant rules in vogue i.e., Part-I (station staff), Part-II (station staff absent/sick for 15 days or more) & Part-III (Out station staff). Further it was noticed that without filling the left side columns (SWR/Amendment details) of the declaration register, the acknowledgement of the staff was obtained at the right side of the register.
- i. On 22.06.2015 at 21.05hrs Line clear was obtained for UP BOX'N' Empty goods from ABX station. Subsequently the train arrived at 21.12 hrs and was stabled. Though PN 74 was obtained from ABX station relevant **Line Clear obtaining particulars and stabling remarks in RED were not entered in TSR.**
- j. **Officers Inspection Register:** Checked and observed that last two inspections were conducted by AOM/NED on 20.06.15 & Sr.DOM/NED on 28.12.14. It was observed that there is no inspection of divisional operating officers in between these inspections (six months elapsed without inspection) at this station. It is advised to conduct schedule of inspection at all important stations of the Division regularly including branch line section.
- k. **TIs inspection Register:** TI/ADB has conducted quarterly regular inspections on 06.10.14, 22.01.15 & 22.04.15, night surprise inspections on 23.11.14 & 20.05.15 and safety inspection on 25.02.15. **It is advised to conduct monthly safety inspection of the station regularly apart from other scheduled inspections.**
- l. **Gradation Register:** Staff gradation was done on 01.07.14 for the PE 01.07.14 to 31.12.14. All SS/SM/ASMs (04) graded as "B" & out of 04 PMs, two graded as "B", remaining two graded as "C". It is observed that neither SMs nor PMs were

graded in category of “A” at this station. It is advised that an action to be initiated to upgrade them to “B/A” as per extant rules.

- m. **DM related random check register:** It was observed that monthly twice random check of telephone numbers is conducted from Jan’15 to June ’15 till date and found correct except for the month of April’15 (27.04.15) only one such check was conducted. It is advised to conduct two checks per month regularly.
- n. **Relay Room Key Register.** The following are the relay room openings at the station.  
Jan’15 – 10, Feb’15 – 02, Mar’15 – 02, Apr’15 – 04, May’15 – 02 & Jun’15 – 05 till date. In the said register, there is no column for reasons for opening the relay room. As per SWR No. 753/KNVT Para 4.2, it is advised to arrange for proper register with column for reasons for opening relay room. As there is increase in number of relay room openings during the month of Jan’15 in correspondence to failures and inspection/maintenance schedules. It is advised to restrict number of openings to the minimum.
- o. **Point No. 19A &19 B at KNVT towards MUE end:** “Tight gauge” was observed in the entire turn out, whereas Point No. 13B at ABX station gauge was found “slack”. This may be due to the incorrect positioning of turnout sleepers / liners which shall be rectified. It is also noted that single coil spring washers are not provided for the plate screws in the turnout portion which needed to be provided.
- p. **Joint Points & Crossings Register:** First quarter inspection was conducted on 04.01.2015 in which two observations were recorded in summary page and attended on 04.01.2015 but the compliance remarks are not recorded in the respective page of the Point; for second quarter inspection was conducted on 03.4.2015 and observations are ‘nil’.
- q. **Tested red lamp protection for Home signal No.01 for second loop and following observations are made;**
- Taken off H/S-01 for second loop and Starter No.05 was made blank, H/S flown back to danger.
  - Checked Relay Room and verified with Sri.Venkat Rao ESM/KNVT the procedure for restoration of failure by tracing the circuit after the failure.
  - Taken the relay voltage of S20 UCR and found as 24.6V.
  - Advised to provide Index for early tracing of circuit.
  - Noticed in battery room that batteries are not cleaned properly after topping up.
  - **Found printer was not working** to take out data logger print.
- r. **Electrical Department Observations:**
- On PF No. 1 at ADB end, HRC kit-kat fuse base available without fuse link for lighting pole. Provide fuse link with proper rating of fuse wire for effective fusing in case of fault.

- Last measurement of earth resistance in station was made and indicated as 15.06.2014. However, earth resistance value was measured at site during inspection and found to be 1.2 Ω. Earth resistance of all earths should be measured and value painted at the earliest as already one year has passed since last measurement. Earth resistance value should be measured once every year without fail and value painted.
- Voltage were measured in SMR room and observed as follows.  
Phase to Neutral = 245 V  
Phase to Earth = 246 V  
Earth to Neutral = 0 V
- In SMR room, 4 Sq mm earth wire of aluminum is having joints. Same should be replaced with a wire without joints as joints in earth wire may result in loose connections and loss of earth and safety.

s. **Inspection of circulating area & Railway Quarters at KNVT:**

- Main power supply from SEB is distributed in two circuits of commercial and domestic supply. Both panel boards are in dilapidated condition. Since main power supply bank is located on the road it should be provided with proper locking arrangement with one key retained by the SSE/Electrical and other one kept in SM room to prevent any unauthorized person from operating the power supply controls. Same may replaced with well designed aesthetic new panel boards.
- Two earth pits are available, one earth pit is using for both panel boards and another pit is used for SEB panel board. Both the panel boards are located at ground level. Location of the panel boards should be kept in such a place that it should not be accessible to children/miscreants. Last measurement of earth resistance were taken on 11.06.2014 and indicated as 2.1 Ω .
- In Railway colony, Stay wire has to be found to be connected to LT pole and connected to a rail piece driven into the earth which is not an effective earthing. As stipulated vide subsection (2) of section 90 of Indian Electricity rule, every stay wire shall be similarly earthed unless an insulator has been placed in it at a height not less than 3.0 meters from the ground. Action should be taken by NED division to comply with subsection (2) of section 90 of IE rule. Voltage were measured in nearby Q.No 111/C & the stay wire observed as follows indicating safe earthing of stay wire in this case  
Phase to stay wire = 236 V  
Phase to Earth = 230 V  
Phase to Neutral = 236 V
- Earth pit resistance value was measured at High mast earth pit during inspection and found to be 0.5 Ω against minimum requirement of 10 Ω.
- Supply for railway colony (located on opposite side to station building) for gang men is extended through junction box located in PF No 1. Cable armour has been used for earthing the Junction Box. However, earthing of the armour is not seen anywhere. It is advised that separate earth wire should be provided for junction box.

	<p>t. Height of KNVT Platform was measured as 84 cm. The lateral clearance of coping was measured as 177 cm from centre line of track, whereas it should be between 167-168cm as per Para 3(i) of Chapter II of SOD. The clearances should be ensured as per SOD while construction of platform.</p>
<b>4.0</b>	<p><b><u>Inspection of LC Gate No. 12/Traffic at KNVT:</u></b></p> <p>a. Sri Jayaram Kumar-APM/KNVT working as gateman was in uniform and in possession of valid competency certificate.</p> <p>b. Potholes were noticed on the road portion between the speed breakers and is uneven between the gate post and speed breaker on RH side of the track.</p> <p>c. Sliding Booms are provided for this gate. Working instructions need to be incorporated before they are commissioned.</p> <p>d. TVUs: 26907 of 04/2014 should be updated in the GWR at the earliest along with the usages of emergency small chains.</p>
<b>5.0</b>	<p><b><u>Inspection of ABX:</u></b></p>
	<p>a. At ABX station, “<b><u>trolley on line</u></b>” caps which are required to be placed on the block instrument when push trolley / moped trolley / motor trolley is placed between ABX – KSAE stations <b><u>are not available. This is essential.</u></b></p> <p>b. <b><u>T. 1518 (Trolley Notice):</u></b></p> <ul style="list-style-type: none"> <li>• As per SR 15.26.2 of G&amp;SR, certain sections due to existence of sharp curves, cuttings, tunnels, etc., special precautions shall be taken while working trollies without block protection such as; issue of T.1518 (Trolley Notice) to the SM by the Engineering Official who intend to place the push trolley on track. SM who receives such notice shall acknowledge and intimate the advice the SM at the other end under exchange of PN and both SMs shall ensure that Caution Order is given to the crew of trains entering block section.</li> <li>• As per the above Subsidiary Rule, ABX – KSAE – ABX section is identified.</li> <li>• <b><u>But it was noticed that neither SSE/P.Way/KNVT nor JE/P.Way/ADB are not in the habit of issuing the Trolley Notice (T.1518).</u></b> Instead, SSE/P.Way/KNVT &amp; ADB are issuing one manuscript message advising SMs to issue Caution Order.</li> <li>• <b><u>Secondly, the SMs are not in the habit of issuing the Caution Order to trains.</u></b> Sample check was made by referring the records at ABX &amp; KSAE stations and found that on 20<sup>th</sup> June 2015, SSE/P.Way/KNVT gave a manuscript message at 12.40 hours to SM/ABX and removal notice was given at 16.55 hours at ABX. During this 4 hours period, 3 DN trains left KSAE and arrived ABX for which no Caution Order was issued, the details are;       <ol style="list-style-type: none"> <li>1. DN 11402 Nandigram Express arrived ABX at 14.14 hours.</li> <li>2. DN BOXN Goods at 15.00 hours and</li> <li>3. DN 57552 Passenger at 16.05 hours.</li> </ol> <p>At KSAE station also, the Caution Order record was checked and confirmed that SM/KSAE has not issued. On further enquiry, SM/KSAE informed that SM/ADB has issued the Caution Order. ADB station records was also checked and found no such Caution Order issued on that day.</p> </li> </ul>

**Hence, Divisional Authorities shall take serious note of this lapse and arrange to intensify the counseling of the SMs and Engineering Officials. Also, ensure to supply the printed T.1518 (Trolley Notice) to the Engineering Officials.**

- c. **Ambush check at ABX:** Danger hand signal was exhibited by the SM/ABX when 11402 Nandigram Express was running through the station at 13.50 hours to check his alertness as per the directives of Audit Team and found that **the Guard** (Sri. Adhya/PAU) **failed to respond in stopping the train after noticing the danger signal exhibited by the SM.**
- d. **Signal Failure Register:**
- On 19.5.15 from 23:20 hours to 01:15 hours of 20.5.15, Point No. 13 B not obeyed in 'R' position for Train No. 57551 resulting in detention of 15 minutes. Remark passed by S&T Officials was that Point No.13 B broken - small tongue rail piece was obstructing and the same was removed and restored by SE/Sig/KNVT.
  - On 13.4.15 from 21:25 hours to 00:15 hours, three trains are detained and same was dealt on PLCT due to Block instrument failure between ABX – KSAE stations and **remark passed by S&T Officials was that it was rectified automatically. S&T gear getting automatically rectified cannot be accepted since 3 trains were dealt on block instrument failure account involving extra detention. Divisional S&T Branch shall investigate the failure thoroughly and prevent recurring.**
  - On 14.4.15 from 03.15 hours to 03.40 hours same problem as brought in the above Para was recorded. As per S&T remark, the failure was attended at KSAE station.
- e. **Point No. 13 B at ABX towards MUE end:** “Slack gauge” was observed in the entire turn out portion of Point No. 13B. This may be due to the incorrect positioning of turnout sleepers / liners which shall be rectified. It is also noted that single coil spring washers are not provided for the plate screws in the turnout portion which needed to be provided. The throw of switch RH side is 105mm against desirable 115+3mm.
- f. Current readings were checked for Point No.13B for “N” and “R” positions and found within limits.
- ✓ RH Side opening = 120mm,LH Side opening = 115 mm
  - ✓ N to R obstruction voltage recorded as 99V.
  - ✓ N to R obstruction current recorded as 3.7Amps.
  - ✓ R to N obstruction voltage recorded as 98V.
  - ✓ R to N obstruction current recorded as 3.7
  - ✓ N to R Normal voltage recorded as 108V.
  - ✓ N to R Normal current recorded as 2.1Amps.
  - ✓ R to N Normal voltage recorded as 106V.
  - ✓ R to N Normal current recorded as 2.1 Amps.
  - ✓ Tested Track locking found effective.
  - ✓ Obstruction test for 5mm Reverse and Normal was effective.

	<p>g. Mainline Starter Signal towards MUE end, implantation is not marked though white band is painted on the signal post.</p> <p>h. <b>Inspection of Point No.13B/ABX:</b> Gapless at the heel of crossing is 15 mm it will cause severe hammering action and retentively of track parameter shall suffer. A gap less joint at heel of crossing shall be ensured.</p> <p>i. Minimum attacking speed boards have been provided in the section at KM 140/1. The speed board is of rectangular shape with white back ground. The LP's should be counseled about this and they must not confuse between attacking speed board and caution order boards.</p>
<p><b>6.0</b></p>	<p><b><u>Motor trolley inspection between ABX – KSAE stations:</u></b></p> <p>a. At KM 129/7-8 LH side heavy scour of bank close to the track was noticed which needs immediate protection arrangements and the desilting of the vent way of Bridge No. 163 near the location has to be attended.</p> <p>b. At KM 131/4-3, SR of 50 KMPH for suspected boulder falling due to vulnerable location in cutting area. A Goompty was erected for the stationery Watchman who is provided with BSNL landline and Control phone facility. But the Watchman does not know the contact telephone numbers of ABX – KSAE, P. Way in-charge. Hence, it is suggested to provide a small board indicating the important contact numbers along with schedule of passenger carrying trains.</p> <p>c. At KM 137/0-1 on RH side a large banyan tree is existing with its branches spread completely over the track portion, which shall be cut on priority. <b><u>This is very unsafe.</u></b></p> <div data-bbox="727 1052 1084 1377" data-label="Image"> </div> <p>d. At UMLC No. 19 at KM 138/2-3, the Road Safety Counsellor Sri. P. Shivraj was tested for his knowledge of his duty and found weak. The Counsellor also does not possess the contact telephone numbers of adjacent stations and P. Way in-charges. Similar such exercise may be undertaken at other locations and take remedial action. It was also noticed that he was supplied with one green and one red flag; instead it is suggested to provide two red flags withdrawing the green one.</p> <p>e. Hectometer posts provided from KM 127 to 132 are faded and the description is not legible which needs to be repainted immediately.</p> <p>f. Low cess on approaches of Bridge No.158 at KM 128/5-6 to be attended.</p> <p>g. At KM 152/4-5 goose neck need to be attended.</p> <p>h. At KM 125/6-7 drainage needs to be improved in RUB.</p>

7.0	<b><u>Inspection of KSAE station:</u></b>
	<p>a. Sri Rajesh Kumar Mandal, SM and Sri Satish Yadhav, APM/ABX working at KSAE were found alert and in uniform with valid competency certificates.</p> <p>b. SWR/KSAE which was issued on 08.7.2014 was perused and found that Amendment Slip No.1 to SWR was issued on 01.12.2014. Further, as per Para 6.9 (Note (b) ), it was noticed that <b><i>“while entering / leaving 2<sup>nd</sup> loop, speed of trains shall not exceed 10 KMPH due to 1 in 8 ½ turn out”</i></b> . <u>The issue was cross checked with the copy of Caution Order given to crew at ADB and noticed that “speed of trains on all loop lines between ADB – MUE stations is enhanced to 30 KMPH except for 4 wheeler and tank wagons” . The knowledge of Loco Running Staff including LIs was tested and noticed that they are not aware about this reduced SR of 10 KMPH on 2<sup>nd</sup> loop of KSAE station.</u></p> <p><b><u>Division to investigate and enforce the SR of 10 KMPH for all trains as per the layout of the station or modify the SWR duly relaxing the speeds of trains on loop lines to 30 KMPH, if it the instruction is erroneously printed in the SWR.</u></b></p> <p>c. Following CSO Inspection Special, two Motor Trolleys were dispatched from ABX to KSAE. Subsequent to the arrival of Inspection Special at KSAE, it was noticed that <b><u>second motor trolley was dispatched from ABX on the authority of only Caution Order which is incorrect.</u></b> All motor trolleys that are following a train shall necessarily be given T.1525 (printed Authority to Proceed for Motor Trolley following a train / another trolley). <b>It appears that SMs need to be intensively counseled on the trolley working including Motor Trolley working.</b></p> <p>d. <b><u>Officer’s Inspection Register:</u></b> Last inspection report found in the register was done by ADEN/NED on 14.12.14. From the records it was noticed that no Operating Officer, Safety Officer has visited this station. <u>Last inspection by Operating Officer at this station was conducted by AOM/Goods/NED on 06.09.12, 2 ½ years back.</u></p> <p>e. <b><u>SWR &amp; Assurance Register:</u></b> SWR No.755/KSAE was issued on 14.04.13 and brought into force on 08.07.14. The declaration of staff (4 SS/ASMs &amp; 5 PMs) have been obtained in 3 parts contrary to extant rules in vogue i.e., Part-I( station staff), Part-II(station staff absent/sick for 15 days or more) &amp; Part-III (Out station staff). It is advised to maintain the assurance register in three parts i.e., Part-I( station staff), Part-II( Out station staff) &amp; Part-III (station staff absent/sick for 15 days or more) as per extant rules.</p> <p>f. <b><u>TIs Inspection Register:</u></b> TI/ADB has conducted quarterly regular inspection on 01.12.14 &amp; 03.03.15, Safety inspection 05.02.15 &amp; 21.05.15, Night surprise inspections on 15.02.15. Station quarterly regular inspection was over due on 02.06.15. It is advised to conduct schedule of inspections prescribed for section TIs. Further it is advised to conduct monthly safety inspection of the station regularly. SM has <b><u>not offered remarks for the inspection notes</u></b> of 15.06.2015.</p>

- g. **Gradation Register:** Staff gradation was done on 01.07.14 for the PE 01.07.14 to 31.12.14. All SS/SM/ASMs (03) have been graded as “A”. Out of 03 PMs, one graded as “A” remaining two as “B”. It is observed that the gradation register is not having column for grade pay details of the staff. It is advised that an action to be initiated to upgrade them to “A” as per extant rules and grade pay column to be included in the said register.
- h. **Train passing documents:** Serial number certification was not done by TI/ADB or SM/KSAE on all train passing documents. It is further observed that TI/ADB has not cross checked the all the train passing documents issued during his inspection at the station. It is advise to comply them strictly.
- i. **Caution Order Message Register:** In DN Caution Order message register, S. No. 6,7, 8, 9,10 & 12, it was observed that SSE/JE’s/P.Way while imposing SR in the message itself it is mentioned as “the said caution order may be cancelled on so & so date” , **but that restriction was not cancelled on that scheduled day.** It is advised not to resort to such unsafe practice and further advised to indicate as UFA in the caution order imposition message.
- j. **S&T Failure Register:**
- On 20.6.15 from 22.00 hours to 22.39 hours, after taking line clear for DN/PRLI at UMM, automatically Block instrument of UMM-KSAE gone to TOL without fault at UMM. As per S&T remarks, 15 TPR track drop for few seconds, due to lighting and thunder. Failure restored after arrival of PRLI/N Goods at KSAE.
  - On 13.4.15 from 21:25 hours to 001.5 hours, block instrument failed at KSAE-ABX, TGT not coming in block instrument. Remarks of S&T (ESM) “fault at KSAE”, TGPR relay not picked up, checked and relay replaced. **But SE/Sig/KNVT passed a remark that no fault on S&T account. It is seen from the records that ESM & SSE/Signals are passing contradictory remarks which is not acceptable. Doubts arise as to whether failures are attended with proper investigative angle or not.**
  - On 01.5.15 from 08.40 hours to 10.45 hours between KSAE-UMM, Block instrument failed due to same relay defect. One train dealt on PLCT. Again from 20.57 hours to 23.40 hours two trains was dealt on PLCT. Remark passed against the failure was ‘fault attended at UMM’.
  - Very next day, i.e., on 02.5.15 from 19.48 hours to 22.30 hours, same Block instrument failed and two trains were dealt on PLCT. But S&T feedback written was ‘automatically rectified’. **When block instrument failed twice on 1<sup>st</sup> May and again on 2<sup>nd</sup> May, it clearly indicates that quality of attention given to attend failures is not satisfactory. Added to this, passing remarks such as ‘automatically rectified’ cannot be acceptable. Division needs to investigate thoroughly these failures and take preventive steps.**
  - On 20.6.15 from 22.00 hours to 22.39 hours, same block instrument failed and two trains are dealt on PLCT. Fault attended at UMM by ESM/ADB.

	<p>k. <b><u>Weather Warning Message Register</u></b>: Message was received at 00.45 hours on 22.06.2015 and handed over at 04.20 hours after a gap of 3 hours 35 minutes. Delay in handing over the message copies to Engineering Officials should be avoided since the section is having cuttings and there may be a chance of boulders dropping on to track during Monsoon.</p> <p>l. <b><u>Points and Crossing Joint Inspection Register</u></b>: Joint inspection for the 2<sup>nd</sup> quarter <b><u>not carried out</u></b> as on date of Safety Audit inspection.</p> <p>m. <b><u>Disconnection and Reconnection Register</u></b>: At 11.55 hours on 09.12.2014 Disconnection was given for track packing for a joint work along with Engineering Staff and the Reconnection was given at 12.55 hours. <b><u>On completion of the joint work ‘Track Fit’ certificate was not issued and not ensured by the S&amp;T Official / SM which is in violation of SR 3.51.7.4.</u></b></p> <p>n. Point No.14B – throw of switch RH side is 110mm against desirable 115mm+3mm.</p> <p>o. <b><u>Electrical Department Observations</u></b>:</p> <ul style="list-style-type: none"> <li>• Outside the station building there was an Over Head alignment supplying the colony. The division was not able to show that the Over Head alignment has been earthed. As stipulated in subsection (i) of section 90 of IE Rules either a continuous earth wire shall be provided and securely fastened to each pole and connected with earth ordinarily at 3 points in every km. the spacing between the points being as nearly equidistant as possible or alternatively, each support and the metallic fittings attached thereto shall be efficiently earthed. In Station entrance one LT pole and its stay wire is obstructing entrance and is connected without stay insulator or proper earth. Sr.DEE/M/NED informed that earth pit is buried under the newly constructed road. It is advised that LT pole and stay wire should be relocated so as remove the obstruction in front of entrance.</li> <li>• LT panel board for station building supply checked and it is found in dilapidated condition and located outside of the station premises on the concrete road. Same may be replaced and shifted to new location in the station premises so as to clear the road of obstruction.</li> <li>• Only one earth pit is available and lot of trees and bushes are grown and measured the earth resistance value and found to be 3.5 Ω against 10 Ω.</li> <li>• Lighting pole Junction box on PF No. 1 is located on the ground level within reach to children. Same to be kept at height of not less than 1.5m from ground level.</li> </ul>
<p><b>8.0</b></p>	<p><b><u>Inspection of Engineering interlocked LC Gate No. 29 between UMM – ADB:</u></b></p> <p>a. Gateman Sri Mahesh Yasobanthi, was available. O.H. on 03.4.14, OH&amp;E on 20.4.14 census done 23.4.14.TVUs:40310.</p> <p>b. Dead approach locking checked and found, O.K. On interlocked LC Gates, dead approach locking facilities with 60 seconds time lag has been <b><u>provided only on 3</u></b></p>

	<p><b><u>LC Gates out of 25 interlocked LC Gates in the Division.</u></b></p> <p>c. Gate lodge side speed breaker, <b><u>road surface was in damaged condition.</u></b></p> <p>d. Power supply was not available for 4 days and the same was restored by drawing an extension wire from Relay Room. S&amp;T Officials are suggested to provide backup facilities.</p> <p>e. Mini Panel became blank at LC Gate 29/E on 15.6.2015, disconnection was given at 14.15 hours and the Reconnection was given at 16.47 hours, T.No. 57552 Passenger was dealt. <b>SM on duty did not exchange PN for the train with the Gateman of LC Gate 29/E.</b></p> <p>f. Earth resistance was measured at site and found to be 5 Ω. Details of earth resistance date and the date have not been painted.</p>
<p><b>9.0</b></p>	<p><b><u>Inspection of ADB station:</u></b></p>
	<p><b><u>SM Office:</u></b></p> <p>a. Sri Kishori Rajak, SS, Sri Ch.Sarveshwara Rao, Dy.SS and Sri M. Gopal, APM were on duty in uniform with valid competency certificates.</p> <p>b. <b><u>Shunting Order:</u></b> From the records it was noticed that empty rake of 57553 Passenger which is generally received on PF 2 or 3 is further pulled beyond LSS in PMKT direction or UMM direction involving entry into block section since the formation goes beyond LSS. Sample check was made by referring the record of 23<sup>rd</sup> June 2015 at 13.30 hours given to the LP/Shunter and found that SM/ADB is not passing any remark about passing LSS at 'on'. It appears that the SMs are not aware of this rule provision and also LP/Shunters are not aware. The Operating and Mechanical Officials to counsel the staff working under their control.</p> <p>c. Incoming Krishna Express 17405 is received on PF-1 and after loco reversal, the formation goes to NED as inter-city Express. As soon as the train arrives onto PF, passengers bound towards NED may entrain and occupy their seats, i.e., in other words the rake is not empty rake. <b><u>The shunt movement should be supervised by the Guard and Dy.SS which is not done at ADB; and this is in violation of SR 5.14.4.</u></b> SMR/ADB &amp; TI/ADB shall issue suitable Station Order &amp; SOB in the Crew Lobby and enforce the rule of supervision by the Guard (may be incoming or outgoing) and Dy.SS.</p> <p>d. <b><u>Shunting neck:</u></b> There is a shunting neck of 715m towards PMKT direction connecting 2<sup>nd</sup> &amp; 3<sup>rd</sup> loop line apart from GL 1 &amp; 2. However, <b><u>entry / exit for first loop and Mainline is not possible since there is no crossover.</u></b> As a result of this, the Operating Officials of the station are forced to pull and back the passenger rake daily involving (mainline) block section. The shunting neck is not used for several years. In order to ensure that optimum utilization of shunting neck, Division shall plan and propose for a crossover connection to mainline, so that</p>

entry from shunting neck is feasible to all running lines of the station. **Operating Officers, TI/Plg should check the operational facilities physically before approving the plans as directed by Member Electrical Railway Board vide letter No. 2015/Pl/42/4 dated 27.05.15, instead of expressing distress at a later date. It is advised to propose the cross over for operational feasibility.**

- e. **Train passing documents:** ADB is an interchange point as far as station is concerned and as such **it is necessary for the SMR/ADB to ensure that Central Railway PLCT books are procured and used for the block instrument failure towards PMKT or LSS failure towards PMKT.** TI/ADB to co-ordinate with TI/BPQ and procure the adequate PLCT books (T/A, T/B & T/C 1425) of Central Railway.
- f. **Saloon Siding:** Saloon Siding connected to PF-1 was suspended by SSE/P.Way/KNVT vide message No. CP/05/01 with effect from 5<sup>th</sup> March 2015 for the reason that platform coping is infringing the movement of coaches. The status on the date of inspection was not attended (even after 3 ½ months).
- g. **Block instrument of ADB-PMKT section at PMKT station is maintained by SC Railway:** Para 18.41.14 of IRSEM Part II stipulates “when a pair of block instruments of a block section falls in different contiguous Railway / Division, both instruments and their associated equipment shall be maintained by one agency” and in this case, it will be appropriate to negotiate and co-ordinate with Central Railway and hand over the maintenance of the block instrument at PMKT to NGP Division of Central Railway.
- h. **Consent memo:** It was noticed that S&T Officials are issuing a consent memo under signature and acknowledgement of SM. It was seen from the record of this book that S&T Officials have issued the consent memo at 09.00 hours of 23<sup>rd</sup> June 2015 and cancelled at 18.00 hours for maintenance of all S&T gears. In this connection, it is brought to the notice of the Divisional S&T Officials that this practice of issuing a consent memo is not observed in other Divisions of our system. Secondly, as per Appendix XIII of G&SR, situations requiring consent of SM are prescribed **but it is not mentioned that consent shall be in writing.** Thirdly, it is not clear as to what role SM has to play? It will be proper to spell out the role of SM, if any or else withdraw the procedure.
- i. **One train / time failures:** As per COM/SC letter No. T.411/P/1/Vol. VIII dated 01.5.2014 addressed to DRM/NED, all failures including one train failures shall invariably be recorded in the Signal Failure Register. **But, Sr.DSTE/NED is contesting this letter and instructing all SMs not to make one train failures entry in the Signal Failure Register instead of settling the issue with CSTE/SC.**
- j. **Fuelling of multi locos towards PMKT direction on 2<sup>nd</sup> & 3<sup>rd</sup> loop:** The available one fuelling point is able to cater the needs of fuelling of the front loco only. In order to fuel the second loco, the first loco needs to go beyond the Starter Signal. To overcome this problem, additional / extension of second fuelling point shall be studied by the Division.

It was seen at all fuelling points of the station in either direction that safety hazard warning boards are not available which is essential. Similarly, fire extinguishers, fire buckets are required to be made available at all fuelling points which is not provided.



Division to ensure that the same is installed at the earliest in the background of the fire incident in a stabled coach on PF-1 recently which may aggravate damages in case fuelling points happened to be closer to the fire location.

- k. **Water hydrants:** Though water hydrant facility exist on 2<sup>nd</sup> loop, 57552/53 Passenger is daily backed onto PF – 1 for watering. During this shunt movement, the rake needs to enter into the block section **which is not desirable on a routine-basis.** **The asset (water hydrant) was installed 5 years back and not commissioned till date.** This was also advised to the Division during GM's annual inspection on 9<sup>th</sup> January 2015 for which no action is taken till date.
- l. On PF-1, subsequent to the platform extension, the old station name board was not removed. The station name board was obstructing the Coach Indication Boards. Hence, the Divisional Engineering Officials were advised to remove the same which was removed.



- m. **RCD:** It was noticed that there were four 75kg fire extinguishers available **but none of the staff including the in-charge of RCD are found aware of the procedure to operate them.** Operational procedure was demonstrated. Division is advised to ensure imparting of periodical training / demonstration and certification on this subject.

- n. **Stabled stock on Road** – 5, six BTPN Empties were found stabled which are properly secured with skids and chains with pad lock from both ends. However, on one wagon WRBTPN 966523 top cover was found with metallic wire sealing instead of plastic wire. On further enquiry with SM of the station, it is understood that these wagons underwent chemical treatment and meant for distribution of water to en-route stations. Division to have a close watch on such sealing on petrol / diesel loaded tanks passing through the Division or booked to NED Division at the unloading point duly addressing the loading Authorities not to use metallic wire for sealing.
- o. **Stabled Load Register:** UP BCNHL was stabled at 15.00hrs on 17.6.2015 and was cleared at 15.30hrs on 18.6.2015. **GLP memo was not available and GLP memo book was not supplied as per instructions of Operating branch, Head quarters.**
- p. **Rolling-in/out examination:** No hut provision for conducting rolling-in/out examination which is required. 3 Nos. of NCTs were noticed which are not due for calibration.
- q. Door locking of passenger rakes is being recorded duly taking signature of on duty RPF staff. Adequate no. of barrel locks with key available for locking of coaches.
- r. **Checks made:**
- B.V Equipment was checked in SC SLR 93728 and found cabinet light not glowing. **EL Box, PT Set and Spare OTL not available.** Division shall ensure that full complement of BV Equipment is loaded in all SLRs under the holding of the Division.
  - ACP apparatus of coaches and working of auto-flasher light was tested and found responding;

Train No.	Coach No.	Working status of ACP in coach	Working status of auto-flasher light in loco
57553 pass	GS 04401	Working	WDM 4 – 12388 – working
Inspection Special	FAC 07001	Working	WDM3A – 18886 – working

- Checked the mobile phones of crew at random to check whether they are switched 'on' or 'off' while train is on run and found;

S. No	Name	Train No.	CUG No.	Time	Remarks
1	Sri Y.N.Rao LP/ ADB	57552	09561012255	15.30	OFF
2	Sri Vikas Kumar ALP/ADB	57552	09561012267	15.31	OFF
3	Sri Md.Ansari LP/ADB	11402	09561012067	15.32	OFF
4	Sri Siraj Alam ALP/ADB	11402	07757098627	15.37	OFF

- s. **S&T failure Register:** Following failures are recorded in the S& T failure register.

Month	S F	B F	PF	TF	G F	Tota l
Jan'15	1	-	-	-	-	1
Feb'15	-	1	-	-	-	1
Mar'15	-	-	-	-	-	Nil
Apr'15	-	2	1	-	-	3
May'15	-	-	-	-	-	Nil
June'15, till date		1	-	1	1	3
<b>Total</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>08</b>

On review of above failures, it was revealed that out of 04 BI failures, 02 were due to premature TOL, Quad cable cut on 10.02.15, 15.06.15 respectively. There was no remarks of Signal Inspector for the failures occurred on 05.06.15 (6T track danger at UMM & on 15.06.15 (Both side gate signal Blank). It is advised to pass the remarks by the Signal Inspector after the failures rectified by ESM.

- t. **Rule diagram:** As per SWR/ADB station rule diagram shown as 0227B alt.6 but on panel it was indicated as 0227B alt.3. It is advised to comply the same duly making alteration on the panel.

- u. **Officer's Inspection Register:** The following inspections were conducted by Operating Officers.

1. Sr.DSO/HYB has conducted cross divisional safety audit on 08.05.15.
2. CPTM/SC has conducted inspection on 07.03.15.
3. COM/SC's points noted during the GM's annual inspection on 09.01.15.
4. Sr.DOM/NED has conducted inspection on 06.01.15.
5. AOM/G/NED has conducted inspection on 08.12.14.

It is observed that inspection notes of CTM/G&PP for the inspection conducted on 29.10.14 was not available in the register. The inspection note was sent with a copy to AOM/Genl./NED, who should ensure that copy of inspection notes reaches to ADB station. It is understood that some of the inspection notes of officer are not being sent to the respective stations for compliance. It is advised that officers inspection notes should be sent to the station within reasonable time to rectify the irregularities / lapses pointed out during the inspection.

- v. **TIs Inspection Register:** TI/ADB has conducted quarterly regular inspections on 07.12.14, 20.03.15 & 13.06.15, night surprise inspections on 26.02.15 and Safety inspection 29.05.15. It noticed that TI/ADB is not observing the inspection schedules properly. It is advised to conduct monthly safety inspection of the station regularly.

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- w. **Relay Room Opening Key Register:** The relay room openings are as follows.

Month	No of times opened
Jan'15	17
Feb'15	11
Mar'15	05
Apr'15	05
May'15	12
june'15till date	10

It is advised to restrict the relay room opening to the minimum, corresponding to failures and maintenance/ inspections schedules.

- x. **Operating staff position:** The following is the staff position at ADB:

Category	Sanction	Actual	Vacancy	Excess
SMs/SAMs	06	04	02	--
Pointsman	10	07	03	--
TOTAL	<b>16</b>	<b>11</b>	<b>05</b>	--

There are 26 vacancies on the division in the SM category & 05 posts are excess in Pointsman category as on 01.06.15. As per SWR appendix- E stipulates 2 points men per shift but at present one Pointsman is being deputed in shift. It is advised that division should complete the restructuring of operating staff as per Railway Board instructions. After that in pin- pointing 2 points men per shift to be allocated in conformity with SWR provision. It is advised to comply the same strictly.

- y. **Monthly Safety Meeting Register:** Monthly station safety meeting was conducted at 10.00 hrs on 10.06.16 with regard to SR 06.01.1.1 & GR 6.07 (Repot of conditions likely to affect running of trains to controller or centralized traffic control operator).Out of 11 (4 SS/SMs & 7 PMs) 2 SS/ASMs and 4 PMs have acknowledged in Part-I and 1 SM & 3 PMs acknowledged in the part –II of the register without date. It is advised to obtain the acknowledgement of remaining staff in the part-II of the register to update their knowledge on the subject matter.
- z. **Calling on signal counters:** Calling on initiation counter and Route Cancellation counter have been combined. But in the SWR, it is mentioned that separate veeder counter are provided for calling on initiation & route cancellation. The same may be proved as per SWR. It is observed that when reception lines are vacant, trains are being received on occupied lines to avoid shunting work by Operating Staff. There is an averted collision at this station during such reception on 14.09.13. SMs are advised to resort for receiving train on occupied line during emergency only. The staff to be counselled accordingly.

- aa. **DM Display Board:** Display board is available and random check of important telephone contact numbers is being made once in a fortnight and a record to this effect is maintained. However, a test check was made by dialing the following numbers and the results are;

- RTC Depot – ADB – 08732-230530 - **No Response.**
- Sri Sai Nursing Home – ADB – 08732-230777 - **Does not exist.**
- Fire Brigade – ADB – 08732-226299 - Functioning.

SS/ADB is instructed to confirm the functioning of the above telephone numbers.

	<p>bb. Monsoon Patrolling is in force between ADB-UMM stations. Beat books are deposited with SM on duty at ADB and on perusing the details of entries made, it was noticed that the Patrolmen are not obtaining signatures from the Gatemen as per Engineering Standing Order.</p> <p>cc. <b><u>Joint Points &amp; Crossings Register:</u></b> Previous quarter inspection was conducted on 19.4.2015 and two observations were recorded in regard to housing of 16B LH and 19B RH points and as per the endorsement in summary page, the same are attended on 30.4.2015 <b>but compliance is not recorded in the respective page of the Point.</b></p> <p>dd. Dimensions of sand hump at Point No. 29A was checked and found within acceptable limits. Track center near fouling yard was measured at 4.94 m. The dead end at overshoot line near LC 30 was measured. Total length of overshoot line was 125m from SRJ. SRJ is located at about 100 m from the starter. Hence the signal overlap is about 225m. <b><u>Whereas the LC gate, which should be at a minimum distance of 30 m from dead end is at a distance of 20.80m.</u></b> It violates the safety norms. The dead end may be relocated suitably in consultation with S &amp; T dept, duly ensuring 120 m signal overlap.</p>
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<p><b>10.0</b></p>	<p><b><u>Inspection of Crew Lobby / ADB:</u></b></p> <p>a. This Crew Lobby caters to 77 crew (LP+ALP). List of crew due for PMR, RC, Technical RC are displayed in the lobby. From the records it was seen that one crew is due for PME on 03.6.2015 due to long absent.</p> <p>b. Gradation of crew is done.</p> <p>c. Only one CMS (Kiosk) was available, <u>spare one to be provided.</u> <b><u>Power back up for CMS not available.</u></b></p> <p>d. PR register is being maintained properly. Booking of crew as per FIFO in first week and as per progressive booking hour in the second week. Progressive booking hours reports are being generated from CMS. During the month of May 2015, 9 cases of crew working beyond 14 hours was noticed. <b><u>PR forecast is not given to the crew to enable them to plan for their personal works.</u></b></p> <p>e. Two BA Equipments are available and both of them are in working order. However, when test check conducted by applying alcohol, <b><u>two indifferent recordings have taken place, i.e., 59 mg/100ml and 108 mg/100ml for A200796 &amp; A200793.</u></b></p> <p>f. CC's knowledge was tested and found satisfactory in regard to the course of action to be taken if any staff is tested 'positive'. Prone-alcoholic list is not maintained. Breathalyzers are not tested as per procedure given in 7/2013.</p> <p>g. Caution Order chart is displayed apart from gradient chart.</p> <p>h. <b><u>Signal &amp; Track defects Register:</u></b></p> <ul style="list-style-type: none"> <li>• Last signal defect recorded was on 19.6.2015 by the LP of BCN Goods Sri. G. V. Rao. Rectification of the defect was attended and recorded by ESM/ADB on the same day.</li> <li>• On 14.6.2015, LP of Light engine passed a remark that at HDGR station, UP Distant was displaying 'attention' and Home signal was showing 'Caution' <b><u>whereas Starter and LSS were displaying 'Proceed'.</u></b> Same remark was</li> </ul>
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	<p>passed by Train No.MU/LE and also by LP of 17405 Krishna Express. <b><u>But feedback given by S&amp;T checked and found nothing.</u></b></p> <ul style="list-style-type: none"> <li>• Last track defect recorded by the Crew of 17405 on 01.5.2015 though reported to PCOR, <b>no compliance is received till date of inspection.</b></li> <li>• In the sign 'on' register, the number of SRs as per Caution Order are required to be recorded as a positive acknowledgement of crew having gone through the contents of the Caution Order <b><u>but the same is not being done.</u></b></li> <li>• <b>Safety Circular, SOB is kept in Fly Leaf. It is advised that such circulars are pasted on one side of the register and on the other side acknowledgement of all staff is taken so that important circulars are not misplaced by the crew.</b></li> </ul> <p>i. PAD &amp; PDD are being recorded but monthly analysis is not available with the CC of the lobby.</p>
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<p><b>11.0</b></p>	<p><b><u>Inspection of Running Room/ADB:</u></b></p> <ul style="list-style-type: none"> <li>a. 31 beds are provided and the occupancy is 24 beds between 18.00 hours to 08.00 hours. There are 5 rooms with 3 beds each and two Dormitories with 6 beds each and an annex with 2 rooms with 2 beds. There has not been any case of crew waiting for bed in recent past.</li> <li>b. Maintenance is given to contract including food supply. Contract employees engaged in cooking and serving have been examined and certified by a railway doctor and none of them are due for medical test.</li> <li>c. Water seepage was noticed on the walls of a few rooms.</li> <li>d. <u>Separate generator is essential</u> for this Running Room.</li> <li>e. Dining room has two dining tables, one for vegetarian and the other for non-vegetarian. Utensils are separately kept. <b>However, cooking is done in the same kitchen which is preferred to be separate.</b></li> <li>f. Refrigerator <u>to be cleaned properly.</u></li> <li>g. RO water with chilling facility available. Subsidized meal menu is displayed and fly catchers has been provided.</li> <li>h. <u>Only one exhaust fan available in the kitchen.</u></li> <li>i. <u>Chimney arrester to be provided.</u></li> <li>j. <u>Food warmer to be provided.</u></li> <li>k. Safety posters, first-aid box is provided.</li> <li>l. <b><u>Complaint book:</u></b> Record is maintained and number of complaints is made about window cooler not effective in cooling the room and therefore there is demand for central cooling facility. Also, there are few complaints of not starting the generator immediately during power failures. Analysis of complaints to be made by the caretaker and kept in the register on monthly basis. <b><u>The compliance on the complaints made by the crew is not done.</u></b></li> <li>m. Inspection register and inspection reports are kept loose which shall be pasted on one side and compliance to be recorded on the other side.</li> <li>n. Running Room is provided with boundary on three sides. It should be provided in rear side also to prevent nuisance by outsiders.</li> </ul>
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	<p>o. Two geysers are provided on both side toilets. <b><u>One geyser is not connected to supply due to short length of power cord.</u></b> Sufficient length of power cord may be provided and that geyser connected.</p> <p>p. One <u>reading light is not working</u> on bed No. 6 in dormitory No. 1.</p>
<p><b>12.0</b></p>	<p><b><u>Inspection of sub-station / ADB:</u></b></p> <p>a. Clearance between wall &amp; LT panel is 73 cm; however, a person can freely move for any attention. Clearance between wall and essential panel is 25 cm. However none will be able to enter. In terms of IE rule 51(1)(c)(ii) the clearance behind LT panel should either less than 20 cm or more than 75 cm.</p> <p>b. Out of 3 isolator switches available in 160KVA transformer yard, only one isolator switch was provided with lock, remaining 2 isolator switches are without lock. It is advised that all the isolator switches should be in locked condition irrespective of their position.</p> <p>c. Some cattle (Cows) which have gained entry through a gap in the fencing were moving around the yard. The gap was got closed. It is advised that same may be got closed on permanent basis immediately. It is advised to provide cattle guard to the main gate of the substation to prevent animals entering into substation area.</p> <p>d. Shock treatment board available but it is so small to read. It is advised to provide big boards with large font.</p> <p>e. Water is leaking continuously from both the Water coolers provided on PF No 1.</p>
<p><b>13.0</b></p>	<p><b><u>Interactive session with staff at ADB:</u></b></p> <p>a. CSO/SC emphasized the need and importance of following the SR 6.07 instructions relating to the ‘lurch / jerk / unusual’ experienced by crew on run citing the reference of derailment of an express train in North Central Railway. He also expressed the need and importance of night patrolling and weather warning messages; explained and counseled the rule provision on night patrolling.</p> <p>b. TI/NED explained the experience and difficulty subsequent to the panel blank situation at PAU station wherein no lighting provision was made available during night for piloting trains which went on for 33 hours. Suggested to provide minimum lighting provisions at major stations for piloting of trains duly clamping and padlocking during NI working or failure. Another possible solution for this is to ensure supply of dragon light torch similar to Security staff to all stations which can be used by the SMs to go to the point location and pilot the trains.</p> <p>c. Another Operating person expressed the difficulty in communicating with staff due to fast discharge of batteries of walkie-talkie sets supplied. The problem of fast discharging of batteries was experienced by them in both Motorola and Kenwood made equipments.</p> <p>d. TI/SWR expressed that number of modifications that are executed by the Engineering Branch Officials such as; change in classification of LC Gates, platform extensions, etc., are not intimated to Operating Branch as a result the SWRs are not updated and matching with the ground reality.</p> <p>e. Another Operating Official requested for provision of minimum tent provision during cable meggering and NI working at Goompty locations / near points.</p> <p>f. Pointsmen of ADB complained that they are not supplied with rain coats though monsoon has already set in.</p>

	<p>g. Pointsmen of ADB complained that they are rostered to work 12 hours shift <b>but rest &amp; off facility is not extended to them though they are not residing in quarters; whereas the SMs are given rest &amp; off with facility of quarters.</b></p> <p>h. <b>Pointsmen ADB also complained that as per SWR provisions, two Pointsmen are required to be on duty per shift whereas only one is used. In this connection, AOM/NED expressed that there are two vacancies of Pointsmen apart from manning LC/Traffic No.30. In addition to this, LC Gate No.30 classification is changed to “ special” class which requires 3 Gatemen in 8 hours shift as per IRPWM provisions. Division to process for additional sanctions, if necessary.</b></p> <p>i. It was informed that 3 gangs (Unit no 17, 18 &amp; 19) of SE/PW/KNVT are working between ADB-PMKT stations. The length of block section is 23 KMs and no passenger trains are running in the section. The gangs are making their movements from ADB only since staying arrangement in block section are not available, Hence, a lot of time is getting wasted in movement of gangs. Gang quarters may be proposed at suitable locations between ADB and PMKT for effective utilization of gangs. Gangs also complained about non-availability of drinking water in the block section.</p> <p>j. One Loco Running Staff complained that LSS towards MUE direction is not visible while starting from PF-4. The feasible solution for this is that Starter Signals of loop lines be given additional aspect, i.e., ‘ attention’ aspect when LSS is taken ‘ off’ so that the Loco Running Staff will have confidence that LSS is certainly taken ‘ off’.</p> <p>k. DN Home Signal visibility of NED station is obstructed by private building lighting which needs to be prevented by talking to the concerned owner/s or make alternate arrangement so that it does not affect the visibility of the aspect of the signal.</p> <p>l. Coal loaded rakes coming from Majri Junction of Central Railway, GLP check memos are not enclosed. As a result of this, GLP at ADB who takes charge of the train are conducting GLP check resulting in detention to train. In this connection, AOM/NED expressed that as per the instructions given by COM, as long as the validity of BPC is not expired, there is no need to conduct GLP check. However, it will be appropriate if the same is given in writing by the Operating Officials of the Division.</p> <p>m. ADEN/NED expressed the difficulty in getting Engineering blocks between MUE – PBN stations.</p>
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