

BI-MONTHLY SAFETY AUDIT INSPECTION OF GOOTY STATION OF GUNTAKAL DIVISION FOR THE PERIOD JULY & AUGUST 2015 ON 25.8.2015



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF
GY STATION OF GUNTAKAL DIVISION FOR THE PERIOD JULY & AUGUST 2015
ON 25.8.2015**

S. No.	Para	Subject / Topic	Action for rectification
1	1.0	<u>Inspection of Engineering non-interlocked LC Gate No.160/E between GY-TKY stations:</u> GWR specific to this LC Gate was <u>available only in English.</u> Division shall ensure that the same is available in Hindi and vernacular.	DRM/GTL PCE
2	2.0 (a)	<u>Inspection of Junction Cabin/GY:</u> Sri. Rahul Kumar, Dy.SS was on duty in uniform and was in possession of valid BCC and Electrical Isolator competency certificate. <u>However, a discrepancy was noticed was that though this employee was performing independent duties at this cabin from November 2014, he was issued with Electrical Isolator competency certificate with effect from 01.6.2015, i.e., in other words he was working without Electrical Isolator Competency for the last 7 months which is in violation of SR 17.03.5.3.4.</u>	DRM/GTL CEE COM
3	2.0 (b)	<u>Provision of Calling-on Signals below Routing Starters towards RU and DMM direction:</u> East Main Routing Starter Signal No. S-15, West Main Routing Starter Signal No. S-19 <u>shall be considered for the provision of Calling-on signal below the Starter Signals,</u> which will not only help in reduction of detention to trains in case of failures but also contribute for safety. <u>Division shall ensure and propose for this signaling arrangement in the ensuing RRI work.</u>	DRM/GTL CSTE COM
4	2.0 (g)	<u>Junction Cabin/GY:</u> <u>Pointsman is not posted to work at this Cabin many times in a month:</u> It was noticed from the Station Diary records that <u>as any as 65 shifts in June 2015, 70 shifts in July 2015 and 40 shifts in August 2015 to till date of Safety Audit inspection, Pointsman is not posted to work in this Cabin.</u> SMR/GY, section TI and Divisional Operating Officials shall ensure that this kind of situation is not repeated since availability of Pointsman at Junction Cabin is essential in order to exchange 'all-right' signals with trains while entering / leaving GY station. This is the only location where 'off' side exchange is possible because at end Cabins, Pointsman is already withdrawn and the Pointsmen under Dy.SS/ PF is otherwise engaged in shunting operations / correct setting, clamping and padlocking of points for reception / dispatch of trains to / from Road No.1 to Road No.6 (being non-interlocked).	DRM/GTL COM

5	2 (t)	It is informed that <u>Point Indicators for Road Nos. 1 to 6 were removed by RVNL Authorities at both ends while taking up RE / RRI work.</u> Division shall not permit such activity without obtaining a written correspondence.	DRM/GTL CSTE COM CME & CEE
6	4.0 (b)	<u>Inspection of South Cabin:</u> From the Route Cancellation Register, it was noticed that on 22 nd August 2015 at 16.30 hours S-59 Starter Signal taken 'off' for Train No. 12708 AP Sampark Kranthi Express for Road-8 towards RU direction became 'blank' and the cause written was due to 'panel blank' at Junction Cabin. <u>Related failure entry was not made either in the Junction Cabin or at the South Cabin. In this connection, it will be appropriate to make failure entry at South Cabin since Starter Signal is under the control of South Cabin.</u> Similar such incidences were noticed on 31 st May 2015 twice. However, failure entry was made in South Cabin but route cancellation entry was not found.	DRM/GTL CSTE COM
7	4 (d)	<u>IPS:</u> It was noticed that though Rail Electrification took place years back, AT supply is not given to panel & signals allowing a situation of signals 'blank' on the face of approaching trains. At this Cabin, <u>there is no IPS.</u> Division is advised to immediately propose for provision of IPS & AT supply connectivity without waiting for the RRI commissioning. Allowing signals to go 'blank' on the face of approaching trains is totally undesirable and unsafe.	DRM/GTL CEE CSTE COM
8	4 (o)	<u>SM's panel lock:</u> Panel locking was tested and observed that when the panel is locked, Track No. 7T is getting activated (showing yellow indication) & on unlocking the panel, it gets disappeared. ESM who was available at the spot witnessed the irregularity and was advised to rectify. This aspect to be thoroughly investigated and action to be taken for rectification.	DRM/GTL CSTE
9	5.0 (a)	<u>Inspection of SMR/O/GY:</u> <u>Stabled Load Register:</u> Station Authorities informed that this register is kept with Cabin ASM / North which is incorrect. This register should be available with Dy.SS / PF since the Guard and LP (if loco is also stabled) have to sign in this register after stabling the load. <u>Secondly, light engines stabled in the yard are not entered in this register which is essential. LP/Shunter shall be instructed to take securing precautions and sign in this register as a token of assurance. SMR/GY and</u>	DRM/GTL COM CME

		<p>section TI shall enforce this rule provision strictly.</p> <p>Thirdly, the incident of side collision at GY station involving coupled engines with JSWT Goods on 17th July 2015; It is brought out that once the locos are detached from the formation, the formation shall be treated as stabled load and entry to that effect should have been made in the Stabled Load Register. The claim made by the Staff that the formation is offered for TXR check. On further scrutiny of the record T.431 (Train Examination Advice), it was noticed that it was prepared with timing of 22.00 hours and taken over by TXR Staff under acknowledgement at 22.30 hours; All these timings are subsequent to the incident of side collision which happened at 21.51 hours.</p> <p><u>The activity of offering the rake for train examination and till such time, the rake is accepted by TXR Staff, the formation shall be considered as stabled load and related instructions needs to be recorded and proper care / safety precautions should be taken since all these lines are running lines. Divisional Authorities and Station Officials shall take a serious note of this for enforcement.</u></p>	
10	6.0 (j)	<p><u>Officers Inspection Register:</u></p> <p>Checked and observed that last two inspections were conducted by AOM/Goods/GTL, DOM/Chg/GTL on 28.04.14, 30.10.14 respectively. DOM/G/GTL though conducted inspection on 14.03.15, the inspection report is not available at the station where the inspection was conducted. Secondly, it is advised to conduct schedule of inspection at all important stations of the division regularly including cabins on the divisions since two accidents / unusual incidences occurred in quick succession at GY station.</p>	<p>DRM/GTL COM</p>
11	8.0 (c) (d) (e) (g)	<p><u>Inspection of Crew Lobby:</u></p> <ul style="list-style-type: none"> • <u>Gradient board not available</u> which may be provided for better knowledge of crew. • In the signal defect register, All LPs are not writing the remarks. On scrutiny of the records at 11.00 hours, only five members have written whereas 18 crew has signed 'off'. • Average Pre Departure Detention (PDD) at GY is 63 minutes towards NRE, NDL, TNGL & RC side and 77 minutes towards DMM side. <u>This should be reduced.</u> • Last positive case recorded was on 10.3.2015 in which Sri. B. Kaveti, Goods Guard / GY was tested positive (BA equipment No.A201775) with 18mg/100ml during 	<p>DRM/GTL CME DRM/GTL CME DRM/GTL COM DRM/GTL COM</p>

		sign 'ON'. Second check was done with spare BA equipment no.A201785 was tested with 07mg/100ml.																			
12	10.0 (a) (b) (c)	<p><u>Checked the records on attention of WILD cases at GY and found the following irregularities.</u></p> <p>a. Total Critical Alarm cases noted in coaching trains from MAY15 to JULY 15 are 17. All these cases are checked on arrival and noticed as 'skidded' wheel cases. Further, all of them are allowed as the flatness is within the limit i.e., (Below 50 mm).</p> <p>b. <u>No measurement of flatness is recorded in the register maintained.</u></p> <p>c. A total of 5 Critical Alarm cases of Goods rolling stock were noted during the period from May15 to July, of which in one case the wagon was detached for wheel changing.</p>	<p>DRM/GTL COM & PCE</p> <p>DRM/GTL CME & PCE</p> <p>DRM/GTL CME & PCE</p>																		
13	11.0 (c)	<p><u>Fuelling Points:</u> Fuelling point at KM 414/2 between Road No. 8 & 9 towards RU end was found to be having <u>more leakages on track.</u></p>	DRM/GTL CME																		
14	15.0	<p><u>Invalid BPCs detected:</u> During the months of June and July 2015</p> <table border="1"> <thead> <tr> <th>Month</th> <th>Type of check</th> <th>No. of trains</th> <th>KMs / Days</th> </tr> </thead> <tbody> <tr> <td rowspan="2">June</td> <td>CC rake</td> <td>30</td> <td>10 / 20</td> </tr> <tr> <td>Premium rake</td> <td>8</td> <td>0 / 8</td> </tr> <tr> <td rowspan="2">July</td> <td>CC rake</td> <td>35</td> <td>12 / 23</td> </tr> <tr> <td>Premium</td> <td>3</td> <td>0 / 3</td> </tr> </tbody> </table> <p><u>On analyzing the above table, it is concluded that the CC or Premium rakes are either completed their stipulated KMs or completed the no. of days. Division/s, Mechanical & Operating Branch Officials shall take proper follow-up of close monitoring of these rakes and ensure that the rakes are received within the validity period.</u></p>	Month	Type of check	No. of trains	KMs / Days	June	CC rake	30	10 / 20	Premium rake	8	0 / 8	July	CC rake	35	12 / 23	Premium	3	0 / 3	DRM/GTL CME COM
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15	17.0 (b) (e) (g) (h) (i) (n) (p)	<p><u>Engineering Department Observations:</u></p> <ul style="list-style-type: none"> • Old unused siding line near Road No.6 to be dismantled early. DEN/C/GTL informed that required sanction is under process for this. This is to be expedited. • At Point No.165, tongue rail should be changed. • ERCs are coming out from sleepers at Point No. 17B. Keyman should be counselled for proper maintenance of fittings at Points & Crossings in yard. • At Point 17A, CMS crossing should be changed. • DEN/C/GTL reported about shortage of ballast in the section. He informed that GY ballast depot is unused 	DRM/GTL PCE																		

		<p>for last 2 years. Necessary action may be taken by the Division in this regard for procurement of ballast.</p> <ul style="list-style-type: none"> • Point No. 152 - CMS Crossing is to be renewed / reconditioned. • Bearing plates of switch portion are corroded in some of the Points & Crossings. While replacement of Stock Rails and Tongue Rails, Bearing Plates should also be replaced. 	
16	20.0 (a) (b) (e) (g) (h) (i) (j) (n)	<p><u>Inspection of Tower Car No. 4123 (A breakdown vehicle for OHE):</u></p> <ul style="list-style-type: none"> • <u>Designated tower car driver not available</u>, instead operated by Sri D.Eranna Naik; Tech-I/OHE/GY was available. • <u>Fire extinguishers 04 nos. available but are due for inspection since March'15.</u> • Tower car is <u>due for AOH since July'15</u> (AOH done at ELS/BZA, due to bunching of tower cars of BZA & GTL division it is getting delayed). Division to closely monitor the schedule is completed by contacting the concerned Officials. • <u>Tri colour torch not available in tower car.</u> Spare hand signal flags to be procured (02 sets available). • <u>Inflatable Tower lights not available.</u> • <u>Wipers on both cabs are not working.</u> • <u>Parking brakes are not working, and there is no provision of hand brakes.</u> • <u>Daily maintenance registers of tower car is not maintained properly, same to be counter signed by the tower car drivers and depot in charge/supervisor.</u> 	DRM/GTL CEE
17	23.0 (2)	<p><u>Inspection of ROH Depot / GY</u></p> <p>The shed lighting requires improvement, additional transparent roof sheets may be provided for improving lighting inside shop. Both the sheds are provided with 15T cranes of 2 Nos. each in addition to this, ROH shed to be provided with one more 10T crane for bogie over hauling. Adequate numbers of welding plants are available.</p>	DRM/GTL CME

No. Safety. 195/Bi-MSA/4/2015/GY

(S. P. SAHU)
Chief Safety Officer

Copy to Secretary to GM for kind information of GM.
DRM/GTL for information and necessary action.
COM, PCE, CSTE, CME & CEE for information.

**BI-MONTHLY SAFETY AUDIT INSPECTION OF GOOTY STATION OF GUNTAKAL
DIVISION FOR THE PERIOD JULY & AUGUST 2015 ON 25.8.2015**

Para	Subject / Topic
1.0	<p><u>Inspection of Engineering non-interlocked LC Gate No.160/E between GY-TKY stations:</u> GWR specific to this LC Gate was <u>available only in English</u>. Division shall ensure that the same is available in Hindi and vernacular.</p>
2.0	<p><u>Inspection of Junction Cabin/GY:</u></p> <p>a. Sri. Rahul Kumar, Dy.SS was on duty in uniform and was in possession of valid BCC and Electrical Isolator competency certificate. <u>However, a discrepancy was noticed was that though this employee was performing independent duties at this cabin from November 2014, he was issued with Electrical Isolator competency certificate with effect from 01.6.2015, i.e., in other words he was working without Electrical Isolator Competency for the last 7 months which is in violation of SR 17.03.5.3.4.</u> Division shall ensure that all the SMs & Pointsmen who are posted to work at those stations where OHE working exist are issued with the Electrical Isolator competency certificate after imparting necessary training / guidance by the Electrical Branch of the Division.</p> <p>b. <u>Provision of Calling-on Signals below Routing Starters towards RU and DMM direction:</u> East Main Routing Starter Signal No. S-15, West Main Routing Starter Signal No. S-19 <u>shall be considered for the provision of Calling-on signal below the Starter Signals,</u> which will not only help in reduction of detention to trains in case of failures but also contribute for safety. <u>Division shall ensure and propose for this signaling arrangement in the ensuing RRI work.</u></p> <p>c. As per Para 6.2 B (a) & (b) of SWR – reception of UP train from TKPY direction or DN from JKO direction, Dy.SS/Junction Cabin will inform PASM and Dy.SS/South Cabin the details and ascertain from PASM the road on which he intends to receive. Further, PASM shall nominate the road. Note under this Para says that the number of the road nominated for receiving the train and PN exchanged shall be recorded by PASM, CASM and Dy.SS of Junction Cabin in separate registers maintained by them. <u>But, it was noticed that Dy.SS/Cabin records only the details of reception made on East Main or West Main and he is not knowing on to which line, the train was received. This is in violation of SWR.</u> Division shall enforce the SWR instructions are followed.</p> <p>d. <u>Signal Failure Register:</u></p> <ol style="list-style-type: none"> 1. Record of the last three months was perused and noticed the following; 2. On 12th August 2015, from 11.08 hours to 12.53 hours, GY – TKPY BPAC failed and during this period, BOXN Goods was dealt on PLCT. <u>Cause of the failure was written as Telecom Staff disturbed BPAC quad-cable without information of ESM.</u> In this connection, S&T Officials shall ensure that any work interfering with the operations by Signal Department or Telecom Department should not affect the normal functioning of S&T gear. 3. On 8th August 2015, from 16.08 hours to 16.30 hours, GY – TKPY BPAC failed and Train No. 56503 was dealt on PLCT. <u>Cause of the failure was written as Telecom Staff working at CTB.</u> Repeatedly Telecom Staff causing

failures of S&T gear is absolutely not desirable. **Division shall give clear and strict instructions to the concerned Staff not to interfere with the normal function of S&T gear. A close watch need to be kept on such failures and take up the staff responsible for causing failures.**

4. Again on 8th August 2015, from 09.25 hours to 11.00 hours, GY – TKPY block instrument failed and Train Nos. 22684, 56504 and 57438 were dealt on PLCT. **Cause of the failure was written as communication link failed and BPAC failed due to line fault. JE/Tele was informed to attend and rectify.** This failure was also on account of Telecom Department.
5. On 17th June 2015, from 10.40 hours to 13.40 hours, programmed TOC work was taken up under S&T Disconnection of all signals, points and track circuits. During this period, PLCT working was in force. Related PLCT foils were checked and found that entries are correctly made for the trains that left GY station towards JKO direction. **However, Train No. 57274 Passenger which was received on PLCT from JKO station at 13.20 hours but entry in T/B 1425 (Line Clear Enquiry Book) was not made.**
6. On 11th June 2015, from 18.45 hours to 02.10 hours of 12th June 2015, Interlocked LC Gate No. 179 failed **due to lorry hit**. During this period, sliding boom was used and trains detention was avoided. **However, it was noticed that as per Para 3 (vii) of Appendix II of G&SR – routine duties of Gateman – whenever gate booms are damaged and sliding boom arrangement is brought into use, the Gateman and the SM shall exchange PN for introduction of sliding boom arrangement; also similar PN exchange is essential after introduction of normal working after rectification. This instruction is not followed. Similarly, whenever sliding boom arrangement is introduced, the Dy.SMs on either end of the block section shall advise the LPs of trains through Caution Order and this instruction is not followed in this case.** Division shall take up the subject for intensive counseling and enforce the rule implementation. In this connection, refer Fly leaf No. 7 of 2015.
7. On 10th June 2015, from 14.30 hours to 13.30 hours, 14/T failed and Train No. B-84 suffered a detention of 20 minutes and **the cause of failure was written as ‘iron file on glued joint’.**
8. On 5th June 2015, from 10.30 hours to 13.30 hours, cable meggering work took place.
9. On 2nd June 2015, from 10.25 to 10.28 hours, S-1 & S-2 signals flown back when run through signals were cleared for Train No. 12707 Sampark Kranthi Express **and the cause of the failure was written as Engineering Staff working.** Division shall also sensitise the Engineering Officials in this regard not to contribute for failures.
- e. **TSR:** Single line TSR towards TKPY direction – new pro-forma is not introduced. Division shall ensure that new pro-forma TSR is brought into use at all single line and double line stations with immediate effect.
- f. **‘out’ report / ‘in’ report timings:** As per Para 3.2 (A) of Part ‘B’ for Daido block instrument in BWM, 3.3 (A) for Podanur push-button block instrument and Para 3.2 (A) of Part (C) for double line SGE block instrument working, SMs at the despatching end / receiving end shall exchange the ‘out’ report / ‘in’ report timings

and record the same timings in the TSR at both the stations. **Instead, it was noticed that Dy.SMs are writing their own timings by listening to TOL buzzer which is incorrect.** It is essential to follow the BWM instructions and contribute in establishing the correct time of accident / unusual through TSR + datalogger output + speedometer chart analysis.

- g. **Pointsman is not posted to work at this Cabin many times in a month:** It was noticed from the Station Diary records that **as any as 65 shifts in June 2015, 70 shifts in July 2015 and 40 shifts in August 2015 to till date of Safety Audit inspection, Pointsman is not posted to work in this Cabin.** SMR/GY, section TI and Divisional Operating Officials shall ensure that this kind of situation is not repeated since availability of Pointsman at Junction Cabin is essential in order to exchange 'all-right' signals with trains while entering / leaving GY station. This is the only location where 'off' side exchange is possible because at end Cabins, Pointsman is already withdrawn and the Pointsmen under Dy.SS/ PF is otherwise engaged in shunting operations / correct setting, clamping and padlocking of points for reception / dispatch of trains to / from Road No.1 to Road No.6 (being non-interlocked).
- h. Cable meggering was done on 24.04.2015. However the cable 2 core 25sq mm external circuit defective from location L8-L7A was found defective on 4.12.14. Same circuit changed over in 30 core cable in spare conductors. The defective cable to be changed early.
- i. Earth resistance readings were taken on 5.7.2015. All conventional earths are below 10 Ohms. However, the free maintenance earth resistance of equipment room 230/110 V signals recorded was 2.0 Ohm which is more than 1 Ohm. This should be reconditioned.
- j. The relay room was found to have been opened 5 times during April 2015, 5 Times during May 2015, 4 times during June 2014, Thrice during July 2015, thrice during Aug. 2015 (as on date) which is reasonable.
- k. The Joint Inspection of Points & Crossings was done for the
1st Quarter on 13-1-2015. Four items were recorded and all were attended.
2nd Quarter was done on 25.4.2015. Three items were recorded and all were attended.
3rd Quarter was done on 16.7.2015. Three items were recorded and all were attended.
- l. The Joint Inspection of Track Circuits was done for the
1st Quarter on 13-1-2015. Four items were recorded and all were attended.
2nd Quarter was done on 25.4.2015. The items were recorded are Nil.
3rd Quarter was done on 16.7.2015. Three items were recorded and all were attended.
- m. From the Signal Failure Register records it was noticed that more track down failures occurred due to iron fillings on glued joints (03.7.2015 once, 22.7.2015 once and 31.7.2015 two times). Divisional S&T and P.Way Officials shall jointly ensure at the time of joint inspection of points and crossings / track circuits and prevent recurrence.
- n. **Officers Inspection Register:** Last two inspections were conducted by AOM/Goods & DOM/G on 16.05.14 & 23.03.15 respectively. No inspection of Operating Officer/s at this cabin for **Nine months.** It is advised to conduct

schedule of inspection at all important stations of the Division regularly including JN cabins.

- o. **TIs Inspection Register:** TI/TU has conducted Regular inspection on 21.01.15, 11.03.15 and on 19.06.15. Safety inspections were conducted on 20.05.15 & 14.08.15. No night surprise inspection was conducted in **last six months** at this cabin. It is advised to comply the same strictly.
- p. **Train Passing documents:** Serial number 63 of T/B 1425 has been cancelled on 16.01.15 without passing remarks for cancellation which is essential.
- q. **SWR & Assurance Register:** SWR No.G.29/GY/BG was issued and bought into force on 27.02.12 / 05.03.12. Total 5 amendment slips have been issued so far to the SWR. For the said amendments only date of issue was available but date of brought into force is not specified. The SWR declaration of staff was obtained in individual pages. It is advised to obtain continuously to facilitate any Inspecting Official to cross check the details. The declaration of staff (29 SS/ASMs, 1 shunting masters & 46 Pointsmen) has been obtained contrary to extant rules. 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 on the right hand side of the register. It is advised to maintain the assurance register in three parts i.e., Part-I for station staff, Part-II for out-station staff & Part-III for station staff who remain absent / sick for 15 or more consecutive days.
- r. **TIs inspection Register:** TI/TU has conducted the following inspections at GY north cabin. Regular inspection: On 18.02.15, 16.05.15 & 11.08.15 Safety inspection: On 25.03.15, 16.06.15& 13.07.15. TI/TU inspections are casual in nature and advised to conduct quality inspections duly pointing out the irregularities in day-to-day working. All the regular inspection of the station just ended with six points including the on duty staff position. It is observed that TI/TU has not conducted the night surprise inspection of the station in last six months. It is advised to conduct the same strictly.
- s. **Gradation Register:** Staff gradation was done on 01.07.15 for the period ending 01.07.15 to 31.12.15. 21 SM/ASMs were graded as “A”, 2 Shunting Masters as A & B respectively. Out of 48 Pointsmen - 46 are graded as A and remaining 2 as B.
- t. It is informed that **Point Indicators for Road Nos. 1 to 6 were removed by RVNL Authorities at both ends while taking up RE/ RRI work.** Division shall not permit such activity without obtaining a written correspondence.

3.0

Operating Staff position:

Following is operating staff position as on 01.08.15.

Category	Sanction	Actual	Vacancy	Excess
SM/ASMs	31	29	02	-
Goods Guards	125	98	27	-
Shtg. Master	08	01	07	-
Points man	48	46	02	-

Out of 27 vacancies of Goods Guards 06 are on long absent. The details are.

- 1.Sri. G.H.N. Rao / Goods Guard, Absent from: 13.12.08
- 2.Sri. Ajay Sharma -do- -do- : 27.09.14

	<p>3.Sri. Santosh Kumar -do- -do- : 19.09.14 4.Sri. U.N. Prasad -do- -do- : 24.12.14 5.Sri. Kunal Kishore -do- -do- : 19.01.15 6.Sri. Vinod Kumar Mishra -do- -do- : 15.04.15</p> <p>It is advised to initiate D&AR action against the long absent Goods Guards and complete the D&AR proceedings within two months. It is advised to expedite the filling of 07 vacancies of the Shunting Masters. Non-availability of Shunting Master may lead to unusual in yard activities.</p>
<p>4.0</p>	<p><u>Inspection of South Cabin:</u></p> <ol style="list-style-type: none"> a. Sri. Ayubuddin, Dy.SS was on duty in uniform and in possession of valid competency certificates. Sri T.Koteshwar Rao, Pointsman was on duty in uniform. b. From the Route Cancellation Register, it was noticed that on 22nd August 2015 at 16.30 hours S-59 Starter Signal taken ‘off’ for Train No. 12708 AP Sampark Kranthi Express for Road-8 towards RU direction became ‘blank’ and the cause written was due to ‘panel blank’ at Junction Cabin. Related failure entry was not made either in the Junction Cabin or at the South Cabin. In this connection, it will be appropriate to make failure entry at South Cabin since Starter Signal is under the control of South Cabin. Similar such incidences were noticed on 31st May 2015 twice. However, failure entry was made in South Cabin but route cancellation entry was not found. c. Similarly, on the same date, i.e. 22.8.2015 at 22.10 hours, S-58 was flown back for Train No. B-134 from Road No.9 for which failure entry was not made. Reasons for route cancellation was not mentioned in the register. d. <u>IPS:</u> It was noticed that though Rail Electrification took place years back, AT supply is not given to panel & signals allowing a situation of signals ‘blank’ on the face of approaching trains. At this Cabin, <u>there is no IPS.</u> Division is advised to immediately propose for provision of IPS & AT supply connectivity without waiting for the RRI commissioning. Allowing signals to go ‘blank’ on the face of approaching trains is totally undesirable and unsafe. e. <u>GY is treated as Goods Terminal station for R&D of Goods trains on Road No.1 to Road No.6. However, ‘stop’ boards were not provided to Road No. 5 & 6 till the incident of side collision on 17.7.2015.</u> SMR/GY, section TI and Divisional Operating Officials shall launch a drive and ensure that ‘stop’ boards are available as per SWOD at stations. f. The specific gravity, voltages are randomly noted for batteries of circuits, point bank, internal, external I, II, and indication were checked and found to be in good working condition. Its specific gravity and voltages are within limits. However, the point bank batteries are provided on 7-11-2008 which is overdue for replacement. g. Cable meggering was done on 24.04.2015. No defective cables were found. h. Earth resistance readings were taken on 13.3.2015. All conventional earths are below 10 Ohms. i. Datalogger was checked and found to be in good working condition and print out also was taken. j. The relay room was found to have been opened twice during April 2015, 4 Times

during May 2015, twice during June 2014, Twice during July 2015, 9 times during Aug. 2015 (as on date) which is reasonable. However, the opening of relay room during Aug. 2015 was on high side.

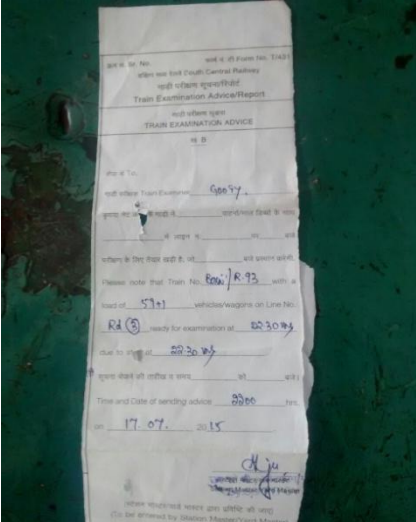
- k. The Joint Inspection of Points & Crossings was done for the
1st Quarter on 6-1-2015. Two items were recorded and all were attended.
2nd Quarter was done on 30.4.2015. Six items were recorded and all were attended.
3rd Quarter was done on 6.7.2015. Four items were recorded and all were attended.
- l. The Joint Inspection of Track Circuits was done for the
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3rd Quarter was done on 6.7.2015. Two items were recorded and all were attended.
- m. **S&T Department Observations:**
 - 1. Tested Point Nos. 30 (Single End) & 29A & found that both points responded effectively for Track locking and responded correctly to 5mm obstruction test.
 - 2. Checked Track circuit 34 AT and found in order.
 - 3. **Implantation Issue & Gantry Based starters :-**
 - i. Many Goods lines do not have separate starters and share a common starter. Some starters are on Right Hand side causing confusion to Loco Pilots (in spite of Road Learning and arrow marks on such signals). Recently, there was a mistaken case of wrongly obeying Rd 10 starter (RH side) by Engine in Rd 9 whose starter was at Danger.
 - ii. Gooty has a history of Starters getting uprooted due to lesser implantation (less than 2.15 m for existing yards). Such signals are to be erected on Gantry posts as done at Kovvur and Lingampalli. Sr. DSTE / GTL has proposed erection of Rd 3, 4 Starter signals on the gantry and submitted the drawings to HQ for approval to be executed by RVNL. During the inspection, it is found Rd. No. 10 starter (currently on the RH side) also to be placed on the gantry. Sr.DSTE / GTL has been advised to send gantry drawing for Rd. No.10 starter signal also. Thus Starters for Rd 3, 4, 10 to be placed on Gantries by RVNL
 - 4. **Existing Constraint:** C&W line has very less implantation with adjacent non interlocked lines. Yard master has confirmed that they permit only 1 hand shunt movement and restriction exists in SWR to avoid simultaneous movements. The need for retaining this line to be examined by Division as adjacent line will be getting interlocked starter. If this line is to be retained, then new starter has to detect upto fouling clearance of this line by axle counter or Track circuit to avoid side collision.
- n. **Points connected to EKT:** Point Nos. 35 & 38 is connected to EKT key for old MRV siding which is not under operation. Any slight disturbance to these EKTs, the road No 7 & 8 signals are flown back. This arrangement to be removed since allowing a signal to flow back on the face of an approaching trains is detrimental to safety.
- o. **SM's panel lock:** Panel locking was tested and observed that when the panel is locked, Track No. 7T is getting activated (showing yellow indication) & on

unlocking the panel, it gets disappeared. ESM who was available at the spot witnessed the irregularity and was advised to rectify. This aspect to be thoroughly investigated and action to be taken for rectification.

5.0 **Inspection of SMR/O/GY:**

a. **Stabled Load Register:** Station Authorities informed that this register is kept with Cabin ASM / North which is incorrect. This register should be available with Dy.SS / PF since the Guard and LP (if loco is also stabled) have to sign in this register after stabling the load. **Secondly, light engines stabled in the yard are not entered in this register which is essential. LP/Shunter shall be instructed to take securing precautions and sign in this register as a token of assurance. SMR/GY and section TI shall enforce this rule provision strictly.**

Thirdly, the incident of side collision at GY station involving coupled engines with JSWT Goods on 17th July 2015; It is brought out that once the locos are detached from the formation, the formation shall be treated as stabled load and entry to that effect should have been made in the Stabled Load Register. The claim made by the Staff that the formation is offered for TXR check. On further scrutiny of the record T.431 (Train Examination Advice), it was noticed that it was prepared with timing of 22.00 hours and taken over by TXR Staff under acknowledgement at 22.30 hours; All these timings are subsequent to the incident of side collision which happened at 21.51 hours.



The activity of offering the rake for train examination and till such time, the rake is accepted by TXR Staff, the formation shall be considered as stabled load and related instructions needs to be recorded and proper care / safety precautions should be taken. Divisional Authorities and Station Officials shall take a serious note of this for enforcement.

b. Checked operation of OHE isolator, SM/18406 at location 413/44 operated by on duty Pointsman Shri. Y. Purushottam. Knowledge of Pointsman found to be satisfactory.

c. In Platform-2; Shelter No-2; in Pillar-4 shed column structure bond was available, to ensure passenger safety.

	<p>d. Accident Register: On perusing the records, it was noticed that the incident of averted collision on 25th August 2013 between Two Goods trains on Road No.6 due to the lapses of CASM, Dy.SS/PF and Pointsmen and related D&AR details are not entered in the register which is essential.</p>														
<p>6.0</p>	<p><u>Inspection of North Cabin / GY</u></p> <p>a. Sri Akash Kumar, ASM and Sri M. Rama Krishna, Pointsmen were on duty in uniform and in possession of valid competency certificates.</p> <p>b. <u>IPS was not provided at this cabin.</u> The specific gravity, voltages are randomly noted for batteries of circuits, point bank, internal I, II, III, Ext. I, II, Block and indication were checked and found to be in good working condition. Its specific gravity and voltages are within limits. However, the internal II circuit batteries are provided on 23-4-2008 and indication circuit was provided on 23.2.2009 which is overdue for replacement.</p> <p>c. Cable meggering was done on 17.04.2015 and no defective cables were found.</p> <p>d. Earth resistance readings were taken on 2.7.2015. All conventional earths are below 10 Ohms and all free maintenance earths are below 1 Ohm.</p> <p>e. The relay room was found to have been opened thrice during April 2015, Twice during May 2015, 4 times during June 2014, Thrice during July 2015, 4 times during Aug. 2015 (as on date) which is reasonable.</p> <p>f. The Joint Inspection of Points & Crossings was done for the 1st Quarter on 14-1-2015. Four items were recorded and all were attended. 2nd Quarter was done on 16.4.2015. Four items were recorded and all were attended. 3rd Quarter was done on 29.7.2015. Four items were recorded and all were attended.</p> <p>g. The Joint Inspection of Track Circuits was done for the 1st Quarter on 14-1-2015. Two items were recorded and all were attended. 2nd Quarter was done on 16.4.2015. Two items were recorded and all were attended. 3rd Quarter was done on 29.7.2015. Four items were recorded and all were attended.</p> <p>h. <u>S&T Department Observations:</u></p> <ol style="list-style-type: none"> 1. Tested point no: 43B End. Track locking found effective and responded correctly to 5mm obstruction test. 2. Checked Track circuit 43T and found in order 3. Checked Conventional Earth at S 43/SH 38, Measured and found 1.2 ohms but Earth Value not painted. 4. CCIP was found in sealed condition. Checked and found all veedor counter numbers were tallying with respective registers. 5. Found Block Instruments in proper sealed condition. Crank handle boxes are properly locked and sealed <p>i. <u>S&T Failure Register:</u> Following failures are recorded in the register;</p> <table border="1" data-bbox="532 1797 1253 1875"> <thead> <tr> <th>Month</th> <th>S</th> <th>B</th> <th>PF</th> <th>TF</th> <th>G</th> <th>Tota</th> </tr> </thead> <tbody> <tr> <td></td> <td>F</td> <td>F</td> <td></td> <td></td> <td>F</td> <td>I</td> </tr> </tbody> </table>	Month	S	B	PF	TF	G	Tota		F	F			F	I
Month	S	B	PF	TF	G	Tota									
	F	F			F	I									

Jan'15	-	1	-	-	1	2
Feb'15	-	-	-	1	-	1
Mar'15	-	-	-	-	-	Nil
Apr'15	2	-	-	-	-	2
May'15	1	1	1	-	-	3
June'15	-	-	-	-	-	Nil
July'15	1	-	-	1	-	2
Aug'15, till date	-	-	-	-	-	Nil
Total	4	2	1	2	1	10

On review of above failures, it was observed that there was a Track failure due to Track down (B.26T, B.57BT B.61T & B.65T) at 23.46 hours on 08.07.15 & rectified at 00.40 hours of 09.07.15, T. Nos. 12735,12786 & 12731 suffered detention of 15 minutes each for issue of PLCT+ 369(3b). ESM has passed remarks as L15 & L12 cable defective and the same is replaced & restored. Though cable meggering was done on 17.04.15 during which no defect was found in the cable, the cable failure occurred within four months.

- j. **Officers Inspection Register:** Checked and observed that last two inspections were conducted by AOM/Goods/GTL, DOM/Chg/GTL on 28.04.14, 30.10.14 respectively. DOM/G/GTL though conducted inspection on 14.03.15, the inspection report is not available at the station where the inspection was conducted. Hence, the Divisional Authorities are advised to ensure that the inspection notes is dispatched promptly and confirm with station authorities. Secondly, it is advised to conduct schedule of inspection at all important stations of the division regularly including cabins on the divisions since two accidents / unusual incidences occurred in quick succession at GY station.

7.0 On Road No-1, at 10.10hrs, Diesel Loco No.14619 +14923WDG-3A locos are stabled at KM GY 1084. Both locos hand brakes are applied and each loco secured with two wedges instead of four. **In the stabled load register it was not mentioned.**

- 8.0** **Inspection of Crew Lobby:**
- a. CCC/GY Sri. AMD Arshad and Shift CC Sri. S. V. Ramana was available.
 - b. Two Kiosk are available for sign 'ON & OFF' (CMS). Web cam software available for checking BA test on a big LED screen. Recording and retracting facility available.
 - c. Gradient board not available which may be provided for better knowledge of crew.
 - d. In the signal defect register, All LPs are not writing the remarks. On scrutiny of the records at 11.00 hours, only five members have written whereas 18 crew has signed 'off'.
 - e. Average Pre Departure Detention (PDD) at GY is 63 minutes towards NRE, ND, TNG & RC side and 77 minutes towards DMM side. **This should be reduced.**
 - f. For checking the statues of CUG mobile phone, following CUG numbers were checked at random and the results are;

S. No	Crew name	CUG No.	Time	Status
1	Sri GP Reddy, LPG/GY	9676902846	10:46hrs	OFF
2	Sri Rakesh Kumar RP,ALP/GY	9676902895	10:47hrs	OFF

3	Sri Vinayakumar .CK,ALP/GY	9000447413	10:48hrs	OFF
4	Sri S Balaji, ALP/GY	9676902905	10:48hrs	OFF
5	Sri SK Karimulla, LP/GY	9676902789	10:48hrs	OFF
6	Sri K.Dhanujaya, LP/GY	9701342341	10:49hrs	OFF
7	Sri M.Sunkanna, LP/GY	9676902838	10:50hrs	ON
8	Sri Uma Shankar singh ALP/GY	9000454987	10:51hrs	OFF
9	Sri P.Sudhakar, LP(shunt)	9676903008	10:52hrs	OFF
10	Sri Markandeya, LP(shunter)	967690304	10:53hrs	OFF

- g. As per CCC/GY, last positive case recorded was on 10.3.2015 in which Sri. B. Kaveti, Goods Guard / GY was tested positive (BA equipment No.A201775)with 18mg/100ml, record no 16140 during sign 'ON' at 13:39 hrs. Second check was done with spare BA equipment no.A201785, record no.14453 tested positive with 07mg/100ml. Understood that the employee is retired.
- h. CUG phone register available at lobby was checked and found that in most of the cases, they written "for speaking with Guards, PCOR, CLIs etc.," but there is no cross check on that. Before switching on cell phone, the LPs should be strictly counseled to stop the train first and then try to contact. All Inspecting Officials to closely watch this aspect during checks and inspections.



As per CCC / GY Rd no.1&2 towards north end when locos are stabled, the securing equipment such as wooden wedges is prone for theft. In order to minimize the cases of theft, it is suggested that the Division may launch a drive with Security Officials and take up two / three cases which may send warning signals.

i. **10 hours statement of last three months.**

Month 2015	Design.	0 -10 hrs	%	10 - 12 hrs	%	12 - 14 hrs	%	>14 hrs	%
May	LP/G	1550	71.4	284	13.1	161	7.4	136	6.3
June	LP/G	1428	74.3	248	12.9	140	7.29	105	5.47
July	LP/G	1442	69.7	314	15.17	188	9.08	126	6.09

Note:-Division should put efforts to reduce more than 14 hours cases.

- j. List of staff prone for alcohol is of 01.04.2014. **Updated list is not available.**

	<p>k. Vacancy position of GY depot is as under;</p> <table border="1" data-bbox="724 191 1062 302"> <thead> <tr> <th>Category</th> <th>Vacancy</th> </tr> </thead> <tbody> <tr> <td>LP (G)</td> <td>28</td> </tr> <tr> <td>Shunter</td> <td>15</td> </tr> </tbody> </table> <p>Vacancy of LP (G) & Shunter to be filled up at the earliest.</p>	Category	Vacancy	LP (G)	28	Shunter	15
Category	Vacancy						
LP (G)	28						
Shunter	15						
<p>9.0</p>	<p><u>Inspection of Running Room:</u></p> <ol style="list-style-type: none"> a. Total eight rooms are available. Ground floor & first floor having four rooms each. 1) Caretaker room 2) Recreation room 3) Dining hall 4) Main hall on ground floor. b. Main hall having 22 beds. Cubicles are not provided. Centralized cooling to be provided. Ceiling fan length to be increased for better breeze. c. For 22 beds, four bath rooms, four toilets and two urinals are available. d. <u>Two bed per cubicle to be planned</u> as per Railway board guidelines. e. Subsidized meals are available for Rs.3/-. f. Peak occupation of the running room is 19, between 21:00 hours to 04 00 hours. g. Last inspection of running room committee was on 22.8.2015. So far report not received. h. R.O. plant for running room <u>not available</u>. i. Yoga/Meditation room available on first floor, but how many persons are doing yoga/Meditation record not available. j. 1.5 KVA generator available for running room. k. Out stations prone alcoholic staff list, staff those are using spectacles list to be available in lobby. l. Last complaint registered on 15.6.2012 regarding LP of GTL Sri M. Amarnath, who arrived pilot by 16593 express, on arrival Running room at 23:20 hrs dinner not available. LP Sri M. Amarnath made complaint and informed to lobby. Then cooking staff prepared. CCC/GY severally warned and counseled. m. News papers and Magazines are available. n. For recreation purpose, Chess and carrom boards are available. o. As per Running Room in-charge Sri. Bhaskar, following items are available. Bed sheets: 404, Pillows: 58, Pillow Covers: 423, Blankets: 60, Mosquito nets:82 and Bed covers:104 are available. But date of washing was not shown on woolen Blankets. p. Housekeeping & quality of food supplied to running staff was satisfactory. 						
<p>10.0</p>	<p><u>Checked the records on attention of WILD cases at GY and found the following irregularities.</u></p> <ol style="list-style-type: none"> d. Total Critical Alarm cases noted in coaching trains from MAY15 to JULY 15 are 17. All these cases are checked on arrival at noticed as ‘skidded’ wheel cases. Further, all of them are allowed as the flatness is within the limit i.e., (Below 50 mm). The condition of each case is being reported to Control office / GY for further information to their respective primary depots for corrective action. e. <u>No measurement of flatness is recorded in the register maintained.</u> f. A total of 5 Critical Alarm cases of Goods rolling stock were noted during the 						

period from May15 to July, of which in one case the wagon was detached for wheel changing.

CRITICAL ALARM AND MAINTENANCE ALARM RECORDED

Month	Coaching		Goods	
	Critical Alarm	Maintenance alarm	Critical Alarm	Maintenance alarm
May15	03	15	03	06
June15	03	16	01	05
July15	11	22	01	03

11.0

Fuelling Points:

The surrounding area near fuelling points no S1, S2 on south end of GY PF no. 1 was checked,

- a. The area near the fuelling point is fully wet.
- b. Total 3 nos. fire Extinguishers are kept completely open to atmosphere. No shade is provided because of which the flexible hose pipes will become hard and likely to get damaged / cut.
- c. Fuelling point at KM 414/2 between Road No. 8 & 9 towards RU end was found to be having more leakages on track.



12.0

Inspection of ROH Shed:

Rejections during ROH of wagons at ROH depot / GY average from April to July – 2015 are

Component	Type Of Test	Total Tested	Failure	% Failure
CBC	DPT	492	nil	Nil
CBC	VISUAL	492	35	7
CTRB Wheels	visual	156	23	14
AXLES	UST	940	2	0.21
Bogie frames	Magna flux	507	30	6


13.0

ROH of trolley No. 3798/15 examined and observed the following aspects.

- a. Trammeling of bogie is done.
- b. Grouping of springs done, (C) group provided.
- c. Side frame dimensions and bolster dimensions measured and recorded.

	<ul style="list-style-type: none"> d. Center pivot bottom vertical wear measured. e. Brake beam pocket liner measured and developed liner welding. f. Brake blocks replaced, E M pads replaced centre pivot lubricated g. Bogie painting done after thoroughly cleaning. 																		
14.0	Welding staff, were counseled for adoption of proper welding procedures. Welders are being advised to select proper welding electrodes duly preheating in the oven provided. All the welders are to be trained in this aspect.																		
15.0	<p>Invalid BPCs detected at GY during the months of June and July 2015</p> <table border="1"> <thead> <tr> <th>Month</th> <th>Type of check</th> <th>No. of trains</th> <th>KMs / Days</th> </tr> </thead> <tbody> <tr> <td rowspan="2">June</td> <td>CC rake</td> <td>30</td> <td>10 / 20</td> </tr> <tr> <td>Premium rake</td> <td>8</td> <td>0 / 8</td> </tr> <tr> <td rowspan="2">July</td> <td>CC rake</td> <td>35</td> <td>12 / 23</td> </tr> <tr> <td>Premium</td> <td>3</td> <td>0 / 3</td> </tr> </tbody> </table> <p><u>On analyzing the above table, it is concluded that the CC or Premium rakes are either completed their stipulated KMs or completed the no. of days. Division/s, Mechanical & Operating Branch Officials shall take proper follow-up of close monitoring of these rakes and ensure that the rakes are received within the validity period.</u></p>	Month	Type of check	No. of trains	KMs / Days	June	CC rake	30	10 / 20	Premium rake	8	0 / 8	July	CC rake	35	12 / 23	Premium	3	0 / 3
Month	Type of check	No. of trains	KMs / Days																
June	CC rake	30	10 / 20																
	Premium rake	8	0 / 8																
July	CC rake	35	12 / 23																
	Premium	3	0 / 3																

16.0	The track centres between Siding line No.1 & Road No.1 is 2.91m (against 4.265m) at OHE Mast No. 1048 – <u>simultaneous movements needs to be restricted and the same shall be incorporated in SWR, specially while performing shunt movements.</u> At this location, the lighting is inadequate.
17.0	<p><u>Engineering Department Observations:</u></p> <ul style="list-style-type: none"> a. Check rails of track crossing at 414/5-7 are to be cleaned. b. Old unused siding line near Road No.6 to be dismantled early. DEN/C/GTL informed that required sanction is under process for this. This is to be expedited. c. 250 m of secondary TSR to be done on Road No. 5. d. Temporary pathway at GY2064-2068 to be either dismantled or provided with proper checkrails. e. At Point No.165, tongue rail should be changed. f. DEN/C/GTL informed that siding line No. 1 to 4 are planned for dismantling and will be shifted to BOX-N shed. Work should be expedited. g. ERCs are coming out from sleepers at Point No. 17B. Keyman should be counselled for proper maintenance of fittings at Points & Crossings in yard. h. At Point 17A, CMS crossing should be changed. i. DEN/C/GTL reported about shortage of ballast in the section. He informed that GY ballast depot is unused for last 2 years. Necessary action may be taken by the Division in this regard for procurement of ballast. j. At 415/13-15 cross-over for Point No. 8A-8B, AL is to be corrected duly correcting the reverse curve in cross-over portion. k. DEN/C/GTL informed that Road No. 1 to 6 R&D lines are planned for provision

	<p>of signal interlock by S & T department. The work should be expedited.</p> <ul style="list-style-type: none"> l. Broken scrap of C & W should be removed from the Road No. 1 to 6 and should be stacked properly outside of track and offered for auction by C&W depot. Packing material is also left in the track after C&W Maintenance. C&W maintenance staff should not leave these bags / boxes in the yard as they give shabby look. m. At 414/14-15 low joint is observed at fueling line point. 3.6 m chord - LH: 12 mm RH: 22 mm Rails are to be replaced and the joint should be shifted toward GTL end. n. Point No. 152 - CMS Crossing is to be renewed/reconditioned. o. Lot of rags are observed in the yard. Station Manager should keep the yard free from rag. p. Bearing plates of switch portion are corroded in some of the Points & Crossings. While replacement of Stock Rails and Tongue Rails, Bearing Plates should also be replaced. q. SSE/PW/GY expressed acute problem of grease graphite for day to day maintenance. r. Inspection of some of the Points & Crossings and SEJ has been done in the yard.
<p>18.0</p>	<p><u>Interactive session with station staff:</u> Interactive session involving LPs, ALPs, Guards, SMs, Guards & Pointsmen was organized at GY Crew Lobby. As many as 60 trainees attended the session. The team of Headquarters and ADRM with Branch Officers of the Division were present in the session. The incidences of accidents and unusual that took place at GY and other locations of SC Railway were discussed and preventive measures were conveyed. Some of the field issues were raised by the staff which is taken care by the Division for early rectification.</p> 
<p>19.0</p>	<p><u>Stress management & relaxation technique programme:</u> Relaxation technique and stress management (meditation) was organized at Railway Club, Guntakal, involving trainees (LPs, ALPs, Pointsmen, SMs, Guards, P.Way Staff). A <u>total of 175 employees have attended</u> the programme. ADRM with Branch Officers apart from Headquarters Safety Audit Team have participated in the said programme.</p>



<p>20.0</p>	<p><u>Inspection of Tower Car No. 4123 (A breakdown vehicle for OHE):</u></p> <ul style="list-style-type: none"> a. <u>Designated tower car driver not available</u>, instead operated by Sri D.Eranna Naik; Tech-I/OHE/GY having TR- 4 competency and G&SR. Valid upto 22.04.17. b. <u>Fire extinguishers 04 nos. available but are due for inspection since March'15.</u> c. First Aid box refilling done on 27.07.15. d. TXR checking of tower car is done every month. e. Tower car is <u>due for AOH since July'15</u> (AOH done at ELS/BZA, due to bunching of tower cars of BZA & GTL division it is getting delayed). Division to closely monitor the schedule is completed by contacting the concerned Officials. f. Tower car started & checked running, found satisfactory. g. <u>Tri colour torch not available in tower car.</u> Spare hand signal flags to be procured (02 sets available). h. <u>Inflatable Tower lights not available.</u> i. <u>Wipers on both cabs are not working.</u> j. <u>Parking brakes are not working, and there is no provision of hand brakes.</u> k. Sufficient T&P items are available in tower car, tested catenary & contact wire are along with clamps and found in good condition. Deficient consumables to be filled up as per the requirement. <u>G-Jumper & piece of contact wire for splicing was not available.</u> l. Generator was in working condition as it was tested & focusing lights on both sides working. m. Checked batteries of tower car and are satisfactory. n. <u>Daily maintenance registers of tower car is not maintained properly, same to be counter signed by the tower car drivers and depot in charge/supervisor.</u>
<p>21.0</p>	<p><u>Inspection of OHE Depot / GY:</u></p> <ul style="list-style-type: none"> a. Checked following maintenance registers and are found in order and updated <ul style="list-style-type: none"> i. Over line structure ii. Earth resistance measurements. iii. LC gate iv. Isolators. b. Discharge rods are provided with double clamps. c. T&P items testing done every month. Last done on 01.08.15.

	<ul style="list-style-type: none"> d. Tested 1.6/2.5 Ton & found Tirtur duly taking proper load with Dynamo meter & found satisfactory, so it is safety use. e. <u>Shock Treatment Board not displayed.</u> (available at depot in faded condition) f. Checked implantation & height of contact wire & catenary wires at location 413/18 & 413/19 and found as per SED (as erected). g. Emergency masts were available and their trial of erection was done one week back, but time required of 90 minutes should be reduced to 30 minutes.
<p>22.0</p>	<p><u>Inspection of Freight Examination Depot / GY</u></p> <ol style="list-style-type: none"> 1. Gooty is a PME depot which maintains premium CC rakes of 7500 km BPC. In addition to PME, the depot also carries out intensive as well as premium end to end rake examinations. The infrastructure facility available is not as per the standard facilities prescribed by CAMTECH. The following are the important inadequacies:- <ul style="list-style-type: none"> a. Centre to center distance between examinations lines are between 4.5 m to 5.00 m against minimum prescribed 7.5 meters. b. The tracks are at higher level than the path ways. Due to heavy ballast, the ballast has over flown to the path way as a result of which staff has to walk on the ballast causing inconvenience. c. In the middle of the path ways which is laid using concrete block masts have been erected to provide support for electric light and welding terminals, because of this any material handling vehicles cannot be used. 2. At an average about 2.5 rakes are examined every day out of which about one rake is PME. Adequate time is available for examination of the rake and it is seen man-hour deployed for examination is as per the prescribed norm. 3. Examination depot is provided with 2 compressors with air dryers but only one RTR is available, two are under procurement. Standby RTR should be provided early. 4. For carrying out air brake testing, air brake gauges are calibrated at RYPS and are being supplied to shift supervisors. Gauges for checking wheel defect, knuckles are available. 5. Axle box temperature is measured in all rakes terminating for examination for which two infra-red thermometer are available which are due calibration on 25.5.2016. 12 more infra-red thermometers are said to be under calibration with High Tech Control, Secunderabad. 6. RS-5 (GDR Remark of incoming train), RS-7 (TXR diary) are in format meant for vacuum brake rakes. Format to be revised for air brake rakes. 7. Register for air brake testing should be on a standard form and not on plain paper register. 8. Printed and numbered format is not available for issuing BPC to premium end to end rakes. Computer printed formats are in use which can be manipulated. 9. CC BPC & Intensive BPC are as per format, but machined number attachment sheets to record KM logging in CC BPC are two in numbers which are inadequate to record all logging. The depot is issuing unnumbered additional attachments which is not desirable and can be manipulated. Therefore the number attachments being printed along with the BPC to be increased. 10. In July, 4 CC rakes with invalid BPCs were received in which more than 4 wagons have been disturbed en-route disturbing rake integrity. In RS17& RS 9 rakes as many as 16 wagons and 9 wagons were found disturbed respectively. There is a need for ensuring that the rake integrity is not disturbed by more than 4 wagons and defaulting stations to be identified.
<p>23.0</p>	<p><u>Inspection of ROH Depot / GY</u></p> <ol style="list-style-type: none"> 1. ROH Depot has a capacity under covered accommodation to handle 8 sick wagons and 10 wagons ROH at any time. 2. The shed lighting requires improvement, additional transparent roof sheets may be

	<p>provided for improving lighting inside shop. Both the sheds are provided with 15T cranes of 2 Nos. each in addition to this, ROH shed to be provided with one more 10T crane for bogie over hauling. Adequate numbers of welding plants are available.</p> <ol style="list-style-type: none"> 3. Only one wheel lathe is available which works in two shifts and its entire outturn is sufficient for wheel requirement of 10 ROH wagons per day. It is learnt that the depot is utilizing good release wheels from ROH wagons to turn out sick coaches, this should be stopped as such wheels will be overdue UST by the time these wagons fall due ROH. 4. Wheel lathe is turning wheels with wheel thickness from 22 to 28 mm thickness in steps of 1mm 5. DVs received from workshops should be with ports/openings covered with stickers. 6. All gauges for checking bogie clearances are available. Measurements are being duly recorded in a standard format. Bogie trammeling is being done with trammeling gauges and recorded 7. CBCs are also being checked during ROH for anti-creep, knuckle stretch, knuckle wear and Guard Arm expansion etc. using standard gauges. Correct use of which was demonstrated. 8. Bogie locations which are susceptible for cracking are checked with portable magnetic particle tester against prescribed DPT testing. 9. Ultra sonic testing of axles is being carried out. There are two calibrating machine which validity of calibrates will expire on 30/10/15 (mc 1829) and 13/11/15(mc 1830).Two standard IIW blocks available which are due calibration on 2/8/15, calibration to be expedited. 10. Centre pivots are also being checked using gauges and are welded and ground to build worn out locations. Preferable center pivots to be replaced with new ones. 11. Different gauges for checking springs height and CC pads & PU side bearers are available and are being used.
<p>24.0</p>	<p><u>Inspection of 140 T Crane formation/GY</u></p> <p>140 T accident relief train formation its equipment were checked against the prescribed scale. The following are the observations:-</p> <ol style="list-style-type: none"> 1. The breakdown crane formation has HRE equipment set. One additional set of power pack and control stand are available and found to be in working order. Mechanical. Electrical and S&T equipment are available as per scale. 2. Equipment for tracing wheel profile and rail profile are available. 3. IRCA part III book is not available. 4. Wire and chains have been tested between 17.8.15 to 22.8.15 as per record, however certificates are yet to be issued by LGDS. 5. Last joint inspection carried out by JA grade officers was on 16.6.15 and by Asst. Scale Officer on 15.7.15. 6. Self-contained breathing apparatus of 4 Nos. are available. Work order for testing and refilling of cylinders to be given expeditiously. 7. Digital camera 1 GB is under procurement at HQRs to be expedited. 8. Diesel oil is stored outside the formation apparently because of transshipment of contents from the coach. To be restored early. 9. The formation is having 8 vehicles out of which one vehicle is due POH (SC 93752 SLR R date 8/15). 10. Pathway needs repair and proper connection to the ROH Depot for movement of material handling vehicles.

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