

**BI-MONTHLY SAFETY AUDIT INSPECTION OF NARSAPUR STATION OF
VIJAYAWADA DIVISION FOR THE PERIOD NOVEMBER & DECEMBER ON
28.12.2015**



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**EXECUTIVE SUMMARY ON THE BI-MONTHLY INTERNAL SAFETY AUDIT OF NS
STATION OF VIJAYAWADA DIVISION FOR THE PERIOD NOVEMBER &
DECEMBER 2015 ON 28.12.2015**

S. No.	Para	Subject / Topic	Action for rectification
1	3.1	<p><u>Train passing documents at NS:</u> Checked train passing documents and observed the following.</p> <p>a. PLCT T/A, 1425 T/B, 1425 T/D, 1425 found all entries made correct except in T/A 1425 & T/D 1425 folio serial number at 13 & 14 are missing.</p> <p>b. T/3693(b) issued to Shunter of LE on 04.05.15 at 17.45 hours to pass Shunt Signal No.38 at 'on' and to move from Rd (1) to Rd (4), it is <u>observed that entries are made haphazardly.</u></p> <p>c. T/806 Shunting Order issued on 26.12.15 at 14.30 hours to Shunter/NS observe 5 KMPH and to follow the following instructions, <i>Detach 17242 loco. DAB loco Rd (3) to Rd (4). DAB 17404+57265 to Rd (4) to BL. DAB 17404+57265+17242 to BL to RD (4). DAB Loco from BL to Rd (5). DAB 17404 to Rd (4) to BL. DAB loco from Rd (2) Rd(3). DAB to Rd (8) to Rd (4). DAB 57265+17242 Rd (4) to Rd (6) to Rd (4) to Rd (6). DAB 17255 to Rd (5) to BL. DAB 57265+17242 from Rd (4) DAB Rd (3).</i></p> <p><u>Observation:</u></p> <ol style="list-style-type: none"> 1. <u>Shunting instructions are too lengthy and cumbersome.</u> 2. <u>It is in coded form i.e. DAB (draw ahead before), BL (bay line).</u> 3. <u>Passing signal up to / beyond the Home signal not mentioned.</u> 4. <u>Extracting Shunt Key column is left blank.</u> 	<p align="center">DRM/BZA COM</p>
2	3.6	<p><u>SWR/NS</u></p> <p>a. It was noticed that Amendment Slip No.1 to SWR was given in July 2014 and Page Nos. 3, 9,13 & 14 are replaced. <u>However, it was noticed that Para / item amended could not be identified. Even the SMs working at NS could not recollect though they have appended their acknowledgement in the assurance register. Division is advised to write the Para / topic which is amended while sending the amendment slip to the station through the covering letter and the SMs shall provide a column in the index of amendments issued to the SWR specifying the Para No.</u></p> <p>b. <u>Shunting neck length is shown in the station diagram as 235m whereas only 50m is available physically that too from 08.10.2015.</u></p> <p>c. Shunt Signal No.9 for back shunt from shunting neck is</p>	<p align="center">DRM/BZA COM CSTE</p>

		shown in the signalling diagram <u>but physically the signal is not available.</u>	
3	3.9	<u>Station Working Order Diagram/NS:</u> SWOD varies with yard layout. In SIP/SWOD Shunt Signal no. SH2 indicated at other side of the LC 27 towards BVRM but physically it is at station side of the LC between LC and Bridge no. 269. Gate lodge shifted to other side of the road. This needs to be corrected in SIP/SWOD.	DRM/BZA CSTE
4	3.10	<u>S&T Disconnection & Reconnection Notice (T.351) at NS:</u> <u>Point No.17B</u> – From the S&T Disconnection Notice Register, it was noticed that on 14.12.2015 from 13.05 hours to 13.35 hours, reconditioning of tongue rail was done. The entire work of reconditioning completed in 30 minutes appears to be superficial. Division to investigate and ensure that proper precautions as laid down are followed in true spirit.	DRM/BZA CSTE PCE
5	3.11	<u>Calling on Cancellation Counter/NS:</u> a. On 19.02.15 Calling on Cancellation counter jumped from 000273 – 000275 while testing by SSE/S/BVRM. Remarks for jumping not written. b. 77202 DEMU (GDV-NS) train is received daily on obstructed line (17241 rake) by taking ‘off’ Calling-on signal. Receiving passenger carrying trains through Calling-on signal onto obstructed line on daily-basis is <u>not a desired practice.</u> Hence, there is a need to ensure suitable yard modification/s.	DRM/BZA CSTE COM
6	3.13	<u>Loop line Axle Counter reset Register/NS:</u> From the records it was noticed that the inspection schedule of S&T Officials which stipulate that ESM shall test every gear once in a fortnight, JE once in a month and once in a quarter by SSE. <u>The inspection schedules are not followed.</u>	DRM/BZA CSTE
7	3.14	IPS monitor is not working for the last 2 months.	DRM/BZA CSTE
8	3.15	<u>Signal Failure Register/NS:</u> Details of failures from January 2015 are; a. On 10.01.2015, from 12.40 to 13.05 hours, NS – PKO BPAC failed and Train No. 57298 was dealt on PLCT and the cause of the failure was recorded as <u>“Engineering Staff kept material trolley”.</u> b. On 03.3.2015, from 15.40 to 16.22 hours, BPAC failed and Train No. 77202 was dealt on PLCT and the cause of the failure was recorded as <u>“error code-35”.</u> c. On 20.3.2015, from 04.15 to 04.50 hours, BPAC failed for Train No. 57263 which was dealt on PLCT and the cause of the failure was recorded as “shunting”. <u>It is not understood as to how shunting can cause BPAC failure, if proper procedures are followed. Such features are not noticed</u>	DRM/BZA CSTE PCE DRM/BZA CSTE DRM/BZA CSTE

		<p><u>at other locations.</u></p> <p>d. On 23.3.2015, from 14.00 to 14.40 hours, BPAC failed for the reason that <u>“un-insulated trolley”</u>.</p> <p>e. On 04.5.2015, from 17.454 to 18.10 hours, Starter Signal No. S-38 failed for light engine and the cause of the failure was recorded as <u>“UCR not picked up”</u>.</p> <p>f. On 16.5.2015, from 10.05 to 10.55 hours, Point No. 20 failed in ‘R’ for Train No. 17241 and 17213 which caused detention of 23 & 25 minutes respectively and the cause <u>“could not be found”</u>.</p> <p>g. On 06.8.2015, from 14.15 to 14.32 hours, BPAC failed for 17242 Passenger and the remark passed against the failure entry was “it is not a failure – IPS disconnected (as written by ESM) whereas SSE/Signals passed a remark ‘due to IPS battery replaced under disconnection. <u>Reconnection done by Traffic? When IPS is disconnected, how Traffic staff can reset? Division to enquire into this failure.</u></p> <p>h. On 22.10.2015, from 10.50 to 12.08 hours, block instrument failed for Train No. 17214 and 57322 and the cause was recorded as <u>“IPS tripped</u>. Newly provided IPS failed initially and Service Engineers are attending <u>but could not rectify the fault</u>. Final restoration details are missing.</p> <p>i. On 06.12.2015, from 10.20 to 10.50 hours, BPAC failed for Train No. 17231 which was dealt on PLCT (<u>one train failure</u>).</p> <p>BPAC failures are too many for various reasons. Division to closely monitor the functioning of the BPAC and block instrument and take preventive action.</p>	<p>DRM/BZA CSTE & PCE</p> <p>DRM/BZA CSTE</p> <p>DRM/BZA CSTE</p> <p>DRM/BZA CSTE</p> <p>DRM/BZA CSTE</p> <p>DRM/BZA CSTE</p> <p>DRM/BZA CSTE</p>
9	3.18	<p><u>Shunting operations at NS:</u></p> <p>a. Due to the apron work on mainline, it becomes difficult to accommodate the Narsapur Express on loop line which will not hold the 23 coach formation of Narsapur Express.</p> <p>b. Hence, Sr.DOM has given temporary instructions which stipulate that banker loco will be attached at PKO station to Narsapur Express, so that after the arrival of the train at NS station, the rake will be pulled back and then pushed into the Pitline for train examination.</p> <p>c. Immediately, after the arrival of the train on loop line, the fouling will not be clear and altering the point immediately after the arrival of the train cannot be fulfilled.</p> <p>d. Also, block section should not be cleared since conditions for closing block section is not complied with.</p> <p>e. When rake is pulled towards PKO, the train is required to go beyond LSS by 3-4 coaches and this movement need to be done by issuing the Shunt key to the LP which authorizes the LP to pass the LSS at ‘on’ for shunting purposes and draw up to the opposing FSS (if required).</p> <p>f. However, since the conditions for closing the block section</p>	<p>DRM/BZA</p>

		is not complied, temporary instructions issued by Sr.DOM should authorize the SMs to close the block section so that ‘shunt key’ can be extracted in ‘line closed’ condition of the block instrument which authorizes the LP to draw the train beyond LSS and proceed upto opposing FSS.	COM
10	3.21	<u>Irregularity in marshalling:</u> Train No.17241 (NS-VSKP) with five coaches (centre SLR) is attached to Train No. 17239 (GNT-VSKP) Simhadri Express at NDD station. From NDD towards VSKP, this Simhadri Express is running <u>without next to engine SLR which is in violation of Para 11.1.1 of Appendix VIII to G&SR.</u> In this connection, when front SLR in mail/express train could not be provided, next to engine coach shall be locked in empty condition. Division to ensure that this rule is followed.	DRM/BZA COM
11	5.1	<u>Following observations are made on perusing the BA ‘positive’ case records maintained at Dy.SS/O/NS</u> a. On 21.12.15,Sri. G. Y. Babu /Gd / BZA during sign ‘ON’ for train 77203 at 07.37 hours was tested ‘positive’ with 11mg/100ml.Immediatelysecond test was conducted with spare equipment which was found ‘ Negative ’. b. On 21.12.15,Sri. CHJ Rao, Gd / RJY during sign ‘ON’ for train no.57265 at 07.24 hours was tested ‘positive’ with 41mg/100ml. Second check immediately with spare equipment and found ‘ Negative ’. c. On 22.9.15, Sri. B. Srinivasa Rao, LP / RJY during sign ‘ON’ for train no.17241 at 09.37 hours was tested ‘positive’ with 35mg/100ml.Immediately tested with spare instrument which was found ‘ Negative ’. d. On 07.5.15, Sri. PVKM Raju, Guard / BZA during sign ‘ON’ at 07.34 hours was tested ‘positive’ with 145mg/100ml. Immediately tested with spare instrument at 07.36 hours which proved ‘ negative ’. e. On 22.4.15, Sri. K. N. Raju, ALP / BZA during sign ‘on’ to work train no.17213 at 09.52 hours was tested ‘Positive’. Immediately second test was conducted with spare BA equipment which proved ‘ Negative ’. f. On 13.3.15, Sri. B. D. Prasad, LP during sign ‘on’ to work 77203 Passenger was tested ‘positive’ with 7mg/100ml. Immediately conducted second test with spare equipment which proved ‘ Negative ’. g. On 01.3.15, Sri. V. Kumar, Guard/BZA was tested ‘positive’ at 12.25 hours with 12mg/100ml. Immediately second check was conducted with spare BA equipment and found ‘ Negative ’. Division shall investigate each of such cases and take	DRM/BZA COM DRM/BZA COM DRM/BZA CME DRM/BZA COM DRM/BZA CME DRM/BZA COM DRM/BZA

		<p>appropriate action against the staff who are tested ‘positive’ in the first instance itself. When both the instruments are tested daily, how the spare instrument can behave indifferently as seen from the above records. It appears that second check is basically used to dilute the case/s.</p> <p>There is a need to investigate this issue in detail.</p>	<p>CME COM</p>
12	10.0	<p><u>Inspection of NS Station Building:</u></p> <p>a. The earth stations for the building were <u>without pit boxes and found not maintained.</u></p> <p>b. The megger values of earthing stations of the building <u>could not be checked</u> as the earth megger was found defective.</p> <p>Sr.DEE/M/BZA was not available during the inspection.</p>	<p>DRM/BZA CEE</p>
13	11.1	<p><u>Coaching Depot/NS</u></p> <p>Some of the shortfalls noticed in the registers are brought below;</p> <p>a. In axle box temperature register average max and min temperatures for each train not recorded. This may be done.</p> <p>b. TXR signature in Part ‘B’ of T431 report not made on most of days.</p> <p>c. On 24.12.15 by 17256 express SC ACCN 97110 had a passenger complained and detained at en-route due to FOUL smell emitting from the coach in between toilet portions. The Same was detached and examined found one dead rat in between toilets back side of inspection covers. Coach detached and cleaned and disinfected. Rat trapping glue pads are being kept underneath the lower berth of coaches by covering the pad with Wall Protector .Constant monitoring required for removal of trapped rats.</p> <p>d. In BV Equipment register, the commissioned date and due date of Emergency light box, Portable telephone box were not available for the coach SCSLR 13708 by rake no. 2 of 17255 on different dates i.e., 8/1.,13/12.,18/12.</p> <p>e. The piston stroke recorded in RS 69 are recorded 32mm for all the days which appears not true. Actual measurements are to be recorded in RS69.</p> <p>f. <u>Stores of Coaching depot</u></p> <ul style="list-style-type: none"> • Random check conducted on store items and found all as per records. • Dummy plastic caps modification is not fully implemented on BP air hoses even for 2015 built which are having old dummy plastic caps (the thickness is not enhanced). But FP pipes of manufacturing year 2015 are provided with modified caps. 	<p>DRM/BZA CME</p> <p>DRM/BZA CME</p> <p>DRM/BZA CME</p> <p>DRM/BZA CME CSTE CEE</p> <p>DRM/BZA CME</p> <p>DRM/BZA CME</p>

		<ul style="list-style-type: none"> Staff are counseled on usage of BP and FP air hoses to remove the dummy caps before putting them on trains. And also to be tested with a light for through hole without any blockage in the pipe and also in end fittings. 	
14	13.0	<p><u>Inspection of Points No.16B in NS Yard:</u></p> <ol style="list-style-type: none"> Date of laying switch & CMS crossing has not been painted in any of the Points & Crossing in the Yard. USFD testing of Points & Crossing are not being done. The same should be ensured as per Engineering Standing Order No.71. Spherical washer found provided on the straight rail of turn outs. It should only be provided on curve rail / inclined side only. Throw of switch measured 113 mm (LH & RH both). Housing of tongue stock rail found upto 4th sleeper. Stretcher Bar clearance found in the range of 2mm to 3 mm. Gauge & Cross level variation, excess & under drive of ERC to be attended. 	<p>DRM/BZA PCE</p>
15	14.0	<p><u>Engineering observations at NS:</u></p> <ol style="list-style-type: none"> Point No.20B, 19B; CMS crossing portions S&T bond wires are connected to CMS crossing by Exo-thermic weld <u>which is not permitted</u>. On CMS crossings as a part of design, separate lugs along with pre-drilled holes are provided to facilitate connecting S&T bond wires. (Ref: CTE/SC Lr. No.W/509/TC/Zig-zag welding, of dated 9.3.12). <u>'J' type clips also not fixed properly & not holding.</u>  <ol style="list-style-type: none"> Point No.19A; lead portion Glued Joint numbers are not mentioned. End post portion on the centre of sleeper needs to be relocated. <u>Point No.17B, 1 in 12 FSL:</u> <ul style="list-style-type: none"> Date of laid not mentioned at prescribed location.(web portion on switch portion) Throw of Switch LH side 114mm, RH side 112mm 	<p>DRM/BZA PCE CSTE</p> <p>DRM/BZA PCE</p>

		<p>against 115+3mm.</p> <ul style="list-style-type: none"> • Gauge at station no.3 on turn-out portion +9mm & cross level is 15LL need to be attended. Cross level on crossing portion 10RL need to be attended. • CMS crossing joint gaps are 12,10,5 & 2mm against Zero. • RH housing only one sleeper against 3 sleepers. 																
16	17.0	<p><u>Inspection of GDV:</u> <u>Caution Order Register:</u> GDV-BVRM Direction: a. From the copy of Caution Order issued to crew of trains, it was noticed that an SR of 50 KMPH has been imposed for trains stopping on <u>mainline</u> at Motoru station for the reason that ‘standard dead-end not provided’. The details of the SR was cross checked with the Caution Order message register that this SR was imposed by JE/Projects/BZA which is in force from 23.05.2002 (since last 12 years). The issue was brought to the notice of Divisional Authorities during CSO’s inspection of the section on 17.4.2014 but the status is not addressed by the Division till date. There will not be any dead-end provision on mainline; then why this SR? At UNDI station, similar layout exists but such SR of 50 KMPH is not imposed at that station. b. SR of 30 KMPH was imposed on 27.12.2015 at 20.30hours due to weld failure at KMs 94/2-3 between Akiveedu and Undi stations by SSE/P.Way/AKVD vide M.No.RU/2015/76. This SR is neither printed in the Caution Order copy of 28.12.2015 nor chatty message is given. Division to investigate and take appropriate action.</p> <p><u>Weather Warning Register:</u> Message received at 22.30 hours on 03.12.2015 was handed over to engineering officials at 01.00 hours i.e., after 2 ½ hours. Delay in handing over the messages to be avoided.</p> <p><u>S&T Failure Register:</u> Following failures were recorded in the last four months;</p> <table border="1"> <thead> <tr> <th>Month</th> <th>Nature of Failure</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>September</td> <td>LC Gate Failures-2</td> <td>02</td> </tr> <tr> <td>October</td> <td>Signal Failure -1</td> <td>01</td> </tr> <tr> <td>November</td> <td>Signal Failures -2,BPAC Failure-1 & LC Gate Failure-1</td> <td>04</td> </tr> <tr> <td>December</td> <td>LC Gate Failures-5, BPAC Failure-3 & Signal Failures -2 as on date of inspection</td> <td>10</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Number of failures are more in December 2015 and the Division shall take all measures for prevention of failures. 	Month	Nature of Failure	Total	September	LC Gate Failures-2	02	October	Signal Failure -1	01	November	Signal Failures -2,BPAC Failure-1 & LC Gate Failure-1	04	December	LC Gate Failures-5, BPAC Failure-3 & Signal Failures -2 as on date of inspection	10	<p>DRM/BZA PCE</p> <p>DRM/BZA PCE COM</p> <p>DRM/BZA COM</p> <p>DRM/BZA COM</p> <p>DRM/BZA COM</p> <p>DRM/BZA CSTE</p> <p>DRM/BZA CSTE</p>
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		<ul style="list-style-type: none"> LC Gate No.52 is provided with sliding boom arrangement and it was observed that the SMs and TI were not aware of the procedure of exchanging PNs before introduction of sliding boom working and after introducing normal working eg., on 12.12.2015, LC Gate failure took place for which the above procedure was not followed. This is against the guidelines given in G&SR, Appendix-II. 	DRM/BZA COM
17	18.0	<p><u>Inspection of LC Gate no 52/T, special class at KM 44/2-3 between GDV-OTR stations:</u></p> <p>Road portion between tracks is completely damaged. Also noticed Pot Holes between speed breakers of the LC Gate which needs to be attended on priority since road traffic is heavy.</p> 	DRM/BZA PCE
18	21.0	<p><u>Doubling works in GDV – BVRM section</u></p> <ol style="list-style-type: none"> Protection in the form of barricading was not provided along the track to prevent running track infringement. Construction machineries are found plying alongside the track without any protection. Machineries / tractor drivers do not have any ID cards and some of them also do not possess driving licenses. <p>These activities are unsafe and there is an immediate need to enforce instructions contained in JPO signed between Railways and RVNL Authorities considering all safety aspects. ADRM was advised to organise a joint meeting to enforce the instructions in the interest of safety.</p>	DRM/BZA

No. Safety. 195/Bi-MSA/6/2015/NS

(S. P. SAHU)
CHIEF SAFETY OFFICER

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

BI-MONTHLY SAFETY AUDIT INSPECTION OF NARSAPURSTATION OF VIJAYAWADA DIVISION FOR THE PERIOD NOVEMBER & DECEMBER 2015 ON 28.12.2015

Para	Subject / Topic
1.0	VSKP – LTT 18519 Express arrived at 06.30 hours on PF-5/BZA was noticed without tail lamp, only tail light was available. <u>Provision of tail lamp is a must.</u>
2.0	Train No. 12841 MAS – HWH Mail on PF-6/BZA – front SLR No. SE 07870 – Guard compartment was ‘open’. The train was at PF for more than 30 minutes but none was bothered to ensure that the Guard compartment of front SLR is ‘locked’ as per SR4.34. The TXR Officials should have locked the Guard compartment at the originating station or the Guard should ensure locking at other stations since all Guards are supplied with Universal Key.
3.0	<u>Inspection of NS station:</u> Following staff were on duty, alert, in uniform and in possession of valid competency certificates. <ol style="list-style-type: none"> 1. Shri.K.Ramakrishana, SS/NS 2. Shri. G.N.V. Prasad Rao, Dy.SS/NS 3. Shri.B.V.Rao, PM- ‘A’ 4. Shri.S.Nagaraju,PM- ‘A’ 5. Shri.Bideshwar,APM No staff is due for RC & PME.
3.1	<u>Train passing documents:</u> Checked train passing documents and observed the following. <ol style="list-style-type: none"> d. PLCT T/A, 1425 T/B, 1425 T/D, 1425 found all entries made correct except in T/A 1425 &T/D1425 folio serial number at 13 &14 are missing. e. T/3693(b) issued to Shunter of LE on 04.05.15 at 17.45hours to pass Shunt Signal No.38 at ‘on’ and to move from Rd(1) to Rd(4), it is <u>observed that entries are made haphazardly. Advised Dy.SS/NS to write legibly.</u> f. T/806 Shunting Order issued on 26.12.15 at 14.30hours to Shunter/NS observe 5 KMPH and to follow the following instructions, <ol style="list-style-type: none"> <i>Detach 17242 loco. DAB loco Rd (3) to Rd (4).</i> <i>DAB 17404+57265 to Rd (4) to BL.</i> <i>DAB 17404+57265+17242 to BL to RD (4).</i> <i>DAB Loco from BL to Rd (5).</i> <i>DAB 17404 to Rd (4) to BL.</i> <i>DAB loco from Rd(2) Rd(3).</i> <i>DAB to Rd (8) to Rd (4).</i> <i>DAB 57265+17242 Rd (4) to Rd (6) to Rd (4) to Rd (6).</i> <i>DAB 17255 to Rd (5) to BL.</i> <i>DAB 57265+17242 from Rd (4) DAB Rd (3).</i> <u>Observation:</u> <ol style="list-style-type: none"> <u>5. Shunting instructions are too lengthy and cumbersome.</u> <u>6. It is in coded form i.e. DAB (draw ahead before), BL (bay line).</u> <u>7. Passing signal Up to /Beyond the Home signal not mentioned.</u> <u>8. Extracting Shunt Key column is left blank.</u>

3.2	SWR, G&SR & Accident Manual copies are available in Station Masters office. The pages of Accident Manual book are totally loose which needs to be placed properly.
3.3	<p><u>Safety Literature:</u> The safety literature like, Vigil, Fly leaf, Bi-monthly safety bulletin, Operating safety bulletin and Divisional safety circular etc., were available. It is observed that out of 20 station staff, only a few are acknowledging, eg.,</p> <ul style="list-style-type: none"> • Operating safety bulletin No.2 is 14 , • Operating safety bulletin No.3 is 11 staff and • Fly Leaf 12/15 is 12. <p>Advised SS/NS to counsel the staff and make awareness among the staff the importance of safety literature.</p>
3.4	<p><u>Essential Equipment:</u>All the Essential Equipment were available as per GWR including 20 detonators of lot No.387C Mfg:04/ 2011,Exp:04/2016. Four Fire Extinguisher of which two refilled on 09.11.15, next due on 18.11.16, another two refilled on 18.11.15 and next due on 17.11.16.</p> <p>Tested knowledge of Pointsman regarding protection of train and found satisfactory.</p>
3.5	<p><u>Inspectors Inspection Register:</u> Shri. G.M. Babu, TI/BVRM has conducted casual inspection and night surprise inspection as per the extant rules except in the month of August-2015. It is noticed that a pro-forma based inspection notes of TI/BVRM has been pasted in the register. Inspections should be written thoroughly in the register itself. It facilitates SM's to note irregularities in the remarks column by initialing against it and to take corrective action.</p>
3.6	<p><u>SWR/NS:</u></p> <p>d. It was noticed that Amendment Slip No.1 to SWR was given in July 2014 and Page Nos. 3, 9,13 & 14 are replaced. <u>However, it was noticed that Para / item amended could not be identified. Even the SMs working at NS could not recollect though they have appended their acknowledgement in the assurance register. Division is advised to write the Para / topic which is amended while sending the amendment slip to the station through the covering letter and the SMs shall provide a column in the index of amendments issued to the SWR specifying the Para No.</u></p> <p>e. <u>Shunting neck length is shown in the station diagram as 235m whereas only 50m is available physically that too from 08.10.2015.</u></p> <p>f. Shunt Signal No.9 for back shunt from shunting neck is shown in the signalling diagram <u>but physically the signal is not available.</u></p> <p>g. As per Para 2.5.1 – running lines, direction of movements and holding capacity in CSR Mainline – 532m, loop line 438m and Bayline 428m. Below this Para, there is a Note “stopping of trains with longer formation on Mainline and passenger bayline shall be avoided as far as possible, since the above lines are of <u>non-standard lines</u>”. It is not understood as to what is the meaning of “non-standard” lines. It is appropriate to modify these lines in the SWR.</p>
3.7	<p><u>Accident Register:</u> On 22.01.2014 at 12.50 hours, SCCN derailed on Road-4 dead end and two YPs are held responsible and D&AR action of 2 years increment withheld NR. As per Para 8.1</p>

	of SWR/NS ‘ Shunting operations are to be supervised either by the Guard or by the Dy.SS ’, but in this case none of them were held responsible.
3.8	<u>SM’s Night Surprise Inspection:</u> During the months of Jan-2015 to July-2015 and Aug-15, Sept-15 the Night Surprise Inspection were conducted 2 & 3 respectively and further Oct-2015 to Dec-2015, 4 inspections have been conducted as per extant rules as supervisory SS was posted in October-15. Instructed supervisory SS/NS that a minimum Four such inspections are to be conducted regularly and the same may be complied strictly.
3.9	<u>Station Working Order Diagram:</u> SWOD varies with yard layout. In SIP/SWOD Shunt Signal no. SH2 indicated at other side of the LC 27 towards BVRM but physically it is at station side of the LC between LC and Bridge no. 269. Gate lodge shifted to other side of the road. This needs to be corrected in SIP/SWOD.
3.10	<u>S&T Disconnection & Reconnection Notice (T.351):</u> <u>Point No.17B</u> – From the S&T Disconnection Notice Register, it was noticed that on 14.12.2015 from 13.05 hours to 13.35 hours, reconditioning of tongue rail was done. The entire work of reconditioning completed in 30 minutes appears to be superficial. Division to investigate and ensure that proper precautions as laid down are followed in true spirit.
3.11	<u>Calling on Cancellation Counter:</u> c. On 19.02.15 Calling on Cancellation counter jumped from 000273 – 000275 while testing by SSE/S/BVRM. Remarks for jumping not written. d. 77202 DEMU (GDV-NS) train is received daily on obstructed line (17241 rake) by taking ‘off’ Calling-on signal. Receiving passenger carrying trains through Calling-on signal onto obstructed line on daily-basis is <u>not a desired practice</u> . Hence, there is a need to ensure suitable yard modification/s.
3.12	<u>Line Clear Cancellation Register:</u> On 20.6.2015 at 17.55 hours and again at 18.05 hours, a remark is passed stating that block trouble attended and testing line clear. In this connection, it was noticed that no failure entry is made in the Signal Failure Register and failure memo is not served. Similar such entry was made on 11.4.2014 at 19.22 hours.
3.13	<u>Loop line Axle Counter reset Register:</u> a. From the records it was noticed that last entry was made by ESM on 20.10.2015 and subsequently no other Official tested the gear. b. On 04.10.2015 at 11.45 hours, ESM tested the gear and the counter registered two numbers from 000427 to 000429. c. SSE/Signals/BVRM last inspected on 19.9.2015, 27.8.2015 and 30.6.2015. d. JE/Signals/BVRM last inspected on 18.6.2015, 21.4.2015. Above details show that the inspection schedule of S&T Officials which stipulate that ESM shall test every gear once in a fortnight, once in a month by JE and once in a quarter by SSE. <u>The inspection schedules are not followed.</u>

<p>3.14</p>	<p>IPS monitor is not working for the last 2 months. Integrated Power Supply of HBL was installed on 15.09.2014 and found working in order. However, a spare cabinet was found available in the power room. SSE of the section told that this needs to be shifted to other station. The same shall be completed early.</p>
<p>3.15</p>	<p><u>Signal Failure Register:</u> Details of failures from January 2015 are;</p> <ul style="list-style-type: none"> j. On 10.01.2015, from 12.40 to 13.05 hours, NS – PKO BPAC failed and Train No. 57298 was dealt on PLCT and the cause of the failure was recorded as “Engineering Staff kept material trolley”. k. On 03.3.2015, from 15.40 to 16.22 hours, BPAC failed and Train No. 77202 was dealt on PLCT and the cause of the failure was recorded as “error code-35”. l. On 20.3.2015, from 04.15 to 04.50 hours, BPAC failed for Train No. 57263 which was dealt on PLCT and the cause of the failure was recorded as “shunting”. <u>It is not understood as to how shunting can cause BPAC failure, if proper procedures are followed. Such features are not noticed at other locations.</u> m. On 23.3.2015, from 14.00 to 14.40 hours, BPAC failed for the reason that “un-insulated trolley”. n. On 04.5.2015, from 17.45 to 18.10 hours, Starter Signal No. S-38 failed for light engine and the cause of the failure was recorded as “UCR not picked up”. o. On 16.5.2015, from 10.05 to 10.55 hours, Point No. 20 failed in ‘R’ for Train No. 17241 and 17213 which caused detention of 23 & 25 minutes respectively and the cause <u>“could not be found”</u>. p. On 06.8.2015, from 14.15 to 14.32 hours, BPAC failed for 17242 Passenger and the remark passed against the failure entry was “it is not a failure – IPS disconnected (as written by ESM) whereas SSE/Signals passed a remark ‘due to IPS battery replaced under disconnection. Reconnection done by Traffic? When IPS is disconnected, how Traffic staff can reset? Division to enquire into this failure. q. On 22.10.2015, from 10.50 to 12.08 hours, block instrument failed for Train No. 17214 and 57322 and the cause was recorded as “IPS tripped. Newly provided IPS failed initially and Service Engineers are attending but could not rectify the fault. Final restoration details are missing. r. On 06.12.2015, from 10.20 to 10.50 hours, BPAC failed for Train No. 17231 which was dealt on PLCT (one train failure). <p>BPAC failures are too many for various reasons. Division to closely monitor the functioning of the BPAC and block instrument and take preventive action.</p>
<p>3.16</p>	<p>New pro-forma of TSR is not used at NS whereas it is being used at other stations en-route. Section TI and SMR to ensure that new pro-forma TSR is brought into use with immediate effect.</p>
<p>3.17</p>	<p><u>Joint Inspection of Points & Crossings Register:</u></p> <ul style="list-style-type: none"> a. Joint Inspection of Points & Crossing in yard last done on 11/12/15. b. The main observations were regarding, Tongue rail chipped off to be reconditioned, Loose packing to be attended, Tight gauge to be attended. c. The deficiency noticed during the inspection were attended between 14/12/12 to 22/12/12.

<p>3.18</p>	<p><u>Shunting operations:</u></p> <p>g. Due to the apron work on mainline, it becomes difficult to accommodate the Narsapur Express on loop line which will not hold the 23 coach formation of Narsapur Express.</p> <p>h. Hence, Sr.DOM has given temporary instructions which stipulate that banker loco will be attached at PKO station to Narsapur Express, so that after the arrival of the train at NS station, the rake will be pulled back and then pushed into the Pitline for train examination.</p> <p>i. Immediately, after the arrival of the train on loop line, the fouling will not be clear and altering the point immediately after the arrival of the train cannot be fulfilled.</p> <p>j. Also, block section should not be cleared since conditions for closing block section is not complied with.</p> <p>k. When rake is pulled towards PKO, the train is required to go beyond LSS by 3-4 coaches and this movement need to be done by issuing the Shunt key to the LP which authorizes the LP to pass the LSS at ‘on’ for shunting purposes and draw up to the opposing FSS (if required).</p> <p>l. However, since the conditions for closing the block section is not complied, temporary instructions issued by Sr.DOM should authorize the SMs to close the block section so that ‘shunt key’ can be extracted in ‘line closed’ condition of the block instrument which authorizes the LP to draw the train beyond LSS and proceed upto opposing FSS.</p>
<p>3.19</p>	<p><u>Schedule of Dimension:</u></p> <p>a. On Main line (Rd.1), washing apron work is going on, hence presently all the trains are received on Bay line with CSR 414m; As the CSR of bay line is not sufficient to accommodate 24 coach trains, all safety precautions to be taken, to deal the train at this platform.</p> <p>b. On bay line side platform, the horizontal distance from centre of track to passenger platform coping is 1700mm against 1670-1680mm; and to the face of platform wall found 1930 mm against 1675 -1905 mm.</p>
<p>3.20</p>	<p><u>Stabled load register:</u></p> <p>a. In the Stable load register, <u>light engines stabled details are not entered.</u></p> <p>b. Rake of Train No. 17241 (NS-NDD link) is stabled on Bayline from 06.00 hours to 10.00 hours <u>but stabling entry is not made in the stabled load register. Secondly, neither the Guard nor the Dy.ss is supervising the shunt movement of attaching the loco to this formation which is essential. Not supervising shunt movements is in violation of SR and SWR.</u></p> <p>c. Shunting operations were noticed when rake of 17242 with 5 coaches at 14.35 hours on bay line – loco was being attached to the formation <u>but the formation was not secured with skids.</u></p> <p>d. Rake of 17241 which was stabled on Road-3 from 12.00 to 23.00 hours on 24.12.2015 and on 23.12.2015, <u>Only Pointsman signature is obtained.</u></p> <p>e. Train no. 17232 was stabled on Road-3 from 11.45 to 22.45 hours on 22.12.2015 and in this case also only Points signature is obtained.</p> <p><u>It is proper for the Dy.SS to sign or the Guard who are responsible for all securing precautions as per SR 5.23.</u></p>
<p>3.21</p>	<p><u>Irregularity in marshalling:</u></p>

	<p>Train No.17241 (NS-VSKP) with five coaches (centre SLR) is attached to Train No. 17239 (GNT-VSKP) Simhadri Express at NDD station. From NDD towards VSKP, this Simhadri Express is running without next to engine SLR which is in violation of Para 11.1.1 of Appendix VIII to G&SR. In this connection, when front SLR in mail/express train could not be provided, next to engine coach shall be locked in empty condition. Division to ensure that this rule is followed.</p>
3.22	<p>Power supply for control phone and VHF set is taken out from IPS with an additional DC-DC converter module. But independent power supply unit with back up is to be provided for control phone. It is seen that telecom gadget both way station equipment, STM MUX equipments are connected on signalling supply system at the station. In case of any IPS related issues, the station will be cut off since telecom gadgets also will not function. Hence, it is recommended to provide a separate power supply arrangement for telecom systems.</p>
3.23	<p>Panel is corresponding with IPU no 0640B/Alt5 and only partial safety certificate was given for extending CSR of Road 2 duly making Cross over Point no 25 as single point. It is to accommodate Coaching Rake instead of sending to Machlipatnam. To complete the alteration 5, Engineering dept has to extend the shunting neck to another 200 m approximately beyond the gate on Palakollu end. This work may be expedited early.</p>
4.0	<p><u>Inspection of Traffic LC Gate No. 27/T in NS station Yard:</u></p> <ol style="list-style-type: none"> a. Sri. Nitish Kumar, APM is on duty in uniform and alert. He is having valid competency certificate. He has undergone initial training on 03.07.2013 and due for RC on 02.07.2016. PME last undergone on 14.12.2012 and next due on 13.12.2016. b. Division may plan for provision of sliding boom arrangement for this Traffic LC Gate at the earliest since it will help during the time of interlocking failure of LC Gates apart from introduction of PLCT working. c. Gate Census due in July, 2015 but it was said that census were conducted from 17.07.2015 to 23.07.2015. Details to be updated on board. GWR to be updated. d. Gate lodge is a temporary structure with asbestos sheets. It is very congested and unprotected, exposed to cold and heat. During rains water may flood into the lodge. e. Tested the knowledge of Sri Nitish Kumar in train parting and gate protection and found satisfactory. He has been counseled on identifying Hot Axles at various stages. f. Old condemned Gate lodge is obstructing the view towards NS Station yard, to be dismantled. Further, Branches of tree obstructing the view in the right hand side of the gate to be trimmed, to have better visibility. g. Audio buzzer is found properly functioning by manual operation & audible while closing/ opening the lifting barrier, but it is not auto-interlinked with the opening & Closing of the lifting barrier. h. There is a gap between rail post & road side fencing. It should immediately be barricaded & the total barricading provided at Level crossing to be painted. i. Some of the tools like Pick Axe, Phowrah, Rammer available at gate lodge are very old & damaged, to be replaced with new one. Rake ballast should also be provided at the gate lodge.

<p>5.0</p>	<p><u>Inspection of NS Crew Lobby under the control of Dy.SS</u></p> <p>a. One CMS Kiosk was available for Signing ON/OFF, and in working condition.</p> <p>b. Breathalyzer test equipment was available. Testing code is 0922 daily testing is conducted between 08.00 to 08.30 hours and records were maintained. Two breathalyzers are available and not due for calibration There were 15 cases of ALP and Guard found ‘positive’ during first test and ‘negative’ in the second test.</p> <p>c. For the month of Dec-15 booking ‘fetch as per rule’ is 100%.</p> <p>d. Signal and track defective register available and feedbacks are updated.</p> <p>e. CMS failure is reported regularly <u>but no failure register is maintained in lobby.</u></p>
<p>5.1</p>	<p><u>Following observations are made on perusing the BA ‘positive’ case records;</u></p> <p>h. On 21.12.15,Sri. G. Y. Babu/Gd/BZA during sign ‘ON’ for train 77203 at 07.37 hours was tested ‘positive’ with 11mg/100ml.Immediatelysecond test was conducted with spare equipment which was found ‘Negative’.</p> <p>i. On 21.12.15,Sri. CHJ Rao,Gd/RJY during sign ‘ON’ for train no.57265 at 07.24 hours was tested ‘positive’ with 41mg/100ml. Second check immediately with spare equipment and found ‘Negative’.</p> <p>j. On 22.9.15,Sri. B. Srinivasa Rao ,LP/RJY during sign ‘ON’ for train no.17241 at 09.37 hours was tested ‘positive’ with 35mg/100ml.Immediately tested with spare instrument which was found ‘Negative’.</p> <p>k. On 07.5.15,Sri. PVKM Raju, Guard/BZA during sign ‘ON’ at 07.34 hours was tested ‘positive’ with 145mg/100ml. Immediately tested with spare instrument at 07.36 hours which proved ‘negative’.</p> <p>l. On 22.4.15, Sri. K. N. Raju, ALP/BZA during sign ‘on’ to work train no.17213 at 09.52 hours was tested ‘Positive’. Immediately second test was conducted with spare BA equipment which proved ‘Negative’.</p> <p>m. On 13.3.15, Sri. B. D. Prasad, LP during sign ‘on’ to work 77203 Passenger was tested ‘positive’ with 7mg/100ml. Immediately conducted second test with spare equipment which proved ‘Negative’.</p> <p>n. On 01.3.15, Sri. V. Kumar, Guard/BZA was tested ‘positive’ at 12.25 hours with 12mg/100ml. Immediately second check was conducted with spare BA equipment and found ‘Negative’.</p> <p>Division shall investigate each of such cases and take appropriate action against the staff who are tested ‘positive’ in the first instance itself. When both the instruments are tested daily, how the spare instrument can behave indifferently as seen from the above records. It appears that second check is basically used to dilute the case/s.</p> <p>There is a need to investigate this issue in detail.</p>
<p>6.0</p>	<p><u>Inspection of Running Room:</u></p> <p>a. There are 13 rooms. 24 beds are provided. Each room is having 2 beds.</p> <p>b. Average occupancy is 24 per day.</p> <p>c. RO filter plant is available and in working condition.</p> <p>d. Washing machine is available, <u>but outlet is not connected to drain.</u></p> <p>e. Aluminium vessels were found being used for cooking purposes. All aluminium vessels should be replaced with stainless steel as per extent instructions.</p> <p>f. Medical certificate of cooking staff were available, none of them were due for</p>

	<p>medical.</p> <p>g. Water seepage on roof is observed in toilets.</p> <p>h. Solar water heater not working. In spite of best efforts by maintenance staff, the <u>hot water availability through solar system could not be demonstrated at 12.45 noon.</u></p> <p>i. In toilets, soap trays to be provided.</p> <p>j. Mesh doors inside tower bolt to be provided for room Nos.1, 2 & 6 since they are defective.</p> <p>k. Ground floor toilet floor needs proper cleaning.</p> <p>l. The running room is ISO 9001-2008 certified since 02.07.2014.</p> <p>m. Chimney exhaust fans, out of three one not working.</p>
<p>7.0</p>	<p><u>Inspection of electrical sub-station:</u></p> <p>a. There are 2 Nos. of Hint make transformer 11 KV / 415 V, 160 KVA each. There are 14 feeders emanating from Sub Station to various load points and with single cable each. There is a 63 KVA DG set available (Make: M/s. Kirloskar) to cater for essential loads like C&W, ORH, Station building and pump house.</p> <p>b. The Flexi-diagram of feeder arrangement is outdated in panel room – Needs to be updated & corrected.</p> <p>c. Only one cable is provided to AOH shed and station building. Standby cable not available.</p> <p>d. First aid box recouped in Oct-2015.</p> <p>e. Transformer No. 2 (Hint make) - IR values for the windings and BDV value of the oil was not measured during 2015. It is overdue.</p> <p>f. 5HP submersible pump available. These should be connected to newly dig bore for which connection to be done by engineering staff. Electrical supply available, earth pit not yet constructed.</p> <p>g. Earthing values could not be checked as the earth megger arranged for inspection was defective.</p> <p>h. October month consumption was found 22,465 units as against the targeted quota of 16,922 units.</p> <p>i. There is no system of measuring IR value of cable insulation specially when the essential load like IOH shed and station building are being fed through single cable only from the substation. Yearly checking during summer/pre-monsoon to be ensured.</p>
<p>8.0</p>	<p><u>Inspection of Train lighting Depot:</u></p> <p>a. There are 172 TL coaches holding and 26 AC coaches holding in depot with total number of rakes being 13 Nos. for 4 trains. There are another 3 trains with 10 No. of rakes which has got secondary / turn around maintenance at Narsapur.</p> <p>b. Adding of gas was checked and found R22 consumption from April-Dec average is 13 Kgs. per month and R407 consumption is 2 Kgs. per month.</p> <p>c. Clamp for dynamo belts not provided. Yet to be provided for all coaches.</p> <p>d. Checked and found total pit lights 155 and 157 CFL lights in working condition.</p> <p>e. Earth check conducted through double lamp test method for general and AC coaches (one each on sample basis) and found ok.</p> <p>f. Coach No.01228/SCR battery box wing-nut handle missing.</p> <p>g. Air leaking heavily from compressor source pipe line. To be attended immediately for sake of energy conservation.</p> <p>h. There is a rejection of 'V' bolts while checking them at the grading machine being</p>

	<p>beyond the range of prescribed grade 48-52. However, it has come to the notice that rejection is not being advised to Division and MFT Stores Depot. Same should not be done on regular basis.</p> <p>i. From daily log of TL/AC register of the coaches, it is noticed that there is no entry for checking of 6 Amps HRC fuse for ELU and also defective ELUs found. The same should be entered in the daily log.</p>
<p>9.0</p>	<p><u>Status of progress of works being carried out at TL & AC/NS depot:</u></p> <p>a. Special drive conducted for ensuring the availability of Modified FDBs in TL coaches from 05.12.15 to 09.12.15 covering all TL coaches and noticed 05 Coaches are with unmodified FDBs. Work is in progress as on 28.12.15 , out of 05 coaches, FDBs are modified in 03 coaches and remaining will be completed by 31.12.15.</p> <p>b. Provision of 2nd strip for Roof cover of RMPU is completed at NS depot during the drive from 15.10.15 to 19.10.15 covering all AC coaches. It was noticed that 06 coaches out of 31 were having with single strip. Hence 2nd strip was provided for these six coaches during the drive.</p> <p>c. OVP testing was conducted for TL&AC coaches during the month Sep-15 covering 172 TL & 31 AC coaches and defective OVP noticed during the drive 21 Nos. were replaced with working OVPs. It is also observed that OVPs of make SIL & HMTD are failing frequently.</p> <p>d. Special drive for Battery boxes was conducted from 26.11.15 to 01.12.15 and defects noticed during the drive was advised to C&W department for necessary welding & deficiencies like Wing nuts & L clamps for all coaches has been provided during the drive.</p> <p>e. RJB tower bolts was provided in all TL coaches. Push button switch for ELUs also provided in all TL&AC coaches.</p> <p>f. Painting of RJB with grey paint and painting with Skelton logo on FDB was completed in all 172 TL coaches.</p> <p>g. Provision of clamp for alternator to avoid slipping/Dropping of V-belts is yet to completed in 172 TL coaches. Will be completed by this month after receiving the material.</p> <p>h. Replacement of Capillary with Expansion valve is to be done in 19 Coaches out of 31 AC coach holding.</p> <p>i. Working of OHP cutout is being ensured in 31 AC coaches during the drive conducted from 29.11.15 to 02.12.15 and 02 coaches noticed with defective OHP cutouts. One ACCW 10052 booked to POH repairs and 01 ACCN 07109 needs to be attended.</p>
<p>10.0</p>	<p><u>Inspection of NS Station Building:</u></p> <p>c. The earth stations for the building were without pit boxes and found not maintained.</p> <p>d. The megger values of earthing stations of the building could not be checked as the earth megger was found defective.</p> <p>e. Sr.DEE/M/BZA was not available during the inspection.</p>

11.0**Coaching activities at NS:****Inspection of 17256/55 rake in Pit line:**

S. No.	Coach No.	POH shops	POH date	R/D	IOH Date	Remarks
1.	SC SLR 97753	TPYS	09.06.15	01/17	-	1)Buffing of SS items not done properly. 2)Portable telephone pole is not provided in Guard Van equipment.
2.	SC GS 12426	LGD S	07.12.15	07/17	-	1)Buffing of SS items not done properly. 2)Pan strains on end walls not cleaned.
3.	SC GS 00406	LGD S	05.12.15	07/17	-	1)Exterior paint surface uneven due to poor quality of putty application. 2)Graffiti in L-1 not erased properly.
4.	SC CN 01300	TPYS	28.05.15	01/17	-	1)PVC floor under the berth needs to be cleaned properly using scrubbers. 2)L-3 PVC peeled off near the squat pan to be pasted back. 3)Emergency window sticker to be provided on the berth portion frame. 4)Chewing gum pasted on door corridor wall to be removed.
5.	SC CN 13203	TPYS	06.08.15	03/17	-	1)L-3 PV floor has started cracking, to be sealed by welding with hot wire gun. 2)Dust bin deficient. 3)LP sheet in all berths partition frame has been filled with Putty. Putty application is done in a careless manner and looks very ugly.
6.	SC CN 92246	LGD S	16.07.15	02/17	-	OK
7.	SC CN 04208	TPYS	08.07.14	02/16	BZA - 05.0 5.15	1)LAV-4 needs thorough cleaning of floor. 2) Buffing of SS items to be done. 3)PVC patch on aisle to be

						4)Non-standard stickers pasted by RPF to be removed.
8.	SC CN 96240	TPYS	30.06.14	02/16	BZA – 21.0 4.15	OK
9.	SC CN 91287	TPYS	02.03.15	10/16	-	OK
10.	SC CN 96255	TPYS	01.09.14	04/16	BZA – 21.0 6.15	1)L-1 floor needs re-pasting. 2)L-3 squat pan edges need to be cleaned.
11.	SC CN 01237	LGD S	17.07.15	02/17	-	1)Area under berths to be cleaned with scrubber. 2)Doorway roof ceiling needs painting.
12.	SC CN 00271	TPY S	11.06.14	01/16	BZA – 04.0 4.15	1)Putty used for plugging screw holes is done in careless manner, looks ugly. 2) All toilet floor uneven and needs scrubbing to at least give clean look till the PVC is replaced.

Remaining 11 coaches were under cleaning.

However, following are the weak areas in cleaning which need attention to improve coach condition.

- a. Floor under the berths of almost all coaches are having dirt suggesting that the MCC contractor is not using the scrubber machine regularly. This must be ensured and as a drive all rakes to be completed and after completion to be inspected at officers level.
- b. Toilet floor required redoing in many coaches. Sr.DME to put some arrangement in place to attend such coaches.
- c. Aluminum chequered plate need proper scrubbing to restore the shine.
- d. Buffing though included in contract is not being done effectively. Contractor's work needs monitoring.
- e. Coach interior is to be only mopped and vacuum dried. HP jet to be used to clean toilets and exterior only.
- f. **BP Pipes** – At CDO/NS Office, it was noticed that in many new BP pipes, dummy caps are damaged during transportation of the stock from BZA to NS. There is every possibility that these dummy caps or any other obstruction may go inside the BP pipe and cause obstruction for the passage of air resulting in poor braking of the train. Hence, proper care may be taken by the Division in transporting the stock without causing any damage to BP pipes and dummy caps.

11.1

Various records maintained at the Coaching Depot, details are displayed and found all

updated.

- a. Axle box temperature record.
- b. T-431 Train examination report.
- c. RS.15 TXRs handbook RS 16 –sick memo RS17- fit memo.
- d. RS 71 A schedule cards.
- e. RS 75 B schedule cards.
- f. RS1 Particulars of sick coaches register.
- g. DMTR of stores.
- h. Imprest items register.
- i. Rolling in examination register.
- j. Under gear examination register.
- k. Front SLR locking register.
- l. Buffer height register.
- m. Standing Order Book.
- n. Rats trapped register.
- o. Brake Van Equipment register.
- p. Fire extinguisher register.
- q. Safety drive register.
- r. R S 69 register rake maintenance register.

The above feature of maintaining various records and its details displayed is noticed only at NS. Divisions are advised to follow this good practice at all other locations.

Some of the shortfalls noticed in the registers are brought below;

- g. In axle box temperature register average max and min temperatures for each train not recorded. This may be done.
- h. **TXR signature in Part ‘B’ of T431 report not made on most of days.**
- i. **On 24.12.15 by 17256 express SC ACCN 97110 had a passenger complained and detained at en-route due to FOUL smell emitting from the coach in between toilet portions. The Same was detached and examined found one dead rat in between toilets back side of inspection covers. Coach detached and cleaned and disinfected. Rat trapping glue pads are being kept underneath the lower berth of coaches by covering the pad with Wall Protector .Constant monitoring required for removal of trapped rats.**
- j. **In BV Equipment register, the commissioned date and due date of Emergency light box, Portable telephone box were not available for the coach SCSLR 13708 by rake no. 2 of 17255 on different dates i.e., 8/1.,13/12.,18/12.**
- k. **The piston stroke recorded in RS 69 are recorded 32mm for all the days which appears not true. Actual measurements are to be recorded in RS69.**
- l. **Stores of Coaching depot**
 - **Random check conducted on store items and found all as per records.**
 - **Dummy plastic caps modification is not fully implemented on BP air hoses even for 2015 built which are having old dummy plastic caps (the thickness is not enhanced). But FP pipes of manufacturing year 2015 are provided with modified caps.**
 - **Staff are counseled on usage of BP and FP air hoses to remove the dummy caps before putting them on trains. And also to be tested with a light for through hole without any blockage in the pipe and also in end fittings.**

	<p>m. <u>IOH Shed inspection</u></p> <ul style="list-style-type: none"> • Calibrated gauges are displayed. Staff knowledge was tested in using the gauges. Buffer height gauge and Buffer Projection gauges are utilized by the staff on a spare coach SC GS 12426. Staff knowledge was found to be adequate and the recorded measurements are within the limits. • In view of recent unusual incident in which sole bar was broken in coach No.SC SLR 95719 of Train No. 57226 at Badampudi station, A drive on corrosion repairs was ordered and completed. During the drive, 9 coaches (3 coaches during IOH and 6 coaches during Primary maintenance) were booked to TPYS for heavy corrosion repairs. It is necessary to continuously watch the same in each and every trip to prevent such unusual occurrences. All the Mechanical Staff shall closely watch and monitor the subject. • Staff of IOH and undergear examining staff was counseled on detecting corrosion defects in the bogie and underneath the coach body near joints of cross members and sole bars. And trough floor by using torch light as per CAMTECH IOH format.
<p>12.0</p>	<p><u>Inspection of pitline:</u> Track structure is not in good condition. Initial 200m some strengthening work being done, same work to be carried out for the remaining portion of line.</p>
<p>13.0</p>	<p><u>Inspection of Points No.16B in NS Yard:</u></p> <ul style="list-style-type: none"> f. Date of laying switch & CMS crossing has not been painted in any of the Points & Crossing in the Yard. g. USFD testing of Points & Crossing are not being done. The same should be ensured as per Engineering Standing Order No.71. h. Spherical washer found provided on the straight rail of turn outs. It should only be provided on curve rail / inclined side only. i. Throw of switch measured 113 mm (LH & RH both). Housing of tongue stock rail found upto 4th sleeper. Stretcher Bar clearance found in the range of 2mm to 3 mm. j. Gauge & Cross level variation, excess & under drive of ERC to be attended.
<p>14.0</p>	<p><u>Engineering observations:</u></p> <ul style="list-style-type: none"> d. Point No.20B, 19B; CMS crossing portions S&T bond wires are connected to CMS crossing by Exo-thermic weld <u>which is not permitted</u>. On CMS crossings as a part of design, separate lugs along with pre-drilled holes are provided to facilitate connecting S&T bond wires. (Ref: CTE/SC Lr. No.W/509/TC/Zig-zag welding, of dated 9.3.12). <u>‘J’ type clips also not fixed properly & not holding.</u>



- e. Point No.19A; lead portion Glued Joint numbers are not mentioned. End post portion on the centre of sleeper needs to be relocated.
- f. **Point No.17B, 1 in 12 FSL:**
- Date of laid not mentioned at prescribed location.(web portion on switch portion)
 - Throw of Switch LH side 114mm, RH side 112mm against 115+3mm.
 - Gauge at station no.3 on turn-out portion +9mm & cross level is 15LL need to be attended. Cross level on crossing portion 10RL need to be attended.
 - CMS crossing joint gaps are 12,10,5 & 2mm against Zero.
 - RH housing only one sleeper against 3 sleepers.

15.0

Inspection of Akiveedu Station:

- a. The station lighting including the watering arrangement is satisfactory. There are 2 Kirloskar make pumps – one mono-block and one submersible of 3 HP each. There are 2 service connections (LT) for station and quarters, each with load of 15.7 KW and 1.64 KW respectively. However, it is noticed that the main incoming cable is 50 Sq.mm, 3 ½ G without any standby arrangement.
- b. The earth values of earth pits for the station building and pump house could not be measured due to **defective earth megger.**
- c. **Anemometer:** Anemometer available in Dy.SS Office **but it was noticed that the instrument do not have battery backup.** Secondly, role of SM in case of warning indication appears on the instrument is not written in the SWR. Thirdly, it is necessary that the audio-visual indication is linked up to the LSS of Akiveedu and adjacent station so that the LSS shall fly back to ‘on’ position automatically during the time of danger of running trains (heavy wind speed).
- d. DM display board containing contact telephone numbers of medical, fire, Police and other Civil Authorities was available only on A-4 size paper. **It is necessary that a larger display sheet / board is provided at all stations.**
- e. BCN empty rake was stabled at this station was noticed for securing precautions taken or not and found that the securing precautions are correctly taken. **However, the ‘load’/‘empty’ lever gear was not set in ‘empty’ position after unloading the contents which is essential to avoid chances of brake binding.**
- f. **Safety Point Alarm:** The working of safety point alarm working was checked after the arrival of the train on to loop line at 17.20 hours and noticed that alarm did not come and the S&T Officials gave an explanation stating that since all the three lines are occupied (2nd loop – BCN Goods stabled, Mainline – CSO Special and 1st loop – Passenger train was received). **In this connection, it is brought to the notice of the Officials that the logic of the circuit should be only to alter the points**

	<p><u>immediately after arrival of the train as per GR 3.38 (2) and not to the condition of lines since the GR permits certain provisions wherein the SM can exercise his discretion depending on the importance of the train / load in setting of points (if all the running lines are blocked, the first preference should be to set the points leading to stabled load, second to the Goods train, third to engine facing line and so on) subsequent to the arrival of the train. Hence, there is a need to consider altering the circuit connecting it only to the setting of points and not to the condition of the line.</u></p>
<p>16.0</p>	<p><u>Inspection of UMLC=90,KM 80/7-6:</u></p> <p>a. TVUs=1749, RVUs=53, census done on 08.3.2015 to 14.3.2015.</p> <p>b. It was noticed that the road traffic through this LC has increased due to construction activities for doubling works and the tractors plying are not having proper registration and the drivers do not possess driving licence. Division is advised to organise joint checks with RTA Officials. Also, Divisional Safety Branch to conduct ‘public awareness’ campaigns at this LC. Division may also closely monitor the working of Gate Mitras at this UMLC. Considering heavy traffic, manning / elimination of this UMLC needs to be given priority.</p> <p>c. During inspection, two tractors were checked and found that they are not in possession of above said documents (Tractor no.1:AP07.AH 0705, Tractor driver name CH. Raju, another tractor no.AP-16, TF 0271, Tractor driver P. Venkateswarloo).</p> <div style="display: flex; justify-content: space-around;">   </div> <p>d. Speed breaker warning boards colour shall be changed from yellow to black as per ACS 131 of IRPWM.</p> <p>e. Track Gauge on road portion varies from -1mm to -4mm.</p> <p>f. Road surface need to be attended.</p>
<p>17.0</p>	<p><u>Inspection of GDV:</u></p> <p>1. Sri. Sudheer Kumar Kanth, SM(7.00-11.00hrs) and Sri P.S.D. Nageswara Rao, Dy.SS & Sri. .K. Syam Prasad and Sri. R. Appala Naidu both Pointsmen were in uniform and are in possession of valid competency certificates.</p> <p>2. <u>Caution Order Register:</u> GDV-BVRM Direction:</p> <p>c. From the copy of Caution Order issued to crew of trains, it was noticed that an SR of 50 KMPH has been imposed for trains stopping on <u>mainline</u> at Motoru station for the reason that ‘standard dead-end not provided’.</p> <p>The details of the SR was cross checked with the Caution Order message register that this SR was imposed by JE/Projects/BZA which is in force from 23.05.2002 (since last 12 years).</p>

The issue was brought to the notice of Divisional Authorities during CSO's inspection of the section on 17.4.2014 but the status is not addressed by the Division till date. There will not be any dead-end provision on mainline; then why this SR? At UNDI station, similar layout exists but such SR of 50 KMPH is not imposed at that station.

d. SR of 30 KMPH was imposed on 27.12.2015 at 20.30hours due to weld failure at KMs 94/2-3 between Akiveedu and Undi stations by SSE/P.Way/AKVD vide M.No.RU/2015/76. This SR is neither printed in the Cation Order copy of 28.12.2015 nor chatty message is given. **Division to investigate and take appropriate action.**

3. **Weather Warning Register:** Message received at 22.30 hours on 03.12.2015 was handed over to engineering officials at 01.00 hours i.e., after 2 ½ hours. Delay in handing over the messages to be avoided.

4. **S&T Failure Register:** Following failures were recorded in the last four months;

Month	Nature of Failure	Total
September	LC Gate Failures-2	02
October	Signal Failure -1	01
November	Signal Failures -2,BPAC Failure-1 & LC Gate Failure-1	04
December	LC Gate Failures-5, BPAC Failure-3 & Signal Failures -2 as on date of inspection	10

- Number of failures are more in December 2015 and the Division shall take all measures for prevention of failures.
- LC Gate No.52 is provided with sliding boom arrangement and it was observed that the SMs and TI were not aware of the procedure of exchanging PNs before introduction of sliding boom working and after introducing normal working eg., on 12.12.2015, LC Gate failure took place for which the above procedure was not followed. This is against the guidelines given in G&SR, Appendix-II.
- From the above failure record, it can be seen that 8 LC gate failures took place. S&T officials to monitor the cause for indications failures and find permanent solution to this failure.
- It was also noticed that LC gate was damaged 3 times due to road vehicles hitting the gate. Also, Division shall advise Security Staff to conduct frequent checks at this LC Gate.

5. **Safety Gradation Register:** SMs working in Grade of Rs.4600/- or more need be given gradation by AOM or AO vide RB Lr.No.2002/Safety-I/18/2 dated 16.02.2012 and this is not being followed.

6. **Route Cancellation Register:** On 22.11.2015 at 19.58 hours S-78, Route was held up and cancellation was applied but the failure were not entered in the Signal Failure Register. All SMs need to be intensively counselled that all failures should be recorded in the S&T failures and all concerned advised immediately.

7. **Station Working Rules:** SWR No.B.70 was issued on 14.09.2014 and was brought into force on 17.09.2014.

a. Para 9- as per item 5 (d), a telephone is to be provided between location boxes of Axle Counter resetting and Dy.SS/GDV **but the same is physically not available.**

b. Goods siding of 500m length is removed in the yard **but the modification is not altered on the panel and in the SWR diagram.**

	<ul style="list-style-type: none"> c. Relay Room key opening and BPAC proving in Data Logger is not mentioned in Appendix-B. d. Item No.8 on page 66 which indicates "Before taking 'off' reception/departure signals, SM on duty shall inform the Gateman the number description and direction of the train. It shall be the duty of the Gateman to close the gate in time" – this should be corrected. e. LC Gate 52/T is provided with Sliding Booms but the relevant working instructions are not incorporated in Appendix-A. LC Gate is having lifting barriers but was mentioned as EOLB. f. Safety Point Alarm is fixed on the panel but its working instructions are not incorporated in SWR. g. <u>Fire Alarm equipment kept on the panel of GDV:</u> The device is kept to alert the SM who in turn shall alert S&T Officials when there is smoke / fire in the Relay Room. <u>Though the equipment is installed and commissioned, no instructions are incorporated in the SWR which is essential. Similar such equipments are noticed during GM's annual inspection of the Division on 22.12.2015 and SWR instructions are pending. Divisional S&T Officials to issue suitable instructions in Appendix 'B' of SWR.</u>
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18.0

Inspection of LC Gate no 52/T, special class at KM 44/2-3 between GDV-OTR stations:

- a. Sri.K.Ravi Kumar was on duty in possession of valid competency certificate.
- b. TVUs – 224068; RVUs – 7228; Date of Census is 01.03.2015 to 07.03.2015. O&E was done on 9.12.15
- c. Duty Roster is not displayed on the gate lodge.
- d. Bio-data board should be clearly displayed with particulars of staff working at this gate.
- e. **Road Sign Boards are not fixed** on either side as per IRPWM.
- f. Road portion between tracks is completely damaged. Also noticed Pot Holes between speed breakers of the LC Gate which needs to be attended on priority since road traffic is heavy.



g. **Gate Working Rules:**

1. TVUs should be corrected in general description as 224068 as per March 2015 census.
2. It was mentioned that EOLB are available but physically ordinary lifting barriers are available.
3. Sliding booms are provided at the gate but working instructions are not available.
4. 2 staffs for fixing Red lights need to be included in the equipment list and should be supplied.

	<p>h. New Gate Lodge is constructed and working need to be shifted to the new building at the earliest. Before shifting required repairs may be taken up since sit out area of the gate lodge is already damaged.</p>
19.0	<p><u>BV Inspection of train no. 57316 Passenger on 28.12.2015:</u></p> <p>a. SC SLR 93710- All the equipments are loaded in the SLR as per SR 4.19.</p> <p>b. Sri. P.S. Ramacharyulu, Sr. Passenger Guard –BZA was in possession of valid competency certificates. He is not due for PME and Refresher Course Training.</p> <p>c. Amendment Slip No.2 to Accident Manual is <u>not supplied to the Guard.</u></p>
20.0	<p><u>Inspection of Nidamanuru:</u></p> <p>1. Sri.S.V.Singh SM was in possession of valid competency certificates.</p> <p>2. <u>LC Gate No.14/T between Starter and Advanced Starter in DN direction of NDM station:</u> It was noticed that the closure of this LC Gate is proved in taking ‘off’ not only Starter Signal but also with ‘off’ aspect of Advanced Starter Signal. In this connection, it is advised to the Divisional to delink the proving of Advanced Starter Signal with LC Gate/Traffic since it will cause unwanted job of suspending block instrument and introducing PLCT working during LC Gate failure interlocking.</p> <p>3. Axle counter symbols locations shown on the panel and as shown on the SWOD differ which may be corrected.</p> <p>4. Goods Loop is provided with a length of 655 m. But this line is capable of holding 42+BV+Multi.It is suggested to measure the length once again mention it in SWR and on Panel board.</p> <p>5. <u>Weather Warning Register:</u> Acknowledgement copies were not pasted in the register as per AM Appendix IV item No.1.3 (C).</p>
21.0	<p><u>Doubling works in GDV – BVRM section</u></p> <p>d. Protection in the form of barricading was not provided along the track to prevent running track infringement.</p> <p>e. Construction machineries are found plying alongside the track without any protection.</p> <p>f. Machineries / tractor drivers do not have any ID cards and some of them also do not possess driving licenses.</p> <p>These activities are unsafe and there is an immediate need to enforce instructions contained in JPO signed between Railways and RVNL Authorities considering all safety aspects. ADRM was advised to organise a joint meeting to enforce the instructions in the interest of safety.</p>
22.0	<p><u>Inspection of Minor Bridge No.269 at Km.28/9-29/0:</u></p> <p>a. Complete Bridge to be painted & Danger level & HFL should be marked.</p> <p>b. Some portion of coping broken, to be attended.</p>
23.0	<p><u>Inspection of SEJ No.42 for LWR No.27 (Km.28/8 – 28/8 to 21/0 – 20/0):</u></p> <p>a. LWR laid in Jan’05 & last De-stressing done in 2010 at Td of 41°C.</p> <p>b. SEJ checked at Rail temperature 40°. Tongue rail / stock rail w.r.t. reference mark on LH & RH Side were 60 mm. / 38 mm. and 48 mm./ 24 mm. respectively.</p> <p>c. As there is little difference between prevailing rail temperature & de-stressing temp, Gap measured seems to be on higher side. It must be attended.</p> <p>d. It is observed that while movement of train over SEJ, there is lot of play between</p>

	<p>tongue rail & stock rail, due to loose packing at SEJ sleepers. Packing should be done & if required shim to be inserted between rail & seating chair to arrest the relative movement.</p> <p>e. It is observed that sealing of liner contact area is not being done properly leading to wastage of grease. This work should be done properly.</p>
<p>24.0</p>	<p><u>Window trailing inspection from NS - BVRM:</u></p> <ol style="list-style-type: none"> a. Ballast is rolling down over almost all the minor bridges of the section, parapet wall height & length to be increased to arrest the rolling down of ballast. b. Curve alignment / SE at Km.25/3 required attention. c. UMLC No.21 at KM18/7-8 <ul style="list-style-type: none"> • Road safety counsellor found alert on duty. • TVUs 927, date of census 12.7.12 (overdue), O&E is 25.3.13 (overdue). • Possibility for constructing LH RUB to be examined. • Speed breaker warning boards colour shall be changed from yellow to black as per ACS 131 of IRPWM. d. Top Point 7B at Viravasaram Yard to be attended. e. At KM.3, private buildings are very close to Railway track & it is observed that residents are using the Railway land for cooking. Boundary wall / fencing to be provided to protect the railway land from encroachments. f. Rough running at KM 71/0-1 g. KKLR station - Point No.14B; need to be attended. h. At KM 3/8 Home signal height level needs to be checked and report given report to Headquarters. i. At KM 2/8 Distant Signal aspect found to be dull and needs to be checked. <p><u>Window trailing inspection from BVRM - GDV:</u></p> <ol style="list-style-type: none"> a. Curve alignment /SE at KM105/5-6 require attention. b. At KM 103/3-4, bank is cut very near to track for execution of minor bridge extension work, proper protection to be provided. c. At KM 96 – Dressing of ballast to be done. d. Ballast is rolling down over almost all the minor bridges of the section, parapet wall height & length to be increased to arrest the rolling down of ballast. e. RVNL has not provided proper barricading as being promised in the MOU signed by them. Immediately meeting to be called with RVNL and all safety issues to be discussed and sorted out. f. <u>Bhimavaram Yard:</u> Run through is not provided in the yard due to yard constraints as explained by DSTE/BZA. If required, traffic facility work shall be proposed, so that run through facility for a particular line can be given. g. At KM 103/7, goods warning board height to be checked. h. At KM 98 Home Signal clearance from track centre shall be checked and reported. i. In the entire section GI pipes were used in the culvert and bridges for carrying telecom and signal cables. Action taken to keep the cables properly secured from theft and fire. j. <u>UMLC No.30</u> <ul style="list-style-type: none"> • Road safety counselor found alert. • As per Census 3/15, TVU -1749 & RVU – 53, O&E last done on 10/6/15, • Tractor ply (for RVNL work) over the unmanned level crossing not having the valid license. This issue should also to be discussed with RVNL.

	<p>k. At KM 75/5-6 – Tress passing of the two wheelers, to be stopped.</p> <p>l. Alignment at KM 75/0, to be attended.</p> <p>m. At KM 69/0 (Near level crossing) some soil exploration work & at KM 59/6 reinforcement cage placement work was going on near the track, without any protection work. RVNL should be advised to take all the safety precautions while executing such work near the track.</p> <p>n. Heavy jerks were experienced at location 92/8 and 66/6 to 66/4.</p> <p>o. At KM 89/1 Distance between Advanced Starter and Gate Distant Signal shall be checked and put up on file as it is seen that the inter signal clearance is not adequate.</p> <p>p. In the section between Akkiveedu to BZA, GC works are in progress. It is told that the work is being done by RVNL. <u>MOU between RVNL and division shall be made and sent to HQRS within a week.</u></p> <p>q. DSTE/BZA told that quad and OFC cables in connection with the doubling work shifting already carried out. Cable route plan, safety copy shall be obtained from RVNL and the same shall be confirmed to Headquarters.</p>
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No. Safety. 195/BI-MSA/6/2015/NS

(S. P. SAHU)
CHIEF SAFETY OFFICER