

BI-MONTHLY SAFETY AUDIT INSPECTION OF NIZAMABAD STATION AND SC – BSX SECTION OF HYDERABAD DIVISION ON 24.01.2022 FOR THE PERIOD NOVEMBER & DECEMBER 2021



**PCSO
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CEE-PLG/OP
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**CONVENOR
MEMBER
MEMBER
MEMBER
MEMBER**

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Safety.195/Bi-monthly Safety Audit/6/2021/NZB

Date: 03.03.2022

S.No.	OBSERVATIONS	Action By
1.0	Interactive Session with Divisional Officers	
	<p>Interaction session with Divisional Officers, Branch Officers, Assistant/Sr.scale officers were accompanied and Field Supervisors of different departments and Sr.Supervisors of the different technical & operating department was held by HQ Safety audit team during the course of inspection and audit of SC-NZB-BSX section/station.</p> <p>The following aspects have been specifically emphasized during the interaction session:-</p> <ul style="list-style-type: none"> (i) The salient items of 32-point action plant to prevent SPAD (ii) Precautions / stipulations to be followed in shunting operations in yards and to avoid any shortcuts in any of the procedures (iii) Precautions / instructions to be followed at worksites in respect of works taken up on the running lines / yards / in close proximity to the running lines. (iv) The importance of adhering to the stipulated schedule of inspections by Officers and Field Supervisors of all Departments. (v) Awareness of schedule of infringements to identify structures / posts etc. if any, which infringe SOD and action plan for elimination of such infringements / to obtain condonation from the competent authority, if required. (vi) Ensuring that there is no infringement to SOD in respect of all new works. (vii) The importance of ensuring adequacy of safety equipment at stations, depots (IOH / ROH / TL), P. Way Gangs, with Artisan staff of S&T and Electrical Dept. etc. (viii) To ensure wearing of protective gear by the field staff such as retro-reflective jackets, safety shoes, gum boots, helmets, insulated gloves, goggles etc. (ix) Ensuring the safety of the men working on the running lines with stipulated protection rules (such as exhibiting banner flags, posting of look out men, imposition of caution order etc.) <p>Field officers of Engineering, S&T and Electrical TRD Departments should work in close co-ordination for any maintenance works on running lines as stipulated and also obtaining traffic blocks from Operating Dept. wherever required.</p>	<p>DRM/HYB PCOM PCEE PCSSTE PCME</p>
2.0	<u>ENGINEERING</u>	
2.1	REAR WINDOW INSPECTION BETWEEN SC-BSX STATIONS BY T.NO.27809	DRM/HYB
2.1.1	LC 256/LGDH LC physically closed and RUB constructed Approach works are in progress. Commissioning planned in Feb 2022. CRS	PCE

	sanction for formal closure duly making correction in SWR should be obtained.	
2.1.2	There are 56 Non Interlocked gates in HYB division (as on 01.01.2022) out of which 12 NI gates are with normal position 'closed to road traffic'. Division should examine the same and process to change normal position of these gates from 'Closed to road traffic' to 'Open to road traffic' duly following the procedure and the conditions as laid down item no. 9(a) of Annexure 9/1 of IRPWM- June'2020 duly obtaining approval of DRM, PCE & PCOM.	DRM/HYB PCE
2.1.3	At many Stations, the work of provision of new station name boards is in progress. After completion of erection of new boards. Old name boards may be removed to ensure free and smooth passage of passengers. Lettering of Station names on new boards should be as stipulated in IR Works Manual.	
2.1.4	Old station name boards at Ramakrishnapuram gate to be removed for free movement of passengers.	
2.1.5	Portals on island platform of CVB to be checked for horizontal clearance from centre line of nearby track.	
2.1.6	BMO X-over connecting UP & DN (contra flexure & similar flexure) main lines surfacing and alignment needs attention.	
2.1.7	Km.615/86 & Km.615/6 – Scabbed rails on curved portions need replacement	
2.1.8	At the following locations, trespassing is noticed and at some of the tress pass locations even two wheelers are plying across the running track. Trench & barricading may be provided on either side of the track at all these locations. Further ballast retaining arrangement also may be provided to prevent rolling down of ballast: Km.602/42, Km.556/3, Km.556/0-1, Km.555/6, Km.540/7-9, Km.518/2, Km.502/0, Near LC Gate.	
2.1.9	GDPL-MED stations- Rail pieces lying between tracks. The same may be trucked out to station / nearby LCs and stacked neatly.	
2.1.10	LC No.245 RUB work in MED yard is in progress and LC physically closed. DEN stated that the RUB is planned to Commissioning by September' 2022. CRS sanction for formal closure duly making corrections in SWR should be obtained.	
2.1.11	At Km.589 – Released ERC, Liners and Rubber pads are lying after completion of TFR work. These should be trucked out to store depot of SSE/P.Way.	
2.1.12	The hectometre posts provided along the side of track are of short height and the numbers (KM/HP) are not properly visible for identification of the location for the crew in loco / BV. Hectometre posts of adequate height and width may be provided with numbers (KM/HP) to be prominently visible. In the mean while the vegetation obstructing the view of Hectometre posts should be cleared.	
2.1.13	At LC No.254, RCC boxes are cast at site. It maybe planned for early insertion of these boxes and completion of RUB including approaches in all aspects.	
2.1.14	There is a lot of vegetation over shoulder ballast of the track at Km 564/0 to 565/0 and 566/0 to 567/0, FRM may be deployed for shoulder	

	ballast screening and thereafter ballast may be recouped. Similarly at other locations where the grass has come up over shoulder ballast, screening may be planned with FRM.	
2.1.15	KM 564/7 Building for SP/SSP Work is in progress by RE. RE organization should obtain approval of Division for construction of any structure or building. .Division should ensure the same.	DRM/HYB PCE
2.1.16	At LC 253- RH girder is placed for LHS work. Proper safety at work spot shall be ensured.	
2.1.17	Br.No.652- Bridge approach ballast retainers need attention.	
2.1.18	Srinivasa Nagar (H) – Vegetation on PF surface, shall be cleared.	
2.1.19	At Km.558/6-8 : Water stagnated in Side drains, to be cleared.	
2.1.20	Km 553/6-7 cutting portion muck and debris to be cleared from the side drain.	
2.1.21	Mirjapalli Station - PF fencing needs attention.	DRM/HYB PCE
2.1.22	It is noticed that cable is laid over the sleepers of the running track at Km 549/0 -548/0 which is not permissible. Division should ensure that all working cables shall be laid as per stipulated guidelines. The staff concerned for laying this cable in such exposure manner may be taken up/counselled/sensitised.	
2.1.23	At Km.546 – TRR works are in progress. Before painting of new rails surface preparation of rails to remove rust scales and dust shall be ensured.	
2.1.24	It is observed that engineering indicator boards such as Caution, speed and termination boards are of non standard height and also at a few locations, these are in leaning. Division shall ensure standard boards of appropriate height shall be provided. Similarly retro reflective strips to these boards shall be ensured.	
2.1.25	At Km.514/1 - Major Bridge hand railing, to be rectified.	
2.1.26	It is observed that released rail pieces (above 6 meters) are lying at isolated locations by side of the running track. DEN has stated these are released rails after carrying out repair welding works. These released rails should be trucked out to nearest Station/LC.	
2.1.27	At 446/9-464/0 TSR on account of bad bank is in force from 06.09.21 between NZB-DHP as stated by DEN. Division may plan to convert the same into PSR.	
2.1.28	Rail panels 20 RP unloaded for 7 km at KM 518/2-513/0 between KMC-TMD and at KM 545/2-547/2 between AKE-MZL stations. Precautions for unloading and keeping the rail panels by the side of the running track shall be followed as stipulated vide CTE/SC letter No. W/412/I/Genl/58/2013-14 of dated 21.05.2013 and ESO.64.	
2.1.29	TSR of 75 KMPH in force at km 464/0 -466/9 on account of yielding formation is in force which may be converted as PSR.	
2.1.30	At Station Uppalavai - Rd-1 sand hump needs attention.	
2.1.31	At Km.493 - Released sleepers to be trucked out to nearest Station/LC location.	
2.1.32	At Jankampet Jn. station, Points & crossing take-off from the curve portion SC end from the Main line towards loop line. Uniform super elevation (cant) shall be maintained in Cross over. The suitable Speed restriction shall be imposed on the main line if the cant is restricted. .	

2.1.33	Navipet: - Safety point alarm is out of order since 19.01.22. ADSTE informed that safety point alarm is out of order at 7 stations on HYB division and has not been attended as maintenance contract is not available (AMC not available). Division shall ensure the rectification of safety point alarm at all the stations on priority.	
2.1.34	AT Km.452/4 and 441/0 - RCC Boxes are cast for LHS. It maybe planned for early insertion of these boxes and completion of RUB including approaches in all aspects.	
2.1.35	Track needs attention at 1) Km.617/52 – Cross level. 2) Km. 600/22 – LC gate XL. 3) Km. 599 – LC gate Alignment. 4) LC No.238 at KM 575/7-8 – track surface is on hump. 5) LC No. 231 (559/6-559/7) – Alignment. 6) Km.552/4 – Cross level. 7) Biknor Pts & Xings – Alignment. 8) Km.529/0 – Alignment & Cross level. 9) Km.527/0 – Alignment. 10) Km.499/4 – Cross-level. 11) Km.465/6 – LC gate approach Cross level. 12) Km.464/0 - Cross level.	DRM/HYB PCE
2.2	General Observations	
2.2.1	Station Yards: It is seen that Cess in between Railway lines in the yard is high at many of the locations. Cess is at / and even above the Rail level at a few locations. It is very important and necessary to keep the Cess at the original Formation level i.e. at about 60 cm to 70 cm below the top of the rail level, so as to ensure the effective drainage from track and for retentivity of packing and to maintain track parameters within the limits and also to prevent/minimize track circuit failures. Therefore, this work of lowering of cess in between the Lines should be taken up and completed in the entire yard at the earliest duly disposing of the muck away from the yard in low lying area. Drive may be launched to identify such locations of high Cess in all yards and ensure that the Cess is lowered and brought to the original Formation level.	
2.2.2	Joint Inspection of Points & Crossings and Track circuit portion in yards by both Engineering & Signal & Telecom departments as per Para No.3.1.2.(h) of IRSEM that <i>the all interlocked points & crossings must be jointly inspected by SSE/Signal (IC) with SSE/P.Way(IC) and SSE/JE/Signal/section with SSE/JE/P.Way/Section alternately and duration between two joint inspections shall not exceed 3months and similarly track-circuited portion of the track shall be jointly inspected by Sr.Section Engineer (Signal) in-charge & and Sr. Section Engineer (P-way) in-charge and jointly by Sectional SSE/JE (Signal) & SSE/JE (P-way)atleast once in six months (para 17.3.9 of IRSEM). This should be scrupulously adhered to.</i>	DRM/HYB PCE

2.2.3	<p>SEJ/LWR at KM 454/3-4 between JKM-NZB:</p> <p>a. Reference posts to be provided at the breathing length (Annexure 3/16 of IRPWM). Additional reference marks in central portion of CWR / LWR and breathing length may be provided to know the behaviour of LWR/CWR.(item no.4 of Para 343 of IRPWM).</p> <p>b. No chisel marks on the reference posts. Reference posts are far away from the track.</p> <p>c. SEJ/LWR particulars display board not provided</p>																									
2.2.4	<p>Divisional Engineering official need to be ensured to follow the schedule of inspections by the JE/SSE/P.Way not in overall charge or section; but working as in-charge of assigned Gang(s); or of special Works, is responsible for Regular inspection of all assets as per laid down frequency as per Table 1-C (para 110)of IRPWM and maintenance of track in the assigned jurisdiction (section of gang/Yard) in safe and satisfactory condition for traffic.</p>																									
2.2.5	<p>Checked Point No.13B at JKM, 1in16, FSL, 60kg PSC sleeper with 60kg rail, laid on 21.08.21:</p> <p>a. Gauge at station no.3 is -5mm on main line and turn-out side is -10mm. Gauge at crossing nose on loop line side is -8mm. Gauge, needs to be attended.</p> <p>b. Throw of switch (opening) on LH side is 109mm against 115+3mm. Needs to be attended.</p> <p>c. 'J' type ERCs are to be provided at prescribed locations.</p> <p>d. LH side housing only 3 sleepers only. The same to be attended.</p> <p>e. Versines on stock rail at station numbers 3, 4, 5 and 10 need to be attended.</p> <table border="1" data-bbox="284 1189 1233 1346"> <tr> <td>Stn.</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>13</td> </tr> <tr> <td>Ver. (mm)</td> <td>8</td> <td>2 4</td> <td>11</td> <td>10</td> <td>11</td> <td>10</td> <td>14</td> <td>9</td> <td>8</td> <td>11</td> <td>9</td> </tr> </table> <p>f. CMS crossing joint gaps are 10mm & 4mm as against zero/gap less. Need to be attended.</p> <p>g. In turn-out portion, GFN liners on non-gauge face side of outer rail are crushed, broken/missing. These should be replaced.</p> <p>h. Sleeper no.80 at crossing portion is in broken. Same to be replaced.</p> <p>i. Exothermic bond wires at CMS crossing joints of Point No.13A are provided which is not permitted. Same to be removed.</p> <p>j. Marking of sleeper numbers on the rail & proper maintenance of sleeper spacings in PSC turn-outs to be done/followed as per PCE/SC. Letter No.W.506/P.Vol.X of dated 20.05.2016.</p>	Stn.	3	4	5	6	7	8	9	10	11	12	13	Ver. (mm)	8	2 4	11	10	11	10	14	9	8	11	9	<p>DRM/HYB PCE</p>
Stn.	3	4	5	6	7	8	9	10	11	12	13															
Ver. (mm)	8	2 4	11	10	11	10	14	9	8	11	9															
2.3	<p>MOTOR TROLLEY INSPECTION BETWEEN BASARA-NAVIPET</p>																									
2.3.1	<p>Basara – conversion of Loop line to LWR may be planned.</p>																									
2.3.2	<p>At Km.423/1 - Bridge approach Ballast retainer needs attention.</p>																									
2.3.3	<p>On Godavari Bridge –</p> <ol style="list-style-type: none"> ERC Clips to be properly driven. RCC Slabs provided over cable duct are missing at many 	<p>DRM/HYB PCE</p>																								

	locations over the bridge, the same should be provided.		
2.3.4	Br at Km.435 : Bridge approach ballast retainer needs attention.	DRM/HYB PCE	
2.3.5	At Km.433/8 – Outside of the curve, ballast deficiency to be recouped.		
2.3.6	Cess widening work is set to have been done. Proper benching over the side slopes of the bank shall be done before the new earth is provided for flattening the side slopes so as to ensure proper bonding between the existing bank surface and the newly laid earth.		
2.3.7	AT Km.436/0 - Cess widening to be done and LC surface needs attention.		
2.3.8	At the following locations Trespassing is noticed at some of tress pass locations even two wheelers plying across the running track. Trench & barricading may be provided on either side of the track at all these locations. Further ballast retaining arrangement also may be provided to prevent rolling down of ballast: Km 437/6, Km.437/4.		
2.3.9	At Km.438/0 – W/L board to be fixed properly.		
2.3.10	At Br.447, 454 - Bridge approach ballast retainers need attention.		
2.3.11	At LC 186 - RCC Boxes are cast for LHS at site, It maybe planned for early insertion of these boxes and completion of RUB including approaches in all aspects..		
2.3.12	At NZB, JKM, NVT &BSX station yards under/over driven ERCs need to be driven properly. Some of seized / broken ERCs are to be removed / replaced. Missing MS/GFN liners to be recouped. 'J' type ERCs to be provided at prescribed locations (GJ, fish plate joints).		
2.3.13	LC 187 - Road surface needs attention.		
3.0	OPERATING		
3.1	SM OFFICE		
3.1.1	Two S&T Failures registers are being maintained at NZB station Viz for NZB(HYB division) and NZB(SC division ie for Armour side). In NZB(SC Division) S&T Failure register there are 15 failures from Oct'2021 to Jan'2022 till date. All the failures pertain to B/I between NZB-ARMU. Special attention to be given in this regard to minimize the failures		DRM/HYB PCOM
3.1.2	Checked Assurance Register for Rule Books and found staff assurance for WTT-76 is not obtained till date.		
3.1.3	Checked Joint Inspection of Points & Crossings, found in III rd Quarter inspection 13 deficiencies recorded. Out of 13, 10 deficiencies were attended and remaining 03 were neither attended nor brought forwarded into next (4 th Qtr) inspection conducted on 31.12.2021.		
3.1.4	Point safety alarm not available		
3.1.5	Checked Station Diary and found, GL1 is under Disconnection from 12.00 hrs of 16.01.2022 received by Sri Harikrishna, Dy SS. Except Sri K Ravi, Dy SS, no one is recording the same in the Station Diary including the person who has accepted the disconnection memo, while handing over duty. All Dy SS to be counselled in this regard by TI/SMR.		
3.1.6	ART and MRV siding Tracks (Non-Track circuited) were removed for construction of Pit Lines and kept ART & MRV in shunting neck temporarily. But in VDU there is no indication since there is no track circuit and no Axle counters. Relevant entries were not made in station		

	diary by Dy SS while handing over the duty. All Dy. SSs to be counselled in this regard by TI/SMR. Advised SMR to arrange clamping and pad locking the point Nos 29A & 32B duly setting against the ART/MRV lines.													
3.1.7	<p>Caution Order Register: The following Speed Restrictions should have been made Permanent Speed Restrictions by this time-</p> <p>i. SR 8 KMPH on Point NOs 121A & 123 was imposed by SSE/P.Way/SC vide M.NO.MK/54/16 of 05.10.2016 at KMs SC1151-194/45A due to 'Points in harp curve' on 05.10.2016.</p> <p>ii. SR 'Whistle Freely Stop if required' due to pathway for Railway vehicles only was imposed by SSE/P.Way/SC vide M.No.SD/8/73/1 of 22.11.2018 at RE Post BPL 11&10 at Moula-Ali gate cabin yard(R&D line)</p> <p>Now it is advised division to coordinate with SC division to convert the above SRs as PSRs.</p> <p>iii. Division may also advice SC division for convert SR 'Whistle Freely & Observe Signals at LC Gate No.19 at KMs 36/12-10 between Gangadhara and Karimnagar Stations which was in force from 18.02.2017.</p>	DRM/HYB PCOM												
3.1.8	<p>Station Working Rules:</p> <p>a. SWR No.671 was issued on 03.03.2017 and was brought into force on 19.03.2017.</p> <p>b. While revalidating the present SWR Appendix-G containing Rules for working trains in electrified sections should be included since Electrification work is in progress between ARMU-NZB section. Point safety alarm not available.</p>													
3.1.9	<p>SLR INSPECTION BY T.NO.20809 EXPRESS ON 24.01.2022(SLR NO.144628)</p> <p>a. Sri.Amol Balakdas, M/E Guard –KCG was in possession of valid competency certificates.</p> <p>b. (i) Checked First Aid Box and found refilled on 09.11.2021, in which 20 Nos Daizipam tablets available but 10 tablets only permitted. (ii) Detonators 10 available, ie 07 of 2013 and 03 of 2014 all are Expired. Detonators should be replaced immediately.</p>	DRM/HYB PCOM												
4.0	ELECTRICAL													
4.1	<u>CREW BOOKING LOBBY/NZB</u>													
4.1.1	<p>Contactless Sign ON through Chalak dal App for last 3 months is as under.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Month</th> <th>Sign ON</th> <th>Sign OFF</th> </tr> </thead> <tbody> <tr> <td>Oct'21</td> <td>94.6</td> <td>91.5</td> </tr> <tr> <td>Nov'21</td> <td>92.7</td> <td>86.1</td> </tr> <tr> <td>Dec'21</td> <td>89.3</td> <td>85.0</td> </tr> </tbody> </table> <p>GTL division average for sign ON is 79% & sign OFF is 74% SCR average for Sign ON is 71% and Sign OFF is 63% Contactless sign ON/OFF to be improved.</p>	Month	Sign ON	Sign OFF	Oct'21	94.6	91.5	Nov'21	92.7	86.1	Dec'21	89.3	85.0	DRM/HYB PCEE
Month	Sign ON	Sign OFF												
Oct'21	94.6	91.5												
Nov'21	92.7	86.1												
Dec'21	89.3	85.0												
4.1.2	Average PDD of the depot is 80 minutes. This should be reduced.													
4.1.3	Average PRs given to crew are below 4 in a month. It should be ensured that all crew should get minimum 4 PRs of 30 hrs in a month.													
4.1.4	9 hours implementation of crew needs to be improved.													
	<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Month	Percentage											
Month	Percentage													

		Oct'21	57.4				
		Nov'21	69.0				
		Dec'21	72.9				
4.1.5	Cases of crew worked more than 12 hrs in last 3 months are more. This should be brought down to 0.	Month	Percentage				
		Oct'21	13.4				
		Nov'21	8.7				
		Dec'21	8.5				
4.1.6	Booking of Crew in "Fetch as per rule" in CMS needs to be improved. It has decreased from 98.7 % in Oct' 21 to 98.2 % in December' 21.	Month	Fetch As Per Rule percentage		DRM/HYB PCEE		
		Oct'21	98.7				
		Nov'21	98.3				
		Dec'21	98.2				
4.1.7	There are 2 cases of CMS failures in Dec'21, duration of 60 to 160 minutes due to cable cut and CMS application down and 3 cases in Jan'22 duration of 15 to 150 minutes due to CMS application down. Such failures will result in booking of Crew in manual mode. Division to take necessary action to avoid such failures.						
4.1.8	It was observed that no integrated BA test equipment is available in CMS KIOSK. It was informed that it is sent for calibration about 15 days back and random BA test prompted by CMS is being done through portable BA equipment. Spare BA test equipment should be procured and used in CMS Kiosk to avoid such practices.				DRM/HYB PCEE		
4.1.9	It is observed that crew after signing ON is speaking to PRC on mobile phone to give out report. Such practices of giving out report to be stopped immediately, since Crew should not use mobile phone after Signing ON.						
4.1.10	There are cases of signal flown back to danger on approach of train reported by Crew. On 26.10.21 Crew of train. No.MNGT reported in CMS that STPD 'A' cabin Home was taken off to caution aspect to loop line, but flown back to danger on approach. Closing remarks mentioned in CMS is that "as per Contoller advice, SM has cancelled signal from loop line to Main line". Similary on 05.01.22, Crew of LE reported that LSS of BKU station was flown back to danger on approach. Remarks mentioned is SM/BKU normalised signal knob before train could pass the signal. Such signal flown back cases to be avoided on approach of a train.					DRM/HYB PCEE	
4.1.11	G&SR 2020 Amendment slip No. 1 &2 not updated.						
4.1.12	Scale Check of NZB depot:	Category	Sanct.	Act	Vac	Excess	DRM/HYB PCEE
		LPP	19	13	06	--	
		GLP	47	58	--	11	
		LPS	07	01	06	-	
		ALP	60	73	--	13	
		Total	133	145	12	24	
	There are large vacancies in LPS category, same needs to be filled up at the earliest as 2 LPG are being utilized in yard daily instead						

	of freight trains.	
4.1.13	a) Two KIOSKS are available, BA equipments of both KIOSKs were sent for Calibration and BA test is done with Hand BA equipments (Two). As per Head Quarters instructions photograph should be captured during BA test. Power Branch Officers should ensure BA equipments in KIOSKs are provided with alternative arrangements. b) Digital gradient board to be provided to improve better driving technique for Goods Loco Pilots.	DRM/HYB PCEE
4.2	Nizamabad sub-station	
4.2.1	Earthing Connection near AB switch Handle of Pole structure is painted. Painting increases the contact resistance and not to be done.	DRM/HYB PCEE
4.2.2	AB switch handle to be connected to Earth through Earth continuity conductor	
4.2.3	AB switch On Incoming 4 pole structure appears to be rusted. To be replaced	
4.3	Inspection of Basar Station	
4.3.1	Light poles earth is connected to lift earth. Separate Earth is to be provided for Platform light poles.	DRM/HYB PCEE
4.3.2	Earth pits are laid very close to each other though there is no space constraint. Minimum distance of twice the earth electrode depth is to be maintained between 2 earth pits.	
4.3.3	Earth Resistance of EP 23 tested and found to be 1.75 ohms, which is within limits. Earth wire termination rusted. Termination to be rust free.	
4.3.4	Earth connecting wires not to be painted	
4.3.5	Terminations in street light pole to be made using terminal connector and not twisted & taped.	
4.4	Safety seminar at NZB	
4.4.1	A safety seminar was conducted at NZB. 20 LP/ALPs attended the seminar.	DRM/HYB PCEE
4.4.2	LP & ALPs were counseled that 1. While passing signal at Caution aspect (Single Yellow), LP & ALP should be extra alert and they should not involve in any activity other than controlling the speed of the train and be prepared to stop the train before the Danger signal. They:- (a) Should not Presume the aspect of the next signal (b) Should not Follow instruction on walkie-talkie (c) Should not Exchange signals with Station, Cabin, adjacent train etc (d) Should not Fill up log book, Registers, Caution orders etc. 2. LP & ALP should call out signals aspects loudly and clearly along with hand gestures, station name, signal name and specifically right side signals. 3. ALP should apply emergency brakes and stop the train before Danger Signal (Red), when LP is unable to control (or) the train is over speeding on approach of Danger signal. 4. LP and ALP both should confirm before moving ahead that whether the Signal is "OFF" and whether it's my Signal.	

4.5	Running room/NZB	
4.5.1	It is 'A' category running room. Total number of beds available is 60. 24 beds in 'A' block, 24 in 'B' block & 12 in 'C' block. Presently peak occupancy is 25 and average occupancy is 50. There are 2 separate rooms with 2 beds each for ladies with attached toilets. "B block" is dormitory type, it should be modified by providing cubicles.	DRM/HYB PCEE
4.5.2	Time and periodicity of cleaning toilets/bathrooms to be pasted at the entrance of washroom.	
5.0	MECHANICAL	
5.1	NZB Freight Depot	
5.1.1	Staff are working with hand held LED lights. SrDME informed that two Battery operated trolleys with lighting arrangement are being procured. Same may be expedited.	DRM/HYB PCME
5.1.2	Ballast & Rail pieces are strewn over the pathway which will obstruct the free movement of the staff . Same to be cleared for easy movement of staff conducting train examination.	
5.1.3	It was observed that some Iron junction boxes are available along the pathway which obstructs the movement of trolley. These should be relocated so as to improve the quality of train examination.	
5.1.4	Damaged Tarpaulin pieces are also seen strewn over the Freight maintenance line. Accessibility to train examination staff is greatly hampered due to this debris all over the examination line. As and when unloading is finished, the debris should also be cleared immediately by the commercial staff/contractor so that, TXR staff can examine the trains without any hindrance.	
5.1.5	CC TV cameras installed at Rolling points on either end (SC and NED end) are not working since October 2020. It was told by SSE/IC that AMC for CC Cameras was expired long ago.	
5.1.6	No waist height lighting is available. The illumination from High mast lights is not sufficient for maintenance on the other side. This is very much essential to improve examination	DRM/HYB PCEE
5.1.7	During Freight maintenance, if any Roof damages noticed in BCN wagons, same are booked for repairs with fit to run.	
5.1.8	Seating arrangements are to be provided at rolling in huts for comfortable seating of C&W staff during rolling examination .At present staff were on big stones during rolling examination. Proper and concrete	

	seating arrangement will give comfortable seating for C&W staff during rolling examination .As there is enough space between the lines permanent seating arrangements are to be provided.	
5.1.9	At present it was found that , wagon maintenance spares like EM Pads, Brake block keys , Brake blocks , etc were found available small quantities only. Since the Depot is checking End to End rakes and attending enroute repairs of wagons , it is advised to keep more quantities of maintenance spares in the depot to clear the enroute detached wagons at a faster rate.	DRM/HYB PCME
5.1.10	Freight yard : NZB depot is having one line for freight maintenance. On an average 25 Rakes/Month are being examined. illumination is to be improved in freight yard.	
5.2	SPART	
5.2.1	It was advised to display “ the lifting pad location to various rolling stocks like LHB coaches, DEMU/MEMU,EMU, Power Car and new version of Electrical/Diesel Locos WAG-12/WDG-5 etc. where it is to be lifted during derailment.” Which makes the job easy during derailments and also it is important for safe operation.	
5.2.2	Wheel profile recorded tested and staff were counseled on this aspect of recording wheel profile practically, but no system is available for verification of traced profile. It is advised to train all the nominated staff in operation of all the vital equipment.	DRM/HYB PCME
5.2.3	Safety Chains and wire ropes after testing should be tagged with testing details;	
5.2.4	All the staff should be trained in operation of control stands. During monthly inspections all the control stands should be covered for inspection of operation.	
5.2.5	Items are checked are per Scale check and found to be as per checklist, Except for 3 core cable found to be 300 metre as against 1000 meter. It was informed that in lieu of 700 metre PVC insulated and sheathed circular cable, 3 core flat cable is maintained. 700 meter of Insulated sheathed circular conductor to be recouped. Portable Inflatable Tower lighting system checked and found to be functioning properly.	DRM/HYB PCME
5.2.6	For Earth Discharge rod Clamp to be provided at terminal end in place	

	of lug.	
5.3	ARME SCALE-I	
5.3.1	It is learnt that one LP for each shift is nominated for MRV. It should be ensured that Competency certificate for MRV drivers should be issued	DRM/HYB PCME
5.3.2	Inspected the working of Portable Air Plasma cutting equipment with Generators. Some more staff should be trained in handling Plasma cutting equipment	
5.3.3	It should be ensured that equipments, tools and consumables are available as per the latest list circulated by CAMTECH.	
5.3.4	DG set Panel meters are not Available and found dummied in Coach No: 15409 i,e Tool room SP MRV	DRM/HYB PCME
5.3.5	1) Earth discharge rod length is insufficient 2) Cable of ED rod ti be changed. INSULATION 3) Tape rolls whose life has expired are to be replaced.	

Sd/-

(M. Ravindranath Reddy)
Principal Chief Safety Officer

Copy to DRM /HYB for necessary action.

PCOM, PCME, PCSTE, PCEE & PCE for needful please.