

BI-MONTHLY SAFETY AUDIT INSPECTION OF KURNOOL CITY & KACHEGUDA STATIONS AND SITAPHALMANDI – KURNOOL CITY SECTION OF HYDERABAD DIVISION ON 27.01.2022, 16.02.2022 & 07.03.2022 FOR THE PERIOD JANUARY & FEBRUARY 2022



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Safety.195/Bi-monthly Safety Audit/1/2022/KRNT

Date: 07.03.2022

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.</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 STPD-KRNT STATIONS BY OMS SPL:	
2.1.1	Arts college halt station distance pieces to PF lines are missing at many locations.	DRM/HYB PCE

2.1.2	At Km.5/5-6 garbage very near to the track shall be cleared.	DRM/HYB PCE
2.1.3	Approaches of Uppuguda:- cut rail pieces lying between tracks are to be trucked out from mid section and also at Km.54/10, 67/6 – released rails in mid section to be trucked out to nearest LC/ station.	
2.1.4	UR & KRNT Stations: Points & Crossing taking off from curve. Cant in turnout portion to be checked.	
2.1.5	RUB at LC No.15:- Steel cribs to be removed and trucked out from mid-section to nearest LC/ Station Premises.	
2.1.6	HBL Nagar - Tree branches to be pruned obstructing view of name board. FOB works shall be expedited.	
2.1.7	At Km.56/42 – RCC boxes cast at Site, which may be planned for insertion early.	
2.1.8	Ballast deficiency in curve No.30 at km 60/1-7 between Shadnagar – Balanagar stations on DN line to be made good.	
2.1.9	LC.No.30/E at KM 62/9-63/0 – Road surface needs attention	
2.1.10	At LC No.39 at KM 77/9 – Road surface needs attention.	
2.1.11	On up line at Km.79/4 – New rails unloaded, plan for early insertion.	
2.1.12	Balanagar - Gollapalli -PSR of 70 KMPH in force on account of 3 Deg reverse curve. It has straight in between reverse curves, Cant of 120 mm provided. Feasibility for raising PSR of 90 KMPH may be examined.	
2.1.13	MBNR Station: Vegetation on main line to be removed. Points on curve to be checked for super elevation.	
2.1.14	At Km.97/3-98 – Ballasting & Boxing to be done.	
2.1.15	At Km.113/30 – Cess widening is to be done.	
2.1.16	At Km.115/3 – T/P location to be checked.	
2.1.17	LC No.61 near MBNR in curve portion (KM 115/5-116/3), track alignment to be attended.	
2.1.18	At Station Manyam konda – Name board is not visible, to be attended.	
2.1.19	Kaukutla -Wanaparti road – Deep screening with BCM machine done recently, muck on cess to be cleared.	DRM/HYB PCE
2.1.20	At Km.155/6 – RCC Boxes are cast at site, which may be planned for insertion early.	
2.1.21	Released rails to Km.167/1, 167/8, 168/0 to be trucked out to nearest LC/Station premises.	
2.1.22	Sriramnagar: Points & Crossing -KCG end track alignment needs attention.	
2.1.23	Krishna bridge: - Br No. 398 (34x24.48m) at km 181/3-182/3, Side pathway may be provided to facilitate inspection and for safety of inspecting officials including Night patrolmen & keyman	
2.1.24	LC No.98 at KM 186/5-6 tree branches to be pruned.	
2.1.25	At LC No.107/E at KM 201/5-6 – RUB work is in progress. Work site safety should be ensured.	
2.1.26	At Km.202/7 – RCC Boxes are cast at site, which may be planned for insertion early.	
2.1.27	Peddadinne: RL platform wall removed to do deep screening with BCM, TSR of 30 KMPH to be imposed for construction of foundation of platform wall.	
2.1.28	MOA: Cross-over KRNT end – Track surfacing and alignment needs attention.	
2.1.29	At LC 127/E at KM 233/5-6 – STOP boards are faded, to be replaced with	DRM/HYB PCE

	new stickers. Pot holes on road surface needs attention.	
2.1.30	Bridge No.441 at KM 240/4-5, track surface needs to be attended.	
2.1.31	Trolley refuges in cutting location – connectivity to track to be provided.	
2.1.32	KCG-GLY stations electrification work done. Hectometre meter posts to be removed to avoid confusion to running staff and inspecting officials.	
2.2	<u>MOTOR TROLLEY INSPECTION BETWEEN KRNT & BR.NO.242:</u>	
2.2.1	At Pt.15/B – Avoidable fish plated joints to be planned for welding.	DRM/HYB PCE
2.2.2	Br.No.445 – SR 20 kmph is imposed for manual deep screening. Guard rails sleepers may be arranged in advance before start of the work. Ensure safety at work spot during the manual deep screening work shall be ensured.	
2.2.3	At. Km.242/4 – RE mast foundation. Pit was excavated and kept it in open condition. Controlling rolling down of ballast concreting at excavated locations for OHE foundation masts shall be done on the day of excavation of foundation pit itself.	DRM/HYB PCE CPD/RE
2.2.4	At.Br No.242 – Approach SEJ – 1) Plate screw missing 2) Two bolts are in loose condition. To be attended.	
2.2.5	Broken Sleepers to be replaced with new PSC sleepers at Km.242/0 – 241/1 and 242/6-4.	
2.2.6	Point No.17 – CMS crossing GR pads missing / not provided.	
2.2.7	Point No.14A & 17 common SRJ having wide gap with block joint. The same to be attended	
2.2.8	Machine tamping done recently from Point No.14B to approach of bridge no.442. Post tamping operations need to be done on priority.	
2.2.9	Road No.1 (PF No.1), in LWR track KCG end no SEJ provided. It is noticed 2 fish plate joint with wide gap. SEJ at this location may be provided. Track surface & cross level at junction of apron and ballasted track need to be attended. Similarly, Road No.3, 4 & 5 track structure conversion of SWR track to LWR track, work is in progress. Provision of SEJs on both ends also need to be expedited / ensured	
2.3	General Observations	
2.3.1	Important Steel Girder Bridge No-442(45X18.30m) Km 241/0-240/0 between KRNT-DPU stations: a. Gauge on approaches and bridge proper is varying between (-)3mm to(+)3mm. b. Pathway plates are provided between two running rails. Pathway / chequered plate missing bolts to be recouped. Side pathway may be provided to facilitate inspection and for safety of inspecting officials including Night patrolmen & keyman. c. Inspection ladder cover plates missing on man / trolley refuges locations. It is very unsafe for track patrolling staff i.e keyman, night patrolmen. d. Track structure is 2RP with 1.0m length fish plates. Fish plate joint gaps are uneven / jammed condition. Gap survey to be conducted and needs to be adjusted. e. Loose hook bolts, running rail & guard rail fixing bolts to be tighten. f. Approach of Bridge: ERC greasing to be done. g. Ballast wall on approaches to be raised up to bottom level of PSC	DRM/HYB PCE

	Sleepers.	
2.3.2	<p>SEJ No.20, LWR No.10 at KM 240/0-1 between KRNT-DPU station:</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. Stock rails of 60kg and tongue rails are 52kg rails are provided, which are non standard. Combination SEJ to RDSO Drawing No. RT-6782 with 80 mm gap shall be provided between the junction of 52 Kg rail and 60 Kg rail</p>	DRM/HYB PCE
2.3.3	<p>Inspection of P.Way Depot/KRNT:</p> <p>a. Power supply not available for Room No.7 & 8.</p> <p>b. All the material is kept on the ground in Store rooms. Proper racks to be made and material to be stacked. Labels for material to be displayed at the stack location.</p> <p>c. 40 Nos. of 60 kg welding portions are available of make 07/20. 100 Nos. of 52 Kg. Welding portions are available of make 10/21.</p> <p>d. Redundant P.Way materials, T&P items i.e wire claws - 150Nos,shavels-20Nos, crow bars-70Nos, Simplex jocks-8Nos, G.I.Buckets-10Nos, spanners double end-30Nos & rail tongues - 04Nos are to be disposed off early as per procedure.</p>	
2.3.4	<p>Inspection office of SSE/P.Way/KRNT:</p> <p>a. G&SR, Accident Manual are available, these are to be up-to-dated with the latest correction slips.</p> <p>b. Similarly, other than 15 registers list given "Withdrawal of Registers' as per Para No.1307 of New IRPWM-June'2020 are to be provided duly updated.</p> <p>c. Inspection reports/notes of higher officers with compliance reports – no register/file is maintained.</p>	DRM/HYB PCE
2.3.5	<p>Section Register of SSE/P.Way/KRNT:</p> <p>a. ADEN/KRNT last entries on 21.12.2021 remarks are passed for updating curve details, material under trails, accident details. No previous entries are available of ADEN (i.e from 09.02. 2017 to 21.12.2021). As per Para No.656 of IRPWM-June'2020 "(1) Each SSE/P.Way(in-charge) shall maintain a Section Register containing all important information including a brief history of the section.(2) The entries made in the section registers shall be brought up-to-date from time-to-time and these shall be scrutinised in the beginning of every year by the Assistant Divisional Engineer".</p> <p>b. Track structure of all lines in KRNT yard, to be mentioned. LWR & SWR track locations also to be entered. Gap surveys of SWR track also need to be conducted every year in February month and entries to be made.</p> <p>c. Section Register needs to be updated.</p>	
3.0	OPERATING	
3.1	SM OFFICE	
3.1.1	CSR of goods spurs 1&2 are shown as 263 mts and 273 meters. As per Signal Plan and SWR. It is reported that these two spurs together can hold	DRM/HYB

	full rake and the actual CSRs different. These lines need to be measured jointly and particulars corrected.	PCOM
3.1.2	There is no connectivity between Goods Loop Lines and Shunting Neck. All shunt movements from Goods Loop Lines to goods spurs to place and remove rakes to and from Goods spurs require main line movements causing interruption to through traffic.	
3.1.3	KRNT is having 5 running lines for dealing both Coaching and Freight Trains. It is observed Road No-5 is not having 'Isolation' . Division may explore possibility for provision of 'Isolation' for Road-5 for operational convenience.	
3.1.4	In Divisional Caution Order between SC-MBNR three caution orders of 15 KMPH are in force since 20.09.2020 and 30.09.2020 for newly laid points and track. These may incorporated in WTT as Permanent Speed Restrictions.	
3.1.5	Weather Warning Register: The following Weather Warning Messages were received at this station- a. On 18.11.2021 at 18.00hrs & b. On 17.11.2021 at 20.00 hrs Found from Train Signal Register & Station Diary that no Patrolling was introduced by Engineering Officials as per Para 'e' in Appendix-IV of Accident Manual.	DRM/HYB PCOM
3.1.6	S&T Failure Register: There were 2 Block Instrument failures recorded for Block Instrument KRNT-ALPR in the register. Reason for the failure is 6 quad cable cut. Cable is damaged due to RCIL work in the section. HYB Division may advise RCIL to conduct Pre-Joint Survey by Telecom along with RE department before taking up the JCB work to avoid cable cut/damage and to prevent Block Instrument Failures.	
3.1.7	Joint Inspection of Points and Crossings: JI for 4 th quarter was carried out on 14.11.2021. Deficiencies were attended by 08.01.2022. While scrutinizing the compliance, it was noticed that Packing work on Point No.16B was done on 08.01.2022 without any disconnection notice served to SM on duty.	DRM/HYB PCSTE
4.0	ELECTRICAL	
4.1	<u>CREW BOOKING LOBBY/KCG</u>	
4.1.1	It is 'A' Category Crew Lobby, number of Sign ON/OFF per day is 113/114	
4.1.2	Two KIOSKs are available and are integrated with bio-metric and CC camera. One KIOSK is not clear, lighting arrangement to be adjusted and second KIOSK camera is not capturing photograph. To be attended immediately.	
4.1.3	There is one feedback pending on S&T abnormalities reported by LPs in CMS for the month of Feb'22. On 28.02.2022, in section ME-WDR on approaching Dn Gate signal of LC No-236/A is blank even though Gate closed condition.	DRM/HYB PCEE P CSTE
4.1.4	Average PDD of the depot is 88 minutes in Feb'22. PDD above 3 hrs for the month of Feb'22 is 10 %. All cases of PDD more than 2 hours should be properly analyzed and remedial action to be taken.	
4.1.5	Cases of crew working more than 12 hrs in last 3 months as per CMS is very high. This should be minimized.	DRM/HYB PCEE

	Month	Dec'21	Jan'22	Feb '22																									
	Percentage	10.41	17.19	22.81																									
4.1.6	Sign ON and Sign OFF percentage of LP/ALPs through Chalak-dal is 67.7% & 62.7% respectively for the month of Feb'22. HYB division average for sign ON is 63% & sign OFF is 59% Contactless sign ON/OFF to be improved.				DRM/HYB PCEE																								
4.1.7	Energy feeding percentage of KCG depot for the month of Feb'22 is 41.1%. Wrongly filled cases of depot for the month of Feb'22 is 331. Energy data feeding in CMS is not done properly, for trips having more than one beat, for one beat total energy is fed and for other trips '0' energy is fed. Explained the correct procedure of feeding Energy data in CMS to CCC/CC/BET.																												
4.1.8	Percentage difference between maximum & minimum duty hours for the period 30.01.2022 to 12.02.2022 is 38% and 13.02.2022 to 26.02.2022 is 42%. It should be brought to 25%.																												
4.1.9	LP & ALP signed ON for Tr. No. KDIG at 15.00 Hrs did not used SPAD resolution bell and taken any oath. All running staff to ring the bell and take oath of 'NO SPAD'																												
4.1.10	On checking the caution order with caution order displayed in the lobby and it is found that between Malkajgiri and Moulali C cabin 30 kmph permanent speed indicator board not displayed.																												
4.1.11	There are 2 LPG, 3 LPP and 4 Sr.ALPs are prone for alcohol in KCG depot. They should be counseled or direct them to rehabilitation centre to avoid consuming alcohol.																												
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4.1.13	Scale Check of KCG depot:				DRM/HYB PCEE																								
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	There are more vacancies in LPP category. Same need to be filled up at the earliest.																												
4.1.14	Booking of Crew in "Fetch as per rule" in CMS needs to be improved. Details of last 3 months is as under.				DRM/HYB PCEE																								
	<table border="1"> <thead> <tr> <th>Month</th> <th>Fetch As Per Rule percentage</th> </tr> </thead> <tbody> <tr> <td>Dec'21</td> <td>98.2</td> </tr> <tr> <td>Jan'22</td> <td>97.7</td> </tr> <tr> <td>Feb'22</td> <td>96.8</td> </tr> </tbody> </table>					Month	Fetch As Per Rule percentage	Dec'21	98.2	Jan'22	97.7	Feb'22	96.8																
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4.1.15	First aid box replenished on 13.01.2022 and due on 12.04.2022 on checking it is noticed that the antiseptic cream not available.																												
4.2	<u>Rest Room/KCG</u>				DRM/HYB PCEE																								
4.2.1	Rest room is provided with 16 beds.																												
4.2.2	Peak occupancy of running room is 16. Average occupancy is 22.																												
4.2.3	Strict monitoring of running room occupants not going out of running room should be done.																												
4.2.4	Running room App is not working, same to be kept in working order.																												

4.2.5	Wash rooms and corridors to be cleaned on regular basis.	
4.2.6	Medical certificates of cook & bearers is not available. Medical test to be conducted and fit certificate to be available with running room incharge.	DRM/HYB PCEE
4.2.7	The cook worked in running room keeping big nails advised to cut nails and maintain hands clean as she is a food handling staff.	
4.3	<u>CREW BOOKING LOBBY/KRNT</u>	
4.3.1	One CMS KIOSK is available for Signing ON/OFF. Average Sign ON/OFF per day is 7/7.	DRM/HYB PCEE
4.3.2	Signing "ON &OFF" register Breathalyzer column not filled	
4.3.3	There are on average 11 cases of CMS server down cases in a month. Duration ranging from 30 minutes to 4 hrs. This needs to be looked into to avoid manual booking of crew.	
4.3.4	While perusing control message book the following abnormalities are noticed. a) On 03.01.2022, train empty BOX'N', while passing KRNT at 03.39hrs hit and damaged 67 water hydrants which fell on main line. HYB division should inform the concern DRM of the division where this empty rake originated and highlight the issue of non-securing / bolting / locking the doors of BOXN wagons after unloading the consignment at the destination. Further DRM/HYB should advise the concern division DRM to take up the concern staff responsible. Note: - BOX 'N' door opened and hit the water hydrants. The train BOX'N', coming from DHNE Station staff as well as Gatemen should properly observe the trains for opening of doors as well as any abnormalities to avoid such unusual incidents b) On 03.11.2021,SSE/Tele/KRNT gave message that JCB (by RCIL) cut 6 quad cable at KM 238/2-3, due to which Block working between ALPR-KRNT failed. c) On 14.12.2021,SSE/Tele/KRNT gave message that JCB cut the OFC at KM 247/8-9, between KRNT-DUU, due to which UTS/PRS, FOIS failed. In above two cases of (b) &(c) JCBs were working without intimation to S&T Department by concerned executive departments. Before doing any excavation work concerned department should intimate S & T department to avoid such failures in future. d) On 04.11.2021,Dy.SS/KRNT gave message that DN Home signal S-40 failed during reception of train no. DN 07652 at 20.45hrs and the same was not rectified till 22.45hrs by S&T department. But the relevant remarks not available in S&T failure Register as well as in Calling-ON Register.	
4.4	Rest room	
4.4.1	2 CC Cameras are available. One at the entrance and one in dining area. CC Camera at the entrance is not working, which may be got rectified. It should be ensured that crew take proper rest.	DRM/HYB PCEE
4.4.2	CC Camera monitor (display) is also not working properly due to loose contact, the same to be attended. Display should be taken on mobile of CC/GWD for checking any irregularities.	

4.5	<u>Kurnool Station</u>	
4.5.1	Fixtures for connecting to earth electrode to be with plain washer and spring washer	DRM/HYB PCEE
4.5.2	Light poles on PF to be provided with separate earth	
5.0	MECHANICAL	
5.1	<u>Coaching Depot/KCG</u>	
5.1.1	Staff to be given enough spares like switches, HRC fuses and other items to attend the identified deficiencies immediately during Rake maintenance as otherwise rake may go with deficiency which may led to failures enroute.	DRM/HYB PCME
5.1.2	100% check of Emergency Openable windows to be done during Trip Maintenance. Present Operating instructions needs to be clear, needs modification. Item 4 and 5 to be clubbed into "Slide the knob with hands using force and Lift the Window frame Grill".	DRM/HYB PCME
5.1.3	Battery Box Suspension condition is checked during trip Maintenance by Hammering, in addition to visual examination. Staff posted to depots initially should practice with their own hand and observe sound of good and defective Battery Box. A model of good and defective battery box to be displayed in IOH shed or any suitable place to train TL staff. Senior Technicians to give Hands on training. Wing nuts for battery box cover to be ensured during Trip maintenance.	DRM/HYB PCME
5.1.4	Coach History Register is maintained. It should indicate failures & items replaced.	
5.1.5	Exchange of information between various Depots on good maintenance practices, safety precautions adopted in working in pit line, testing methodologies are to be done regularly by way of "Inter-Coaching Depot co-ordination meeting" every 3 months. Defects on line and how they are attended etc., are to be exchanged. A monthly or quarterly meeting at SSE level of Carriage, AC and TL wings within the Division to be started and CDOs to coordinate and organize the coordination meetings among different coaching depots of Divisions/Zone. This system has yielded good results in Locosheds.	DRM/HYB PCME
5.1.6	There are 895 ELUs under TL/KCG. Defective noticed 362 numbers in June-2021. 100 ELUs obtained on loan and replaced. 50 ELU's running in service in defective condition. Repair contract is in place and indent placed for Battery. As ELU is a safety item sufficient number of ELUs shall be procured in addition to repair contracts and spares procurement like battery. 142 numbers repaired by contractor. Around 70 number are	DRM/HYB PCME

	received through coach replacement on POH.	
	AC Depot:	
5.1.7	Chart for Coaches Overdue for IOH/POH to be prepared and monitored.	DRM/HYB PCME
5.1.8	Super check register of coaches done for RMPU by Supervisor to be maintained.	
	TL Depot:	
5.1.9	Rusted 110V Mobile charging point Caution Board metal plate to change.	DRM/HYB PCME
5.1.10	Redundant holes in UFJB are to be closed to avoid water/moisture/Insects entry.	
5.1.11	Standing Order Book to be implemented to improve knowledge base of staff. New staff posted in Depot's to be counselled on all SOB's, practical training imparted and sign taken in SOB register.	
5.1.12	TL Staff to be aware of minimum Battery Voltage below which charging is required . Also Maximum difference in voltage between load and No load for healthiness of batteries to be counselled to all staff by way of SOB.	
5.1.13	In case of cattle run suspected concerned coaches to be marked Sick. Coaches not to be permitted from PM depot with 3 belts as per extant instructions . More than 18 TL coaches running on line with 3 belts . The backlog shall be wiped out by March'22 without fail.	
	Mechanical	
5.1.14	<p>During check of Under gear with CDO, SSE concerned and staff the following were noted and improvements in practices suggested:</p> <ul style="list-style-type: none"> • Presently Spring condition is checked with hammer. Any defect is found by change in sound. To appreciate the nature of sound of good and defective spring it is advised to have a demo piece and all staff are practically trained with their hands and acknowledgement of staff taken in SOB register. • Uneven wear of Brake block. Presently difference in thickness of left and right wheel is checked visually.To remove subjective element, it is advised to devise measuring method and limits of difference in thickness allowed. • 40mm piston stroke of Brake cylinder:Presently piston stroke length check is done by visual checking. Measuring method to be evolved like Go and No-Go gauges to check the gap. • During POH correct make and correct quality rubber components shall be used besides ensuring correct workmanship in fixing gaskets/rubber seals etc. • Different types of Wheel Defects that may develop during service 	DRM/HYB PCME

	<p>have to be checked with prescribed tyre defect gauge. A demo piece having flat Tyre, Tread worn out, Flange defect etc., shall be displayed and all technicians to be counseled to identify such defects and SOB shall be issued.</p> <ul style="list-style-type: none"> Exchange of information between various Depots on good maintenance practices, safety precautions adopted in working in pit line, testing methodologies are to be done regularly. 	
	Others	
5.1.15	Catwalk 2 of pit line is damaged at many places. It should be repaired.	
5.2	C&W OFFICE/KRNT	
5.2.1	Safety registers shall be maintained properly giving details of all unusuals. All types of gauges i.e. Tyre defect gauge, pressure gauge, Non-Contact Thermometer & wheel distance gauge etc are available with valid calibration.	DRM/HYB PCME
5.2.2	Interacted with supervisors and staff for their awareness towards precautions and instructions to be followed for safe working of the trains.	
5.2.3	Presently three staff are deputed in each shift to conduct rolling-in examination. Arrangement to be planned to conduct rolling-in and rolling-out examination of the trains.	
5.2.4	Platform watering hydrants are in damaged condition and the same to be attended early. Watering arrangement available is with low static pressure and this shall be improved to increase pressure to water the trains without any detention.	
5.2.5	Staff refresher course due list should be available with the JE/in-charge/KRNT.	
5.2.6	Rolling - in & rolling - out huts are to be developed for effective working of the staff in all seasons.	
5.2.7	Suitable jacks need to be provided to attend trains en-route.	DRM/HYB PCME
5.2.8	Buffer height gauge P.O has been released for 01 no requires follow up.	
5.2.9	B.P & F.P hose pipes are available with life more than 3 years to be replaced immediately..	
5.2.10	Axle box temperatures register is checked, staff are entering readings in the register systematically. No abnormal temperatures were noticed.	
5.2.11	LHB items are available for attending enroute problems. JE/In-charge needs to conduct practical training sessions for staff for effective working.	
5.2.12	List of items for ICF & LHB coaches and wagons shall be maintained with available quantities.	
5.2.13	Counselled staff for their role in safe working of the trains	
5.2.14	Presently three staff are deputed in each shift to conduct rolling-in examination. Arrangement to be planned to conduct rolling-in and rolling-out examination of the trains.	DRM/HYB PCEE
5.2.15	Platform watering hydrants are in damaged condition and same to be attended quickly. Watering arrangement available is with low static pressure and this shall be improved to increase pressure to water the trains without any detention.	DRM/HYB PCEE
5.3	<u>Rake check of Train no.17023 Tungabhadra express (KRNT-SC) conducted at KRNT station:</u>	

5.3.1	S.N	Coach No	Observations		
	1.	SC 02701 GSLRD	Portable telephone box is overdue for testing and B.P gauge also due for calibration.		
	2	SC 017410 GS	Cleaning is satisfactory. Screw coupling ball should be secured with GI wire		
	3	SC 107453 GS	Cleaning in doorways is to be improved.		
	4	SC 147646 WGSCZ	Decolam cleaning in toilets is to be improved		
	5	SC 167603 WGSCZ	Decolam cleaning in coach interior is to be improved		
	6	SC 144051 WGSCZ	Catering materials are available in the coach during OEM attention. This practice should be discontinued immediately.	DRM/HYB PCME	
	7	SC 047601 WGSCZ	Vestibule area cleaning is to be improved.		
	8	SC 987602 WGSCZ	Toilet cleaning is done with jet machine and cleaning is satisfactory.		
	9	SC 17615 WGSCZ	Decolam cleaning in toilets is to be improved		
	10	SC 067151 WGCZAC	Only one emergency hammer is available instead of two no's, second hammer to be provided. Two tested fire extinguishers are available.		
11	SC 117707 GSLRD	Portable telephone box is overdue for testing.			
5.3.2	General observations: 1. Portable telephone boxes are overdue in both SLRs break van equipment, needs to be replaced immediately. 2. Cleanliness of the train is satisfactory. 3. Fire extinguishers are missing in all GS and WGSCZ coaches. 4. Decolam cleaning is to be improved during primary maintenance. 5. Pest control is being followed for all coaches.			DRM/HYB PCME	
6.0	S&T				
6.1	<u>LC No 127</u> The gate is provided with Interlocked Sliding Boom barrier for operation in case of failure of Mechanically operated lifting barrier. Road lights and Hooter have not been connected with the operation of Sliding boom. Dy.CSTE/PLG shall issue a typical circuit for wiring road lights. Hooter shall be operated through switch in case of Sliding boom operation. Division shall launch a drive to ascertain number of such gates where this work need to be carried out.			DRM/HYB PCSTE	
6.2	<u>KRNT station</u>				
6.2.1	Joint inspection of Points and crossing was done on 14.11.2021. There were 6 deficiencies recorded. Deficiencies like housing and opening of			DRM/HYB PCSTE	

	point no 14 B have been attended on 08.01.2022 i.e. almost 2 months after the identification which is not desirable as these have implication on safety of train operation and such deficiencies should be rectified properly in future.	
6.2.2	It is observed that point machine detection contacts have been wired with multistrand wire and terminated without lug. In all the machines, wires shall be terminated on detection contact with lug.	DRM/HYB PCSTE
6.2.3	Grease gun was not available with the maintenance staff for greasing the slides. It shall be procured and given to maintainer as early as possible.	
6.2.4	After UNIMAT packing on 25.01.2022 sleeper spacing has been changed and sleeper is placed under the centre of Glued joints No.11&12. It will result into track circuit failure. Sleeper spacing needs to be moved adjusted.	
6.2.5	Metal flow has been observed at Glued joint No.27. Gap between two rails has come down to 1 mm. It has to be attended on priority to avoid track circuit failure.	
6.2.5	Maintenance staff is using digital meter for measuring voltage and current. Current measurement with the meter requires removal and insertion of wires. At times this may cause failure due to improper connection of wires after measurement. Sr DSTE shall procure Clamp type meter which does not require disconnection of wires.	
6.2.6	Point No.27A RH side leading stretcher bar bolts rubbing with the sleeper to be attended.	
6.2.7	Electrification works between MBNR & DHNE section are being done by CORE. 6 quad cable is being laid towards DHNE side. Depth of the cable was only 50 cm. Cable depth must be increased to 1 Meter. ADSTE must monitor this work and inspect the trench jointly with RE Officials	DRM/HYB PCSTE
6.2.8	IPS has been recently shifted to new place due to room realignment. Wiring of IPS has been done nicely however wiring of potential free contacts has not been done so far. SMS for failure of inverter did not generate. It must be done early. Battery bank installation date has to be painted and spare old batteries are to be released	
6.2.9	Codal life of VRLA battery bank used for STM equipment was installed in the year 2015. Its codal life is completed. Sr.DSTE may plan for its replacement.	DRM/HYB PCSTE

Sd/-

(M. Ravindranath Reddy)
Principal Chief Safety Officer

Copy to DRM /HYB for necessary action.

PCOM, PCME, PCSTE, PCEE, PCE & CPD/RE - for needful please.