

**Intra Railway Safety Audit inspection of GUNA-Bina section of Bhopal Division by
SAG team of WCR on 27.06.2025**

HAG/SAG Officers accompanying PCSO/WCR:

S.N.	Name	Designation
1.	Shri Jag Ram Meena	CEDE/WCR
2.	Shri V.K.Shrivastava	CSE /WCR
3.	Shri Rajesh Bajpai	CTPM/WCR
4.	Shri Amitoj Ballabh	CMPE (D&DM)/WCR
5.	Shri Ateen Kumar Tomar	CE(TMC) / WCR

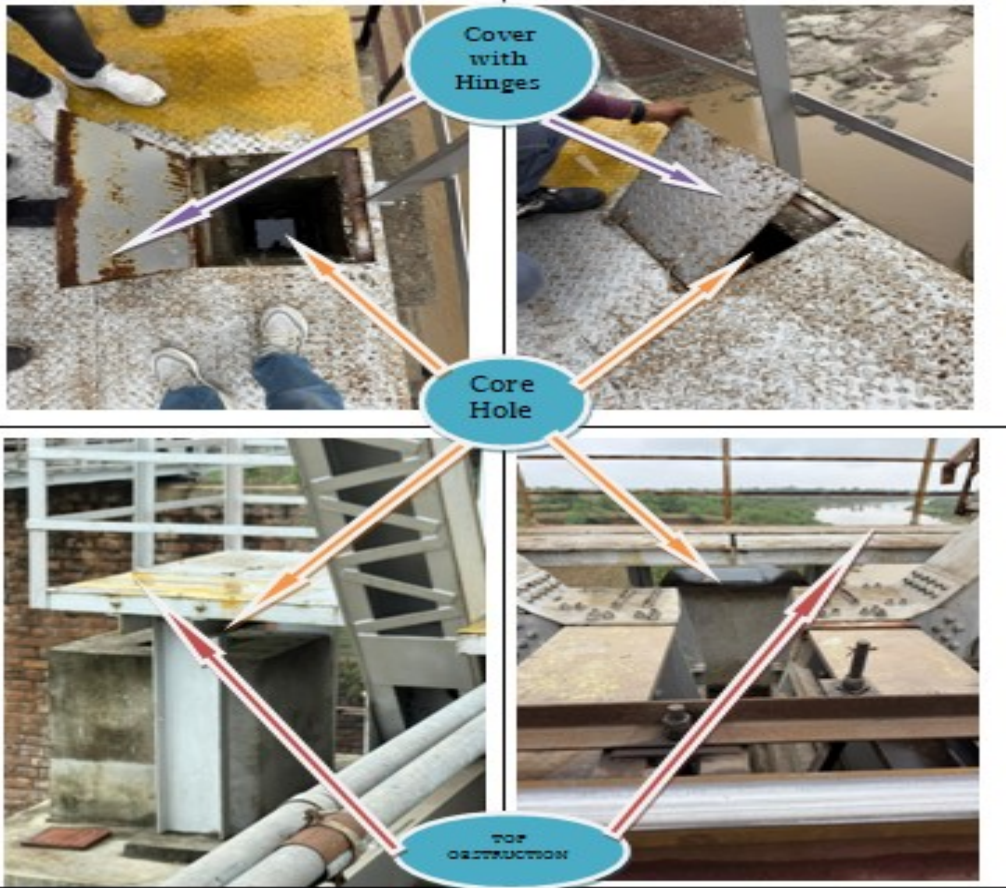

Officers of HQ Safety WCR:

S.N.	Name	Designation
1.	Shri P.Nimbalkar	Dy. CSO (Mech)
2.	Shri Ankit Singhai	SSO (S&T)


Divisional officers were present during the inspection:

S.N.	Name	Designation
1.	Shri Yogendra Baghel	ADRM (O&I)/BPL
2.	Shri V S Gautam	Sr DSO/BPL
3.	Shri Sachin R Sharma	Sr DEE/TRO/BPL
4.	Shri Amit Patel	Sr DEE/TRD/BPL
5.	Shri N S Lodhi	Sr DEN/N/BPL
6.	Shri P S Raguwanshi	Sr DME/Freight/BPL
7.	ShriRao Abhishek Singh	Sr DSTE/Signal/BPL
8.	Dr. Pramod Pandeet Jadhav	DOM/Coaching/BPL
9.	Shri Vikash Jangid	DSTE/BINA
10.	Shri Ashish Jhariya	DME/BINA
11.	Shri Mamlesh Yadav	ADSO/BPL
12.	Shri Sunil Kumar Chaturvedi	ADEE/G/BPL
13.	Ravindra Kumar Kailashiya	AXEN/Bridge Line/BPL
14.	Shri Rajani Kant Shekhar	ADEN/GUNA
15.	Shri Shailendra Gupta	ADSTE/GUNA
16.	Shri Mayank Jain	ADEN/BINA

SN	Items											Action By
1.0	KM No-1075/8 SINDH Bridge:											
1.1	1	Location		1075/07-1075/15								DRM/BPL
	2	Between stations		PGA-PIGT								
	3	SSE/SE/PW		GUNA								
	4	No. & Size of Span		5X30.5								
	5	Type of girder		Steel girder								
	6	Type of Bridge sleeper		Channel sleeper								
	7	Condition of Hook Bolts		Satisfactory								
	8	Track parameters	station	1	2	3	4	5	6	7	8	9
			Gauge	-3	-2	-2	-1	0	-1	-2	0	0
			X-level	0	0	3L	2L	2L	4L	7L	6L	2L
			Station	10	11	12	13	14	15	16	17	18
			Gauge	1	-1	-1	0	0	-1	-3	-2	-3
			X-level	5L	5L	5L	3L	2L	0	0	4L	0
	9	Type of bearing		Rocker Roller								
	10	Last Cleaning/Oiling of Bearing		Jan-24								
	11	Last Technical Inspection		Aug-24								
	12	Last painting date		Feb-20								
	13	Condition of Bed Block		Good								
	14	Condition of Super-Structure		Satisfactory								
	15	Condition of Sub-Structure		Good								
	16	Condition of fittings		Intact								
	17	Drainage arrangement		NA								
	18	Sleeper Spacing	Sleeper no	25-26				85-86				
			Spacing(mm) c/c	440mm				440mm				
	19	Joint between sleeper		78-79				210-211				
Gap at Fish plated Joint		RH-2mm				LH-3mm						
<ul style="list-style-type: none">52 kg rail is used as Guard rail. The level difference of the top table of Guard rail and the mail line rail is 21mm LH and 20mm in RH rail. The horizontal clearance is 250mm in RH and 252mm in LH both parameters are well within the permissible limits.Guard rail provided as per standard and wooden block have been provided at the both ends.Guard rail sleepers and fitting are in good condition.Danger level marking needs re-painting on both UP and DN route.												





	<ul style="list-style-type: none"> • Pitching provided around Abutments is found in good condition. • Ballast wall provided in approaches may be planned widening and in alignment with return wall so that in both approaches additional ballast provision and space for maintenance can be created. • 7 nos of hook bolts found loose must be tightened. • 12 nos of rubber pad were crushed needs to be replaced. 	
1.2	<p>i. Core holes do exist on bridge pier but covered from TOP & not available ready to use. Top obstruction on core holes i.e. platform should have cover openings with hinges as available at some locations 1075/13 on the same bridge.</p>  <p>ii. Spare studs with but nut-bolts are not grouted on bridge pier for erection of emergency masts.</p> 	DRM/BPL

1.3	C-bonds between guard rail and track are missing (UP Road). All other bonds also need to be verified.	DRM/BPL								
1.4	The girder bridge on DN Road is old and lacks provision for spare mast erection in emergency conditions, STUDS may be grouted.	DRM/BPL								
1.5	Girder-to-girder continuity Bonds are not available at location 1075/7 and 1075/26 on both UP & DN lines.	DRM/BPL								
1.6	Communication from EC socket available at the bridge to TPC was tested & found to be satisfactory. However, the accompanying staff was advised to carry-out loss-measurement through tone-testing using TMS Kit so as to ascertain the health of quad cable & especially, its TSF joints which reportedly have shorter codal life of about 10 years only while the quad cable is having a specified codal life of 30 years.	DRM/BPL								
2.0	LC no. 47/E Special , Interlocked:									
2.1	This Interlocked Engineering LC is located at km 1062/22-24 between Shahdorigaon - Ratikheda stations and telephonically connected with Shahdorigaon station.	DRM/BPL								
2.2	Gate was interlocked with signal and its normal position was open to road traffic. Gate TVU was 204157 as per census date 13.05.2024 to 19.05.2024. Last Overhauling done on Oct, 2023.	DRM/BPL								
2.3	<p>Gateman Sh. Mahesh Chandra Meena was working in 08.00 – 16.00 hours shift and found alert with proper uniform.</p> <p>Gateman Particulars</p> <table><tr><td>Name of Gatekeeper</td><td>Shri Mahesh Chandra Meena</td></tr><tr><td>01.PME DUE</td><td>08-08-2025</td></tr><tr><td>02.Refreshers Course due</td><td>31-01-2030</td></tr><tr><td>03.Competency due</td><td>08-12-2027</td></tr></table>	Name of Gatekeeper	Shri Mahesh Chandra Meena	01.PME DUE	08-08-2025	02.Refreshers Course due	31-01-2030	03.Competency due	08-12-2027	DRM/BPL
Name of Gatekeeper	Shri Mahesh Chandra Meena									
01.PME DUE	08-08-2025									
02.Refreshers Course due	31-01-2030									
03.Competency due	08-12-2027									
2.4	<p>Competency Certificate issued to gateman Sh. Mahesh Chandra Meena was issued on 09.12.2024 and validity given as 08.12.2026 i.e. two year. Validity period of competency certificate to be checked.</p> <p>In this Competency Certificate name gateman Sh. Mahesh Chandra was also written in ink after cut the name of Sh. Devendra Singh.</p>	<div><p>फाटकवाले का नाम श्री महेश चन्द्र पुत्र देवराज</p><p>: फाटकवाले का सम्मति प्रमाण पत्र :-</p><p>प्रमाणित किया जाता है कि यह फाटक पर तैयार किए जाने वाले फाटकवाले का नाम श्री देवेंद्र सिंह पुत्र साधु सिंह पर नाम - मेहनत को आज दिनांक 09/12/2024 को हमारे द्वारा फाटक के चलन एवं सुरक्षा जान हेतु जांच किया गया है उसे पूरी तरह समझा दिया गया है। अब यह पूर्ण रूप से फाटक पर कार्य करने के समर्थ है।</p><p>श्री. देवेंद्र सिंह (पिता) पुत्रा Shri. Devendra Singh (Father) Son</p><p>हस्ताक्षर श्री. देवेंद्र सिंह (पिता) पुत्रा Shri. Devendra Singh (Father) Son</p><p>: फाटकवाले द्वारा सहमति :-</p><p>यह फाटक पर कार्य करने हेतु पूरी तरह से प्रमाणित है दिया गया है। ये फाटक पर कार्य करने के लिए पूरी तरह समर्थ हैं तथा वेने फाटक चलन चलन एवं सुरक्षा जान को पूरी तरह समझा दिया गया है।</p><p>जारी करने की तारीख 09/12/2024 जारी होने की तारीख 08/12/2026 महेश चन्द्र पुत्र देवराज</p><p>महेश चन्द्र पुत्र देवराज M. Chandra Pu. Devraaj W.C.R. No. 100</p></div>								
2.5	Gate Working Instruction was issued on 02.08.2024 and brought in force on 11.10.2024.	DRM/BPL								
2.6	Safety Equipment's found as per list.10 detonators of the year 2021 available at LC. 03 tri-color torches available in working condition.	DRM/BPL								
2.7	<p>Various parameters pertaining to this LC were checked, whose details are as under:</p> <p>1) Gate open voltage: Up – 111.8 V, Dn – 112.3 V</p> <p>2) Gate close voltage: Up – 115.9 V, Dn – 116.1 V</p> <p>3) Limit Switch – 24.46 V</p> <p>4) XCKR – 64.37 V</p> <p>5) Checked Dn Pedestal & Lock-post earth values, which were measured to be 7.79Ω & 3.28Ω respectively (both are conventional earths).</p> <p>6) Inspected IPS which was of Statcon-make & conforming to RDSO specification No.RDSO/SPN/165/2012.</p> <p>7) IPS Battery-bank was of 200AH capacity which was installed on 15.06.2024.</p> <p>8) Fire alarm was checked at Relay Room, found working satisfactorily. Also, SMS were received by all concerned from Data-logger equipment for Relay Room door opening and Fire alarm testing. But the working procedure of the fire alarm panel is not included in the Gate Working Rules.</p> <p>9) Arcing Horn of AT was seen to be not aligned properly & also, it was not split</p>	DRM/BPL								



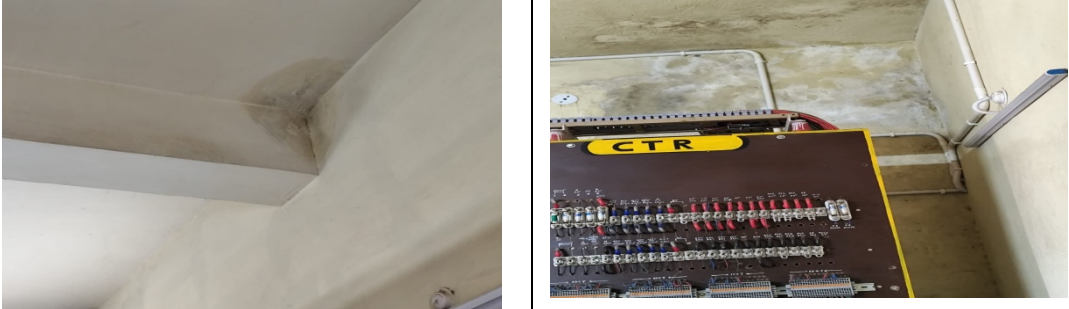
	type. Necessary action needs to be taken in this regard so as to ensure its proper working thereby prevent entry of power-line surges into signalling equipment.																
2.8	UP side boom height from road surface in closed condition is 1.10M and Dn side is 1.0M.	DRM/BPL															
2.9	Casing required below CLS panel.	DRM/BPL															
2.10	Auto changeover of the CLS panel was found defective (Not working in AUTO mode) requires attention for rectification as UP AT supply contactor malfunctioning.	DRM/BPL															
2.11	Emergency key was not available on Gate gumti.	DRM/BPL															
2.12	25kV danger board (fastened at one end) need to be shifted at the center of the height gauge.	DRM/BPL															
2.13	ROB work is under construction at gate. As per the information received from the AEN, the work has been stopped due to land issues. 																
2.14	Poster of Flat tyre and Hot axle were available at gate. However, the current posters do not include realistic or actual photographs of flat tyre and hot axle conditions. It is suggested that the posters be updated to include realistic images of flat tyre and hot axle cases to enhance awareness and understanding among staff.	DRM/BPL															
2.15	Knowledge of on Duty Gateman Shri Mahesh Chand Meena found satisfactory. The Gatemen is well acquainted with knowledge and rules regarding gate working and track safety. Overall knowledge of the gateman found satisfactory. Questions related to Hot axle and flat tyre were asked from gateman but gateman couldn't answer satisfactorily. Counseling of the gateman is required to ensure proper understanding of hot axle and flat tyre conditions, including identification and immediate reporting procedures.	DRM/BPL															
2.16	Road Surface and Height Gauge: Rubberized surfacing is available on track portion and Bituminous road surface is provided b/w the gate posts and at both approaches of Level crossing. Condition of road surface is satisfactory. Speed breakers available as per standard profile. Provision of holding rubberise surface monolithic is broken. Wire or rope arrangement may be tried to unite all rubberised slabs together Height Gauge is Non-standard: Need replacement as per latest ACTM correction slip (RDSO Type Sturdy height gauge). Height Gauge clearance from Road Surface: DN side: 4.56 M UP Side: 4.63 Condition of Track: Overall condition of track was found satisfactory. <table border="1" data-bbox="260 1697 1310 1951"> <thead> <tr> <th>Track Parameter</th><th>DN RD</th><th>UP RD</th></tr> </thead> <tbody> <tr> <td>01. Gauge</td><td>-2 to +1</td><td>-3 to-1</td></tr> <tr> <td>02. XL</td><td>0-4R</td><td>0-3R</td></tr> <tr> <td>03. Clearance of check rail LH</td><td>53-55</td><td>52-54</td></tr> <tr> <td>RH</td><td>52-54</td><td>53-55</td></tr> </tbody> </table>	Track Parameter	DN RD	UP RD	01. Gauge	-2 to +1	-3 to-1	02. XL	0-4R	0-3R	03. Clearance of check rail LH	53-55	52-54	RH	52-54	53-55	DRM/BPL
Track Parameter	DN RD	UP RD															
01. Gauge	-2 to +1	-3 to-1															
02. XL	0-4R	0-3R															
03. Clearance of check rail LH	53-55	52-54															
RH	52-54	53-55															
3.0	Ashoknagar (ASKN) station:																
3.1	On duty Dy. SM Ms. Sunita Chauhan was found alert & in proper uniform.	DRM/BPL															
3.2	Station Working Rule No. 1040	DRM/BPL															





		Date of issue	Date of enforcement	
	SWR 1026	15.01.2021	13.03.2021	
	SWR 1026 Correction A	02.06.2025	21.06.2025	
	SWR is based on SWRD No. WCR-SIP ASKN/4319/A dated 01.09.2020& SIP No. WCR-SIP ASKN/4319/A dated 14.03.2019. SWRD found available with SWR.			
3.3	During checking of Double Lock Key register it was found that maintenance and inspection of Block Instruments between ASKN-HPKA&ASKN-RIKA stations were done as per schedule given in IRSEM.			DRM/BPL
3.4	Officers Inspection Register: As per records, DOM (Cog.) inspected this station on 10.01.25& 07.05.25, Sr. DSO on 04.10.24&19.03.25, ADSO on 23.12.24 & 07.05.25, Sr. DOM on 23.12.24, DEN on 14.12.24 and ADSTE on 04.11.24.			DRM/BPL
3.5	Crank handle testing of Point No. 114 was carried out on 14.06.2025 between 18:10 hrs and 18:40 hrs. However, it is observed that crank handle testing of emergency crossover points has not been conducted for a long time.			DRM/BPL
3.6	Last Monthly Safety Meeting was conducted on 17.06.2025 in which 5 staff present during meeting and 09 staff signed later after reading the contents of meeting.			DRM/BPL
3.7	Stabled Load register: One rake of train no. ASKN/BCN of 42+1 wagons was stabled on Goods Siding at 22:35 hours on 23.06.2025 which was cleared at 05:05 hours on 26.06.2025. Procedure for stabling and clearing of load with signature of concerned staff was properly entered in register.			DRM/BPL
3.8	Safety Equipment's found available as per SWR. 02 Fire Extinguishers with refilling due in 07.01.2026 &16.04.2026 available in good condition.			DRM/BPL
3.9	G&SR, Accident Manual and Block Working Manual found updated with all correction slips.			DRM/BPL
3.10	Joint inspection of "Points & Crossings" was done on 13.06.2025. Total 11 deficiencies noticed during inspection and all complied.			DRM/BPL
3.11	First-aid Box checked and found all prescribed medicines were found valid.			DRM/BPL
3.12	The knowledge of station Staff for train working during abnormal situations was examined and found satisfactory.			DRM/BPL
3.13	The Station Master's panel room is located below the platform level. There was no staircase constructed and temporary cement block has been placed to climb up to the platform. This arrangement is unsafe and inconvenient. It is suggested a proper staircase or permanent access structure be constructed at the earliest to ensure safe and easy movement for station staff.			DRM/BPL
3.14	Traffic Inspector last inspected this station on 12.06.2025. Inspections are being done in casual way, inspection should be done in detail and if any deficiencies found it should be highlighted and rectified. During the Traffic Inspector's inspection conducted on 20.03.2025, several deficiencies were noted. However, it is observed that the compliance of these deficiencies is pending.			DRM/BPL



3.15	Seepages found in wall of Dy. SM Panel Room.		DRM/BPL															
3.16	Tiles of floor in Dy. SM Panel Room found broken in many places. The floor of the Station Master panel room is broken and in a deteriorated condition.		DRM/BPL															
3.17	Wire fencing in Foot Over Bridge found broken at one place which may cause injury to any passenger. It should be repaired at the earliest.		DRM/BPL															
3.18	Date of installation not written on VDU & Panel Room Only Testing date mentioned.		DRM/BPL															
3.19	Summary not prepared on Top page of disconnection and reconnection memo register. <table border="1" data-bbox="261 1597 1331 1821"><thead><tr><th>Month</th><th>Total disconnection demanded</th><th>Disconnection allowed</th><th>Disconnection Not allowed</th></tr></thead><tbody><tr><td>Jun-25(till 27.06.25)</td><td>50</td><td>40</td><td>10</td></tr><tr><td>May-2025</td><td>52</td><td>49</td><td>03</td></tr><tr><td>April-2025</td><td>37</td><td>35</td><td>02</td></tr></tbody></table>	Month	Total disconnection demanded	Disconnection allowed	Disconnection Not allowed	Jun-25(till 27.06.25)	50	40	10	May-2025	52	49	03	April-2025	37	35	02	DRM/BPL
Month	Total disconnection demanded	Disconnection allowed	Disconnection Not allowed															
Jun-25(till 27.06.25)	50	40	10															
May-2025	52	49	03															
April-2025	37	35	02															
3.20	In Panel room, sealing arrangement of various gears was checked and found to be satisfactory. Readings of various Panel counters were checked, which tallied with those recorded in the Panel Counter Register. These readings were as under: <table border="1" data-bbox="261 1921 1270 2058"><thead><tr><th>Counter Name</th><th>Counter Reading</th></tr></thead><tbody><tr><td>EUYN</td><td>001802</td></tr><tr><td>COGN</td><td>000475</td></tr><tr><td>EWN</td><td>000361</td></tr></tbody></table>	Counter Name	Counter Reading	EUYN	001802	COGN	000475	EWN	000361	DRM/BPL								
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	<table><tr><td>EUUYN</td><td>007837</td></tr><tr><td>OVZ</td><td>000721</td></tr></table>	EUUYN	007837	OVZ	000721																									
EUUYN	007837																													
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	<p>1) Ashoknagar EI was commissioned on 13.07.2021 & it will thus be due for System Integrity Test on 13.07.2026.</p> <p>2) Both the VDUs are more than 4 years old & have thus outlived their codal life of 4 years. Their early replacement may be planned.</p> <p>3) CCTV camera was seen to be functional in Panel Room. Its feed is to be extended to Divisional Control Office.</p>																													
3.21	<p>SGE Double Line Block Instruments (DLBI), which were manufactured in Byculia Workshop, were seen to be functional for controlling train movements in ASKN – RIKA & ASKN – HPKA block sections & their seals were intact. DLBI details & other observations were as noted hereunder:</p> <p>1) ASKN-RIKA: Sr. No. 3553 Last overhauled in Dec'19 (due for overhauling in Dec'26).</p> <p>2) ASKN-HPKA: Sr. No. 3975 Last overhauled in Feb'20 (due for overhauling in Feb'27).</p> <p>3) The commutator of both the DLBIs was very hard to operate. The maintenance officials were advised to resolve this issue.</p> <p>4) It was also noted that Auto-TOL feature was not incorporated in these DLBIs. HQ Design Office to look into this issue and issue typical circuits early.</p> <p>5) Replacement of SGE block instrument shall be planned with UFSBI Double line block panel & dual mux with EBLM.</p>	DRM/BPL																												
3.22	<p>Signal Failure cum Inspection Register (SFIR) was perused. Month-wise cause-wise detailed break-up of signal incidences was as tabulated hereunder:</p> <table><tr><td>Month</td><td>No. of Failures</td><td>Total</td></tr><tr><td>Mar'25</td><td>S&T –01; Misc – 04</td><td>05</td></tr><tr><td>Apr'25</td><td>S&T – 02; Optg – 02; Misc – 01</td><td>05</td></tr><tr><td>May'25</td><td>S&T – 03; Optg – 01; Engg – 01</td><td>05</td></tr><tr><td>Jun'25 (upto 27.06.25)</td><td>S&T – 02; Optg – 02; Misc – 01; Miscreant – 01</td><td>06</td></tr></table> <p>S&T chargeable failures have shown an increasing trend which needs to be curbed through concerted efforts & corrective action. Further, all failures are to be analyzed in detail & segregated into avoidable & unavoidable categories with detailed action plan being drawn for bringing unavoidable failures into the category of avoidable failures. This is expected to bring an overall improvement in signaling system& will be beneficial in long run.</p>	Month	No. of Failures	Total	Mar'25	S&T –01; Misc – 04	05	Apr'25	S&T – 02; Optg – 02; Misc – 01	05	May'25	S&T – 03; Optg – 01; Engg – 01	05	Jun'25 (upto 27.06.25)	S&T – 02; Optg – 02; Misc – 01; Miscreant – 01	06	DRM/BPL													
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Jun'25 (upto 27.06.25)	S&T – 02; Optg – 02; Misc – 01; Miscreant – 01	06																												
3.23	<p>Joint Inspection details were as under:</p> <table><tr><th rowspan="2">Joint Inspection of</th><th rowspan="2">Last Date of Inspection</th><th colspan="3">Number of Deficiencies</th></tr><tr><th>Noted</th><th>Attended</th><th>Pending</th></tr><tr><td>Point & Crossing</td><td>11.06.25</td><td>11</td><td>11</td><td>NIL</td></tr><tr><td>Track Circuit</td><td>18.06.25</td><td>04</td><td>04</td><td>NIL</td></tr><tr><td>OHE Traction bond</td><td>11.03.25</td><td>NIL</td><td>NIL</td><td>NIL</td></tr><tr><td>Power Supply</td><td>31.12.24</td><td>NIL</td><td>NIL</td><td>NIL</td></tr></table>	Joint Inspection of	Last Date of Inspection	Number of Deficiencies			Noted	Attended	Pending	Point & Crossing	11.06.25	11	11	NIL	Track Circuit	18.06.25	04	04	NIL	OHE Traction bond	11.03.25	NIL	NIL	NIL	Power Supply	31.12.24	NIL	NIL	NIL	DRM/BPL
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Track Circuit	18.06.25	04	04	NIL																										
OHE Traction bond	11.03.25	NIL	NIL	NIL																										
Power Supply	31.12.24	NIL	NIL	NIL																										

	<p>Relay Room was inspected. Observations noted were as mentioned hereunder:</p> <ol style="list-style-type: none"> 1) 3 Nos. of AC machines were found installed in Relay Room. Further, MCBs should be provided in their connection for over-current protection. Automatic switching arrangement needs to be installed on the outside wall of Relay Room. 2) Reliance-make AFDAS was functional in Relay Room & other S&T Rooms. It was tested wherein it was found working satisfactorily. However, since it was not conforming to RDSO specifications, it is thus required to be replaced with a system conforming to the latest RDSO specifications. 3) Fuse Auto Changeover System (FACS) has not been installed at this station. It is to be arranged at the earliest & installed outside Relay Room, preferably in ESM Duty Room. 4) ELD for monitoring health of quad cables is to be arranged. <p>Relay Room opening was being monitored properly through Data-logger. However, for easy identification of status of Relay Room opening in LED Matrix Display of Data-logger, the leftmost LED on top row is to be earmarked at all stations.</p>	
3.24	<p>On platform circulating area Half case location of S&T on platform no-1 is buried in soil of platform needs to lift up properly.</p> 	DRM/BPL
3.25	<p>On platform circulating area many half cut poles of electricity located on platform no-1 need to be removed from platform and cable should be connected under ground for public safety.</p> 	DRM/BPL
3.26	<p>Seepage found in roof of relay room .</p> 	DRM/BPL

	There are many cracks found in wall of relay room.	DRM/BPL																										
	 																											
	 																											
3.27	Casing required below CLS panel.	DRM/BPL																										
3.28	Protective screen must be aligned with OHE or continuously provided though out the length of FOB and rusty anti-creep wire need to be replaced near FOB at ASKN station.	DRM/BPL																										
3.29	Out of two high masts in circulating area, one is barricaded and one is not — proper barricading required to avoid hitting.	DRM/BPL																										
3.30	Electrical cables were found in hanging condition at PF no.3 need to be secured properly.	DRM/BPL																										
3.31	Tree trimming required on DN side at km 1043,1041,1039,1038	DRM/BPL																										
3.32	Sigma board (Σ) fitted in wrong way of home signal UP at MDVK station, needs to be corrected.	DRM/BPL																										
3.33	Sag of anti-creep wire at SHDR station (UP Rd) and PIGT station (DN Rd) need to be checked. Corrective measures taken, if required.	DRM/BPL																										
3.34	Four AC units in the relay room were found to be in working condition and operating at 24°C. However, no timer mechanism was available. AC ON/OFF control was being done manually through MCB. Timers must be installed for automatic and cyclic operation and energy saving.	DRM/BPL																										
3.35	One no. 36W (2x2) LED light was found defective in the Passenger Reservation System (PRS) needed replacement.	DRM/BPL																										
3.36	One earth pit box cover was found missing near the old retiring room, needs provision.	DRM/BPL																										
3.37	<p>Inspection of ASKN Yard :</p> <table border="1"> <tr> <td>1</td><td>Unit no</td><td>11</td></tr> <tr> <td>2</td><td>Unit Beat</td><td>Km 1049/0-1055/500</td></tr> <tr> <td rowspan="2">3</td><td>PWI - (i) In-charge</td><td>Rajkaran Ray</td></tr> <tr> <td>(ii)Sectional</td><td>Balram Meena</td></tr> <tr> <td>4</td><td>Name of Pway Supervisor</td><td>Balram Meena</td></tr> <tr> <td>5</td><td>Name of mate</td><td>Binod kumar Meena</td></tr> <tr> <td>6</td><td>Location</td><td>1049/23-25 (UP Road)</td></tr> <tr> <td>7</td><td>Safety equipment</td><td>Available</td></tr> <tr> <td>8</td><td>Detonators</td><td>10 Nos (year 2021)</td></tr> </table>	1	Unit no	11	2	Unit Beat	Km 1049/0-1055/500	3	PWI - (i) In-charge	Rajkaran Ray	(ii)Sectional	Balram Meena	4	Name of Pway Supervisor	Balram Meena	5	Name of mate	Binod kumar Meena	6	Location	1049/23-25 (UP Road)	7	Safety equipment	Available	8	Detonators	10 Nos (year 2021)	DRM/BPL
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6	Location	1049/23-25 (UP Road)																										
7	Safety equipment	Available																										
8	Detonators	10 Nos (year 2021)																										

9	PME	Available						
10	Knowledge of staff	Very good						
11	Condition of fitting	Good						
12	Attendance	Good						
13	Track parametes							
	Stn. No @3.6m apart	0	1	2	3	4	5	6
	XL	2L	0	2R	2R	0	0	2R
	G	2	3	0	1	0	2	2
	A @7.2 M chord	0	2	0	1	0	0	0
14	Sanctioned cadre	TM-I -2, TM-II -5, TM-III-5, TM-IV-12, Total -24						
	On Roll	TM-I-1, TM-II-4, TM-III-8, TM-IV-5 Total -18						
	Vacancy	6						
15	Jumpers and hand gloves	Available						
16	Standard trolley refuge	Available						

Any other details:- All employee PME & refresher are being done on time and all safety equipment are found with unit in good condition. first aid Box available.

b) Turn-out No.- 104A

Location: 1049 km 451 m - UP Road

Angle: 1 in 8.5

Checked, Gauge and cross level, throw of switch, check rail clearance, general condition of switch and crossing assembly and other parameters.

	G.	XL
At 450mm ahead of toe of switch-	+2	3R
At ATS between two stock rails-	+3	4R
Throw of switch:	LH:116 mm	RH:115 mm
Divergence at Heel Block:	LH:182 mm	RH:183mm

Gauge and XL:

MAIN LINE	T/O				
Stn	G.	XL	G	XL	Versine
1	0	3R			20
2	+3	4R	+2	6R	18
3	+2	2R	+3	3R	19
4	0	0	+2	3R	20
5	+2	0	+2	3R	19
6	0	0	+3	3R	18
7	0	2R	+3	4R	20

Crossing

	M/L	T/O		
	G	X L	G	XL
1M ahead of ANC-	+1	0	+3	5R
150mm behind ANC-	0	3R	+2	5R
1m behind ANC-	+2	0	-3	4R

Clearance of check Rail:

Left	Right
------	-------

<div>1. Condition of switch and crossing assembly for P. 104 A found satisfactory.</div> <div>2. Clean cushion checked at Xing location checked and found 220 mm,</div> <div>3. The overall maintenance of the Turnout is found satisfactory.</div> <div>C) SEJ Measurement LWR No 21 Checked:</div> <table><tr><td>Sr.No</td><td>Item</td><td>Measurement Details</td></tr><tr><td>1.</td><td>LWR No.</td><td>21 UP M/L ASKN Yard</td></tr><tr><td>2.</td><td>Location</td><td>1049/23-25</td></tr><tr><td>3.</td><td>Temperature Zone</td><td>III</td></tr><tr><td>4.</td><td>Type of Sleeper</td><td>PSC-60kg</td></tr><tr><td>5.</td><td>Type of Rail</td><td>60kg</td></tr><tr><td>6.</td><td>Sleeper Density</td><td>1660</td></tr><tr><td>7.</td><td>Destressing Temp.</td><td>37°C</td></tr><tr><td>8.</td><td>Date of Last destressing</td><td>08.12.2021</td></tr><tr><td>9.</td><td>Time of measurement</td><td>10:55hrs</td></tr><tr><td>10.</td><td>Temp. at the time of measurement</td><td>38°C</td></tr><tr><td>11.</td><td>Type of SEJ</td><td>Bina Metal, T-6922</td></tr><tr><td rowspan="2">12.</td><td rowspan="2">Measurement of Gap between chord and Tip of TR/SR on LWR side</td><td>RH-27mm</td></tr><tr><td>LH-22mm</td></tr><tr><td>13.</td><td>Condition of fittings</td><td>Good</td></tr><tr><td rowspan="2">14.</td><td rowspan="2">Track Parameters</td><td>Gauge</td><td>+2</td><td>+2</td><td>+3</td><td>+2</td></tr><tr><td>XL</td><td>2L</td><td>0</td><td>0</td><td>0</td></tr><tr><td rowspan="2">15.</td><td rowspan="2">Toe Load Measurement At km 1049/21-23, ERC MK-III</td><td>Inner</td><td>LH-789kg</td><td colspan="3">RH-630kg</td></tr><tr><td>Outer</td><td>LH-721kg</td><td colspan="3">RH-705kg</td></tr></table> <div>One round of SEJ machine Packing is required.</div> <div>All the fitting fastening of SEJ found in good condition.</div> <div>The behaviour of the LWR is satisfactory.</div>	Sr.No	Item	Measurement Details	1.	LWR No.	21 UP M/L ASKN Yard	2.	Location	1049/23-25	3.	Temperature Zone	III	4.	Type of Sleeper	PSC-60kg	5.	Type of Rail	60kg	6.	Sleeper Density	1660	7.	Destressing Temp.	37°C	8.	Date of Last destressing	08.12.2021	9.	Time of measurement	10:55hrs	10.	Temp. at the time of measurement	38°C	11.	Type of SEJ	Bina Metal, T-6922	12.	Measurement of Gap between chord and Tip of TR/SR on LWR side	RH-27mm	LH-22mm	13.	Condition of fittings	Good	14.	Track Parameters	Gauge	+2	+2	+3	+2	XL	2L	0	0	0	15.	Toe Load Measurement At km 1049/21-23, ERC MK-III	Inner	LH-789kg	RH-630kg			Outer	LH-721kg	RH-705kg			<table><tr><td>41</td><td>41</td></tr><tr><td>41</td><td>43</td></tr><tr><td>41</td><td>42</td></tr><tr><td>69</td><td>68</td></tr><tr><td>68</td><td>68</td></tr></table>	41	41	41	43	41	42	69	68	68	68	
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4.0	ASKN TSS:																																																																														
4.1	Existing 33kV hand globes to be replaced with 36kV as per the latest ACTM correction slip.	DRM/BPL																																																																													
4.2	Three yard lights fittings found non-functional during inspection, need attention as the TSS is unmanned.	DRM/BPL																																																																													
4.3	BM operations (opening/closing) were conducted directly with TPC and field supervisors without private number exchange. The procedure should be followed for safety.	DRM/BPL																																																																													
5.0	Inspection of Curve No. 18 at Km. 1029/03-15:																																																																														
5.1	Degree of curve: 2° Supper elevation :120 mm Transition Length : 90 m The measurements taken for the curve are recorded below:	DRM/BPL																																																																													

Station No.	DESIGN	MEASURED			
	VERSIN E	SUPER ELEVATION	ACTUAL VERSINE	AVTUAL SE	GAUGE
A	0	0			
B	0	0	7	4L	3
C	0	0	2	3L	4
0	0	0	3	3L	5
1	6	13	8	16L	2
2	13	27	13	30L	3
3	19	40	21	42L	3
4	26	53	29	55L	5
5	32	67	32	72L	4
6	39	80	40	80L	4
7	45	94	44	91L	3
8	52	107	55	110L	5
9	57	120	56	120L	6
10	57	120	57	120L	5
11	57	120	60	120L	5
12	57	120	60	120L	0
13	57	120	60	120L	0
14	57	120	60	118L	0
15	57	120	58	120L	2
16	57	120	58	120L	2
17	57	120	58	124L	2
18	57	120	60	120L	0
19	57	120	54	120L	0
20	57	120	57	118L	0
21	52	107	54	112L	2
22	45	94	44	92L	0
23	39	80	39	82L	2
24	32	67	32	70L	2
25	26	53	25	52L	2
26	19	40	19	42L	2
27	13	27	12	28L	2
28	6	13	8	14L	0
29	0	0	0	2L	0
A	0	0	2	0	0
B	0	0	0	0	2
C	0	0	0	2L	0
TOTAL	1148				





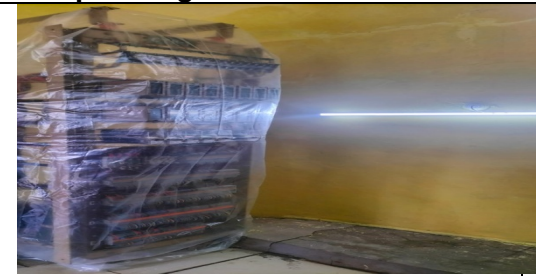

Ballast cushion checked found 350mm under middle of sleeper.


Cess depth checked found 80cm.

Toe load checked at KM 1029/15 found as below

ERC	Toe load	ERC location	Toe load
-----	----------	--------------	----------

	location										
	LH inner	744kg	LH outer	790kg							
	RH inner	720kg	RH outer	810kg							
	Rail bear checked at 1029/7-5 RH rail found vertical-1mm, lateral-0mm. In entire curve all fittings found intact and outer rail has been properly greased.										
	Speed on Curves		160 kmph and upto 110 kmph								
	Permissible Limits of Station to Station Variation of Versine (mm)		10 mm (15 mm for speed of 110 Kmph); or 20% of average Versine on circular portion, whichever is more.								
Measured Station to Station Variation of Versine (mm) maximum		11mm which is less than 15mm permissible limit.									
Average Versine on Circular Portion (mm)		58.16mm									
20% of Avg. Versine on Circular Portion (mm)		20%x58.16=11.63mm									
6.0	LC-15/2T ,Interlocked:-										
6.1	This interlocked traffic LC of Mungaoli station is located at km 1004/04-05. Normal position of this LC is 'Open to Road Traffic'. TVU:50192 , May 2024 Overhauling: 01.07.2024				DRM/BPL						
6.2	On duty gateman Sh. Surendra Singh Yadav found alert and in proper uniform. <table><tr><td>01.PME DUE</td><td>05.11.2025</td></tr><tr><td>02.Refreshers Course due</td><td>12.01.2027</td></tr><tr><td>03.Competency issued</td><td>13.01.2024</td></tr></table> The Gateman was well acquainted with knowledge and rules regarding gate working and track safety. Overall knowledge of the gateman found satisfactory.				01.PME DUE	05.11.2025	02.Refreshers Course due	12.01.2027	03.Competency issued	13.01.2024	DRM/BPL
01.PME DUE	05.11.2025										
02.Refreshers Course due	12.01.2027										
03.Competency issued	13.01.2024										
6.3	Electric Lifting Barriers (ELB) was functional. Its various parameters & details, which were checked & measured, were as mentioned hereunder: 1) Height of ELB Boom: 0.92(Up-side); 0.95 (Down-side) 2) Gate Open Voltage/Current: Up-side – 119V/1.09A; Down-side – 119.5V/1.06A 3) Lock coil voltage: Up-side – 118.9V;Down-side – 118.7V 4) Limit Switch – 24.46V 5) XCKR – 64.0V (Up-side);64.37V (Down-side) 6) SLB NR Voltage – 30.2V In order to minimize detention to trains in the event of damage/failure of ELB booms, a policy has been issued in WR wherein it is possible to extend slot from LC to Panel with ELB boom being closed on one side & Sliding Barrier being closed on the other side. However, this will require individual operation of ELB Booms through provision of separate opening/closing switch on Gate Operating Panel. WR Policy, which is available on its railnet website, needs to be examined & implemented over WCR if it is found to be useful & suitable.				DRM/BPL						
6.4	Gate Working Rule found available which was issued on 05.01.2022& Date of enforcement on 20.01.2023.				DRM/BPL						
6.5	Drinking water facility and Hand Pump not provided at this LC.				DRM/BPL						
6.6	Safety Equipment's found as per list. 10 detonators of the year 2019 available at LC in which expiry date extended upto December 2025 by division after testing.				DRM/BPL						
6.7	LHS work is under construction at gate. However the work has been stopped due to land issues.				DRM/BPL						

6.8	Window glass of the Gateman Gumti is broken and cannot be closed. Rain water comes inside the gumti from window.		DRM/BPL
6.9	Rain water comes on Gate boom operational panel so it has been covered by polythene. Proper shed over the Gate boom operational panel is required to protect it from rain water.	 	DRM/BPL
6.10	1. Stop board provided on gate boom was not retro reflective type. 2. A toilet has been constructed at the gate but the water facility is not available. This renders the facility unusable and causes inconvenience to the staff posted at the gate.		DRM/BPL
6.11	There is seepage in the Gate Relay Room, due to which relays have been temporarily covered with polythene to protect them from moisture. Proper waterproofing measures be undertaken immediately to rectify the issue.	 	DRM/BPL
6.12	Street light was not working due to cable cut, need attention.		DRM/BPL
6.13	Non-standard height gauge needs to be replaced with RDSO design sturdy type as per the latest correction slip of ACTM required.		DRM/BPL
6.14	Bituminous road has been provided between the gate posts and at both approaches of Level crossing. Condition of road surface is satisfactory and speed breakers provided as per standard profile. Non-standard height gauge needs to be replaced with RDSO design sturdy type as per the latest correction slip of ACTM required. Height Gauge clearance from Road Surface: DN side: 4.78 M UP Side: 4.78M Condition of Track: Overall condition of track was found satisfactory.		DRM/BPL

	<table><tr><td>Track Parameter</td><td>DN road</td><td>UP road</td></tr><tr><td>01. Gauge</td><td>0 to +2mm</td><td>-1to +3mm</td></tr><tr><td>02. XL</td><td>5L to 2L</td><td>4R</td></tr><tr><td>03.Clearance of check rail</td><td></td><td></td></tr><tr><td>LH</td><td>51-52mm</td><td>54mm</td></tr><tr><td>RH</td><td>52-54mm</td><td>53-54mm</td></tr></table> <p>LHS BOXES were already inserted work of approach road in progress.Barricading needs to be strengthen at DN road side and towards track side there is possibility of ballast slippage hence proper barricading needs to be done.</p>	Track Parameter	DN road	UP road	01. Gauge	0 to +2mm	-1to +3mm	02. XL	5L to 2L	4R	03.Clearance of check rail			LH	51-52mm	54mm	RH	52-54mm	53-54mm								
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LH	51-52mm	54mm																									
RH	52-54mm	53-54mm																									
6.15	<p>Point No. 115A was inspected & subjected to 5-mm obstruction test. The readings measured as well as other details & deficiencies were as mentioned hereunder:</p> <table><tr><th colspan="2" rowspan="2">Point No.</th><th colspan="2">Voltage</th><th colspan="3">Current</th></tr><tr><th>Initial</th><th>Obstruction</th><th>Initial</th><th>Operating</th><th>Obstruction</th></tr><tr><td rowspan="2">101B</td><td>N-R</td><td>107</td><td>97</td><td>2.2</td><td>1.8</td><td>4.2</td></tr><tr><td>R-N</td><td>107</td><td>96</td><td>2.2</td><td>1.9</td><td>4.1</td></tr></table> <p>1) Point machine has been installed on LH side which is not in conformity with item No. 19.3.1(a) of IRSEM which clearly lays down that “Normally the machine shall be installed beside the close switch leading to high-speed movements clear of all infringements.” Accordingly, this point machine is required to be shifted to RH side for preventing the possibility of outside interference through foot-pressing of locking rod when the point is flashing due to any obstruction between its Tongue &Stock Rails.</p> <p>2) Opening: LH – 115mm; RH – 118mm.</p> <p>3) WJR timing was 11 sec, which was within permissible limit.</p> <p>4) Availability of NX switch in crank-handle circuit was checked & found to be working satisfactorily.</p> <p>5) Track locking was tested and found to be effective.</p> <p>It is not desirable to lay any turn-out over level crossing, as difficulty is noticed in maintaining track circuits at LC area. Some instructions were issued long back by Rly Board which prohibited laying of turn-outs at such locations. This may be kept in view while planning any work in future involving yard-remodeling.</p> 	Point No.		Voltage		Current			Initial	Obstruction	Initial	Operating	Obstruction	101B	N-R	107	97	2.2	1.8	4.2	R-N	107	96	2.2	1.9	4.1	
Point No.				Voltage		Current																					
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101B	N-R	107	97	2.2	1.8	4.2																					
	R-N	107	96	2.2	1.9	4.1																					
7.0	KXB Station:																										
7.1	On PF-1 (towards rail side), LT cables are hanging — proper securing required.		DRM/BPL																								
7.2	Structure Bond need to be put underground over platform area.		DRM/BPL																								
8.0	ART/BINA :-																										
8.1	ART is having single exit facility, it should be placed at proper siding with double exit		DRM/BPL																								

	facility for prompt movement during accident.	
8.2	NGP division of CR has done a good modification of "modification for Prop alarm warning system" for Gottwald make 140 Tonnes Diesel Hydraulic cranes. In case if a prop is lifted from ground, it gives audio-visual alarm. This should be copied. Necessary details may be taken from NGP division.	DRM/BPL
8.3	One RSV coach no. WCR 810036 of 1901, & two coaches WCR 920048 RT and WCR 920030 ART have complete 34 & 33 years Respectively. They are near to complete their codal life replacement plan to be expedited if not yet done.	DRM/BPL
8.4	Sr.DEE/TRD and Sr.DEE-G inspections are not being done regularly on quarterly basis. In last couple of months, Sr.DEE/TRD skipped four quarterly inspections and Sr.DEE-G also skipped one inspection. ADEE-G also skipped his quarterly inspection.	DRM/BPL
8.5	In electrical general items one fire extinguisher was in red zone (pressure indicator) and it was overdue for testing since Oct, 24.	DRM/BPL
8.6	One Petrol driven saw cutter for tree cutting was short in ART in Engg. Wagon as per STD list of tools and equipments.	DRM/BPL
8.7	Engg. deptt Track gauge should be calibrated from NABL accredited lab. Presently, it is not being calibrated at all.	DRM/BPL
8.8	In Engineering side, welder should be sensitized to use PPEs and to keep Oxygen and LPG cylinders in vertical condition. During inspection, 02 oxygen cylinders were found under seating bench. These need to be kept at proper place and kept tied on stand.	DRM/BPL
8.9	Chains and wire ropes of C&W side are checked and they are being tested periodically. But IS of wire rope testing should also be kept ready. Staff counseling to be done to identify wire rope sling defects and checking of diameter etc.	DRM/BPL
8.10	Rain coats kept in Engineering deptt. wagon are more than 10 years old and few of them are in depleted condition. They may be replaced.	DRM/BPL
8.11	New STD list of 2025 is issued by railways vide EDME/Freight RB's L.No 2022/M(M&P)/175/3/A/T/CRMG dated 22.05.2025. It should be studied and recommendations implemented in time bound manner.	DRM/BPL
8.12	Working of DG sets, inflatable tower lights, HRDs, HREs, Chain Saw, Air bag with compressor, Plasma cutting equipment, Rail cutter, Nibbler and Satellite phones, Mega phone, Bell hailer, Walkie-Talkie sets checked and found OK.	DRM/BPL
8.13	Sr.DEE-G should nominate stand by JE/SSE for ART. No SSE/JE available during inspection.	DRM/BPL
8.14	15 th edition of DM plan part-II of WCR is published and circulated in May'2025. Its copy should be kept in ART.	DRM/BPL
8.15	Inflatable tower light make ASKA is available in the ART and same is demonstrated successfully.	DRM/BPL
8.16	The containers for storage of Petroleum products should have identification tags in Engg. material wagon.	DRM/BPL
8.17	Elect. Side one firex had no gas in cartridge and it was showing to be in Red zone. Testing was overdue from 07.09.24 and it was not pointed out by Elect. Deptt. Officers and supervisors who conducted inspection after Sep'24.	DRM/BPL
8.18	LED Male-Female power connector should be water proof (10 to 16 AMP.). Presently, screw type junction is being used and breaks frequently and unsafe.	DRM/BPL
8.19	Last schedule (B Check) of 140T crane was done on 23.04.2025. The consolidated data of schedule dates is displayed on the Crane.AMCs of DG sets, SLI of 140 tonne crane, 140 tonne crane main engine and HREs are valid and not due in coming months.	DRM/BPL
8.20	Rake formation 06 coaches + 02 BCN + 02BRN + 01 140T crane is placed at SGO line (Washing siding) in one hook	DRM/BPL
8.21	No coaches and wagons are due for schedule maintenance.	DRM/BPL

8.22	Work of construction of new shed has been processed under DWP, It should be expedited early.	DRM/BPL
8.23	Demonstration of jack and power pack at no load has done satisfactory.	DRM/BPL
8.24	Staff of ART should wear proper dress, Safety shoes & helmet.	DRM/BPL
8.25	Training of first aid, swimming & fire fighting to be given to all department core Group nominated staff. Signed copy of oath from each staff to be taken & record should be kept.	DRM/BPL
8.26	Tools and equipment's need to be arranged in proper manner following 5S certification norms.	DRM/BPL
8.27	Last movement/ordering of ART was done on 20.04.2025 and officers inspection on 01.05.2025	DRM/BPL
8.28	POH of Crane was done on 10/2017 and Next MLR of 140T crane is due on 10/2025.	DRM/BPL
8.29	Nominated ART staff should be divided into pre-planned groups so that at time of disaster each group can carry out the pre-assigned activities to avoid time loss.	DRM/BPL
8.30	Work distribution chart for each activity to be displayed for core group staff of all department.	DRM/BPL
8.31	To improve confidence level of the crane operators, frequent hand on training should be given. They should be deputed for systematic training courses being organized by nominated training institutes.	DRM/BPL
8.32	List of shortfall items is as under: <ul style="list-style-type: none"> Spare ASKA tower light cloth- 02 nos. One Digital Video Camera (DSLR with GPS) for video filming of the restoration work--01 no. Odyse Ascender-01 no. Automatic fall prevention device- 01 no. Shortfall items of standard list are required to be procured at the earliest.	DRM/BPL
9.0	Accident Relief Medical van (ARMV)/BINA:	
9.1	Officers of Divn Present <ol style="list-style-type: none"> Sr.DME(Fr.)/BPL Shri P S Raghuwanshi DME/BINA Shri Ashish Jhariya 	DRM/BPL
9.2	Composition 02 coach WC 930001 RHV(Aux.van) and WC 900021 RH (Medical van) in ARMV. No coach is due for maintenance schedule.	DRM/BPL
9.3	Operation theatre housekeeping is good, air conditioners are working, refrigerator and sterilizers are working. OT table and OT overhead lights were all right.	DRM/BPL
9.4	Defibrillator is working and its dry cell battery is not over aged. Both Oxygen cylinder pressure was checked and found 140 Kg/Cm ² .	DRM/BPL
9.5	All medicines as per list were available and sample check revealed none is of expiry date. Inj. Frusernide Mfg-Sep/2024, Exp-Aug/2027 Inj. Paracetamol Mfg-11/2024, Exp-10/2026 Tab Amoxycillin Mfg-11/2024, Exp-10/2026 Tab Dilefenac Mfg-06/2024, Exp-05/2026	DRM/BPL
9.6	Mega phone, Walkie-Talkie, Laptop, Cell phone, VHF set, Satellite phone, wireless PA system, collar ID phone are demonstrated successfully. Satellite phone found working with balance of Rs.81305/-.	DRM/BPL
9.7	Inflatable tower lights, DG set working and Power driven saw cutter for trees was in working condition.	DRM/BPL
9.8	HRD operation checked and found all were working.	DRM/BPL
9.9	Eatable like Tea , coffee, sugar ,milk powder ,biscuit ,drinking water bottle all are available as per standard list and under expiry date	DRM/BPL

9.10	No officer or supervisor periodic inspection was overdue.	DRM/BPL
9.11	Breath Analyzer Calibration due on 19.12.2025	DRM/BPL
9.12	Following Machines/Tools were demonstrated: <ul style="list-style-type: none"> • Nibbler • Inflatable Tower Light • HRD (cold cutting) • Plasma Cutting Machine • Holo Saw • Human Rescue Lifting Device • Chain Saw Working of all equipment's found satisfactory.	DRM/BPL
9.13	First Aid Box. Inspection done-19.04.2025. Inspection due-18.07.2025. All Medicines are available as per standard list and within expiry date.	DRM/BPL
9.14	Oxygen cylinders-04 Nos. Replaced on 14.06. 24 & 13.06.25. Pressure checked & found 140- 150 Kgf/cm2	DRM/BPL
9.15	LPG cylinders (19 Kg & 18 Kg) -02 Nos. Replaced on 08.04. 24	DRM/BPL
9.16	Cotton Bedsheets-20 nos. Mfg.-JAN/2019	DRM/BPL
9.17	Demonstration of ABC type fire extinguisher by Shri Adarsh Rai (Helper/Electrical)	DRM/BPL
9.18	FOG Signals- 20 nos. Mfg-12/2020, Expiry-11/2025	DRM/BPL
9.19	In Medical van Bedsheets-40 nos. Mfg-MAY/2023 Blankets-50 NOS. Dry cleaning-29.05.2025 Body Bag-20 nos.	DRM/BPL
9.20	Mock drill was last conducted on 31.01.2025 (BINA-SRKI)	DRM/BPL
9.21	CMS/BPL Inspection done-29.01.2025	DRM/BPL
9.22	The pathway leading to ARMV is 30-40% occupied by Track ballast and needs to be kept clear.	DRM/BPL
9.23	Telephone list of staff displayed was updated. Random checked and found staff responding.	DRM/BPL
9.24	List of Private Hospitals and Doctors with mobile numbers is displayed in the Medical Van. The list should be updated and checked regularly.	DRM/BPL
9.25	Nursing supervisor and pharmacist were not having adequate knowledge of system. No one was knowing who is supervisory incharge of medical van. They should be imparted proper training and appropriate disciplinary action may be initiated against both of them.	DRM/BPL
9.26	Tent available with S&T is smaller in size. A bigger tent to be procured	DRM/BPL
9.27	It was informed that ULTRA THERMIT CUTTING tool is also under procurement. Procurement of this item should be expedited.	DRM/BPL
9.28	Shortfall as per standard list: <ul style="list-style-type: none"> • Spare ASKA tower light cloth- 02 nos. • One Digital Video Camera (DSLR with GPS) for video filming of the restoration work -01 no. The procurement of these items must be expedited.	DRM/BPL
9.29	All nominated staff should be trained in First aid and Fire-fighting.	DRM/BPL
9.30	It is suggested that 4-5 nominated staff must be trained for swimming.	DRM/BPL
10.0	Crew Booking Lobby/BINA:	
10.1	For PME and refresher 11 nos. staff were overdue. In June'25 till date, there were 128 cases of crew working of more than 12 hours. More than 14 hours working cases are five and needs to be analyzed brought down.	DRM/BPL
10.2	Alternate posting must be expedited for one medically decategorized staff.	DRM/BPL

10.3	Three CMS system found in working condition. Breath analyser test is being done through Breathalyser attached with CMS. Calibration certificate of all the machines were available. Two additional wall mount Breathalyser test machine were also available.	DRM/BPL																																				
10.4	There is a common toilet being maintained outside lobby both for crew and general public with a common passage. This needs to be segregated with different paths or a separate toilet needs to be constructed for crew so that they can be maintained neatly and used solely by lobby staff.	DRM/BPL																																				
10.5	RO has also been set up outside lobby used by passengers also. Its date of last inspection and next due should be displayed on wall near RO. RO TDS checked and found it is 125.	DRM/BPL																																				
10.6	Fogg Safety Device (FSD): Out of 87, three were found defective, need repairs. (100% trains should be covered with FSDs.)	DRM/BPL																																				
10.7	11 Nos. out of 210 Walkie-Talkie hand sets were out of order. Repair should be expedited.	DRM/BPL																																				
10.8	3 nos. KSKO m/c available. It's earth checked and found in working condition.	DRM/BPL																																				
10.9	RS valve training panel was available.	DRM/BPL																																				
10.10	BA hand machine checked with alcohol and reading found 525 mg/100 ml no-00005 27.08.2025.	DRM/BPL																																				
10.11	Manual booking form 01 June to 16 June checked sign on – 24 no and sign off- 14 no.	DRM/BPL																																				
10.12	3 nos AC earthing checked and found in working condition.	DRM/BPL																																				
10.13	First aid box filling date 10.06.2025.	DRM/BPL																																				
10.14	List of Alcoholics staff is being maintained. There is one LPG and three ALPs in this list. From 01.07.2018 till date, there were 23 cases of staff found positive in BA test. In only 05 cases major Penalty charge-sheet and in four cases Minor penalty charge-sheet was served. Whereas, one case of NCR was reported to JHS division. In remaining 13 cases, No Alcohol reported by Medical deptt. authorities.	DRM/BPL																																				
10.15	Staff sanction post & vacancy position- <table border="1"><thead><tr><th>Category</th><th>Sanction Strength</th><th>ON ROLL</th><th>Vacancy</th></tr></thead><tbody><tr><td>LP M/E</td><td>39</td><td>39</td><td>-</td></tr><tr><td>LP Psg</td><td>21</td><td>15</td><td>6</td></tr><tr><td>LP Goods</td><td>207</td><td>130</td><td>77</td></tr><tr><td>Asstt. LP</td><td>250</td><td>139</td><td>111</td></tr><tr><td>TM M/E</td><td>18</td><td>18</td><td>-</td></tr><tr><td>TM Psg</td><td>18</td><td>18</td><td>-</td></tr><tr><td>Sr. TM Goods</td><td>44</td><td>45</td><td>+1</td></tr><tr><td>TM Goods</td><td>112</td><td>16</td><td>96</td></tr></tbody></table> CLI & Loco Pilot vacancies need emergency fill-up. Even re-engagement option exercised till regular introduction takes place.	Category	Sanction Strength	ON ROLL	Vacancy	LP M/E	39	39	-	LP Psg	21	15	6	LP Goods	207	130	77	Asstt. LP	250	139	111	TM M/E	18	18	-	TM Psg	18	18	-	Sr. TM Goods	44	45	+1	TM Goods	112	16	96	DRM/BPL
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10.16	CMS abnormality register is maintained in lobby and last abnormality recorded on date 17/06/2025 was related to Bina Home Signal raised up and complied by S&T department.	DRM/BPL																																				
10.17	Condition of Ladies toilet is very dirty.It was stinking and producing foul smell. Cleaning is unsatisfactory and no soap or Phenyl balls available.	DRM/BPL																																				
11.0	Running Room/BINA:																																					
11.1	Officers and Supervisors of division present during inspection: 1. Shri Sachin R. Sharma, Sr.DEE(TRO)/BPL 2. Shri V.K. Demba, CLI (Running Room)/BINA	DRM/BPL																																				
11.2	There is no standby power supply available for running room. In case of power failure, power supply from DG set of BINA station is to be provided, which takes 5 to	DRM/BPL																																				

	10 minutes. Separate DG set of sufficient capacity needs to be provided for Running Room.	
11.3	It was informed that 6 Room were under construction since last one year which were sanctioned in Year 2021-22 under PH -16 (DF-3), but its progress is stopped owing to non availability of funds. A proposal is being sent to HQ/WCR for reappropriation of Rs. 1.91 Cr. needs to be expedited.	DRM/BPL
11.4	In running room no.2, LP room of JBP division inspected and found that the floor at entrance itself has depressed and needs civil engineering attentions. Night lamps were not working. In addition, mobile charging points needs to be provided in rest rooms.	DRM/BPL
11.5	Toilets were giving foul smell, cleanliness of toilets and washbasins were not found satisfactory, needs improvement. There were no Phenyl balls in any toilet and washbasins.	DRM/BPL
11.6	Interacted with running staff having lunch in dining hall LP/G/JHS Shri Naim Khan and TM Shri Ragvendra Singh/JHS complained that quality of hand wash in washbasin needs to be improved. Hand wash checked and found it was mixed with water.	DRM/BPL
11.7	There was rubbish on floor of kitchen and dining area indicating improvement in frequency of sweeping and mopping.	DRM/BPL
11.8	In Women crew room, mosquito net in one window found deficient.	DRM/BPL
11.9	The fire extinguishers available in running room were not having testing and over hauling date. Contractual staff was able to use fire extinguishers when asked to demonstrate.	DRM/BPL
11.10	All contractual staff PME and police verification records were checked and found in order. Staff was working with disposable kitchen caps and properly trimmed nails. However, staff should be sensitized regarding proper use of disposable kitchen caps.	DRM/BPL
11.11	First aid box testing found overdue since 16.06.2025.	DRM/BPL
11.12	On water cooler date of last cleaning / date of last inspection as well as date of next cleaning due / date of next due inspection should be displayed on a board for knowledge of running room staff.	DRM/BPL
11.13	There are few complaints of contractual staff not cooking personal food in time, misbehavior by contractor staff and Electric Iron uses etc. These must be analyzed and action taken.	DRM/BPL
11.14	The Chimney, water cooler, refrigerator and Exhaust fan were found working.	DRM/BPL
11.15	Staff occupancy was checked and found correct and online system found correct.	DRM/BPL
11.16	Complain book was checked and it was seen that between 1 th June to 26 th June as many as 6 complaints were registered by occupant crew regarding food service etc and 5 complaints were electrical related. Needs to be improved.	DRM/BPL
11.17	All CCTVs installed by Railways were in working order with live feed available on mobile phone of running room in-charge CLI .	DRM/BPL
11.18	The weekly menu list was promptly displayed in dining halls.	DRM/BPL
11.19	In Running Room, RRMS software is working. Total Bed capacity of RR is 145.	DRM/BPL
11.20	Sr.DEE/TRO/BPL (Last inspection 01.05.25) and ADEE/TRO/BPL (Last Insp on 17.05.25) are conducting regular inspections.	DRM/BPL
11.21	It was apprised by CLI (Running room) that they are manufacturing in-house organic manure using dry leaves and waste food. It is suggested that manure creation will further lead to foul smell in running room area and should not be resorted to.	DRM/BPL
11.22	The news papers and magazines as per the schedule should be procured and kept in reading room.	DRM/BPL
12.0	Inspection of SPART/Guna:	
12.1	Telecom equipment were inspected and tested wherein these were found in working order. Availability of all telecom items was also checked & confirmed as per the list circulated by Rly Board wherein no shortfall was noticed. Following instructions were issued: 1) Timely replacement of batteries must to be ensured. 2) Voltage stabilizer needs to be arranged for feeding power to all telecom	DRM/BPL

	equipment kept in SPART so as to avoid any damage due to fluctuation in power-supply.	
13.0	Observation :-	
13.1	Cracks are observed in washable apron at line No. 1 of GUNA, needs to be repaired in a planned manner.	DRM/BPL
13.2	Rough riding is observed at km 1090 (7-8) ;T1,T2,T3,T4-of MABAN yard;T2,T4 of PGA ;Km 995 km; 1024 km; 1016 km, 1015 km, 1109 km, 1005km.	DRM/BPL
13.3	Ballast deficiency observe at km 1078, km 1063, km 1062, km 1042, km 1043, km 1033, km 1024, km 1006, 1005, km 1078, km 994, km 995 overall ballasting is requiring is most of the curves in section.	DRM/BPL
13.4	Cess repair is needs to be plan at km 1063, 1053 and approaches of LHS 10;- LHS16; LHS 17.	DRM/BPL
13.5	Most of the trolley refuges in section needs to be repair urgently as this has got direct bearing on safety of official and staff doing trolley inspection.	DRM/BPL
13.6	Heavy Tress passing is observed at km 1042; km 1043 ;Ashok Nagar line No. 4;ROB at lc 41 these locations must be provided with proper barricades or boundary wall to avoid any RUNOVER	DRM/BPL
13.7	At MDVK station, Dn Intermediate Home Signal No. S-5 appeared to be in close proximity of live OHE contact wire. Protective screen needs to be provided in case this signal is within 2-mtrs of live OHE wire.	DRM/BPL
13.8	At KM No. 993/22, Goods Warning Board was found tilted towards track, which may be got plumbed.	DRM/BPL

महाप्रबंधक (संरक्षा) कार्यालय

जबलपुर

सं: पमरे/जबल./मुख्या./संरक्षा-401/ सेफ्टी ऑडिट/ इन्टरा रेलवे

दिनांक : 23.07.2025

(प्रवीन खोराना)

प्रमुख मुख्य संरक्षा अधिकारी

प्रति:-	(1)	सचिव (महाप्रबंधक) : महाप्रबंधक/पमरे महोदय को सादर सूचनार्थ ।
	(2)	प्रमुख मुख्य इंजीनियर/पमरे को सादर सूचनार्थ ।
	(3)	प्रमुख मुख्य संकेत एवं दूर संचार इंजीनियर/पमरे को सादर सूचनार्थ ।
	(4)	प्रमुख मुख्य विद्युत इंजीनियर/पमरे को सादर सूचनार्थ ।
	(5)	प्रमुख मुख्य यंत्रिक इंजीनियर/पमरे को सादर सूचनार्थ ।
	(6)	प्रमुख मुख्य परिचालन प्रबंधक/पमरे को सादर सूचनार्थ ।
	(7)	मुख्य इंजीनियर (ट्रेक मशीन) [CE (TMC)], मुख्य सिगनल इंजीनियर [CSE], मुख्य विद्युत वितरण इंजीनियर [CEDE], मुख्य चल शक्ति इंजीनियर (डीजल एवं आपदा प्रबंधक) [CMPE (D&DM)] एवं मुख्य यातायात योजना प्रबंधक [CTPM] को सादर सूचनार्थ ।
	(8)	मंडल रेल प्रबंधक/भोपाल को सूचनार्थ एवं आवश्यक कार्यवाही हेतु ।
	(9)	निदेशक संरक्षा-I, रेलवे बोर्ड को सादर सूचनार्थ ।
	(10)	वरिष्ठ मंडल संरक्षा अधिकारी/भोपाल को सूचनार्थ एवं आवश्यक कार्यवाही हेतु ।