



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
रेलवे बोर्ड Railway Board



No. 2021/M(C)/141/2Pt2

(E-File no. 3377119)  
New Delhi, Dated 18.05.2022

PCME  
All Zonal Railways

Sub: Inspection note of CRB & CEO, Railway Board.

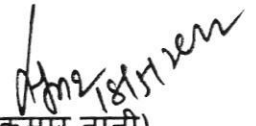
Ref: Inspection note No. 2022/CRB/TP/01 Dated 07.03.2022.

Vide reference above, CRB & CEO, Railway Board issued inspection note during footplate by 22436 Vande Bharat Express, Inspection of crew lobby Prayagraj and Review of North Central Railway on 26.02.2022.

In this context it is advised to examine the matter and kindly submit report so that further action can be taken at Board accordingly.

For further necessary action please.

DA: As above.

  
(सुमन कुमार ताती)  
निदेशक / यांत्रिक इंजी./कोचिंग  
रेलवे बोर्ड

Inspection note of Shri Vinay Kumar Tripathi, Chairman & CEO, Railway Board  
during footplate by 22436 Vande Bharat Express, Inspection of crew lobby Prayagraj  
and Review of North Central Railway on 26.02.2022

SN	Observation	Action by
<b>A. Footplate by 22436 Vande Bharat Express:</b>		
1	As per study by RDSO and data available with PRYJ and DLI divisions, peak current drawn by Vande Bharat Express is in range of approx. 470 Amp. RDSO in consultation with concerned zonal Railways to finalize headway between two consecutive Vande Bharat Express with existing OHE as well as after completion of works covered under 160 kmph project.	All Concerned GMs  DG/RDSO
<u>DM/CL</u> 2	<u>04 Escorting staff with one supervisor, 04 ticket checking staff, 29 Catering staff with 03 supervisors and 09 OBHS staff</u> are currently deployed in this Vande Bharat service. Similar arrangement is in place on Rajdhani/ Shatabdi and other premium trains.  A holistic review of this arrangement should be done to optimize on board staff through clubbing of activities, multi-skilling, training of enroute staff etc. Standard deployment for each train should be reviewed afresh, finalized and issued <u>within the next 15 days</u> .	AM TC  AM ME  CMD IRCTC
<u>DM/CL</u> 3	Overall upkeep of the train was good. Functionality of the Passenger Emergency Communication Unit was checked and was found to be user friendly and efficient. Overall upkeep and maintenance efforts are appreciable, however attention is needed in following areas:  i. <u>Volume and frequency</u> of auto announcement facility may be checked and optimized to make it more user friendly. ii. Cleaning of Divyang toilet door guide rail and similar areas (which are difficult to clean) iii. Instruction for use of "Passenger Emergency Communication Unit" should include an additional step "wait for green light to glow". iv. Location of the Divyang toilet should be displayed prominently.	GM/NR  AM PU
4	i. Progress of 160 kmph up gradation works on PRYJ division was reviewed. Following should be ensured :- • OHE modification works by Jan 2023 and PSI works by Nov 2023. • Feeder line work in DDU-CNB and CNB-GZB sections by January 2023 and April 2023 respectively. • Engineering & signaling works to be completed before Dec 2023. ii. Other Zonal Railways executing the Mission Raftar projects to also take necessary action as per above	GM/NCR       GM/WR, WCR, NR, ER & ECR

SN	Observation	Action by
5	Target of 30.06.22 for opening of Sujatpur- Chunar Section of EDFC must be adhered to. Bhaupur to New Bhaupur connectivity in up direction by March 2022. Regular train operation to be ensured in RXM- SJT on EDFC.	GM / NCR CMD/ DFCCIL
6	In view of commissioning of DFC routes, crew review and extended crew run should be implemented by all concerned Zonal Railways. Crew review at Tundla lobby should be undertaken and possibility of extended crew runs ex BXN to GMC via DFC to be explored.	All Concerned GMs
7	Water logging in LHS and flooding of farms along EDFC formation is reported in ETW-CNB section. GM NCR to take LHS wise and location wise joint action plan of Railways and DFCCIL to ensure that above issues are addressed permanently before onset of Monsoon.	GM / NCR CMD/ DFCCIL
8	Linking speed relaxation at BCM deep screening site, with GMT passed should help in early removal of TSRs in busy sections. Manual provision should be reviewed with all pros and cons for implementation on IR.	AM CE

#### **B. Inspection of Crew lobby PRYJ:**

1	Converted crew from Diesel to Electric should be utilized regularly in both tractions. Requirement of dual trained crew to be reviewed critically to use balance converted crew in electric traction only.	All GMs/ZR
2	With unification of the crew lobby, requirement of Stationary staff in lobby and CLIs should be reviewed critically and brought down.	All GMs/ZR
3	Concerned Branch Officer should examine each and every case of overtime payment to crew, with a view to achieve zero OT payment.	All GMs/ZR
4	Crew lobby PRYJ demonstrated a model of displaying aspects of approach signal in Loco cab through RFID and use of Voice Assistant based crew counseling system. A write up on these may be obtained and studied for further action.	GM/ NCR PED/EE/RS
5	Classroom and field training for crew and other front line staff is a must. Online training shall be a matter of exception and should be decided at the level of concerned PHOD only.	All GMs/ZR

#### **C. Review of North Central Railway**

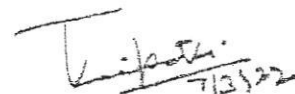
1.	<b>1.1 Safety Review:</b> Following items were reviewed at NCR, action taken report to be prepared. <ul style="list-style-type: none"> <li>i. Three consequential train accidents are reported in 2021-22. Quality of enquiry with specific corrective and preventive measures should be</li> </ul>	GM NCR
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SN	Observation	Action by
	ensured in each accident case.	
	ii. In the latest safety drive, serious defects in points and crossing area were found on PRYJ and AGC. Cases reported on JHS also.	GM NCR
	iii. Bridge fitting missing or loose cases reported on all three divisions. Large no. of cases on AGC is serious cause of concern.	GM NCR
	iv. Large no. of primary spring failure are reported. Each case must be investigated properly by concerned zonal Railway, RDSO, PU etc. Provision of shim for tandem operation of outer and inner spring need to be ensured with coach-wise monitoring.	DG RDSO AM ME AM/PU GM/PU's
	v. To curb cases of hanging parts in goods trains, modification of bolting arrangement in SAB bracket, issued by RDSO should be implemented on priority with specific monitoring by zonal Railways.	AM/ME
	vi. Yaw damper bolt breakage and J bracket bolt missing reported in CNB and JHS based locomotives.	AM/Traction
	vii. 03 cases of under warranty failure of air springs in NFR maintained trains reported over PRYJ. This should be thoroughly investigated by RDSO, PU and zonal Railway.	DG RDSO AM ME GM NFR
	viii. As per data of safety drive, HQ officers are limiting their inspections in HQ division. This needs to be reversed immediately.	GM NCR
	ix. End panel exhaust fan in bio toilets are still continuing in few coaches. This should be removed immediately and confirmation taken from each depot.	GM NCR AM ME
	x. Fitment of side frame key with proper APD should be ensured during wagon maintenance. NTXR to be sensitized on this aspect.	AM ME
	xi. Working of fire detection and fire suppression system at various installations i.e. coaches, locomotives, signaling installations, station buildings, etc. should be checked at prescribed intervals with proper record keeping.	AM ME AM Signal PED EE RS AM CE
	1.2 Similar analysis and action may be taken by other Zonal Railways also.	All GMs
2.	PCEEs are responsible to ensure that all Railway Staff working in electrified sections are counseled on precautions to be taken with proper acknowledgement of each and every employee including new induction, transfer etc. This system should be checked and aberrations should be corrected immediately.	All GMs

SN	Observation	Action by
3.	<p>Divisional and Zonal Railways mobility improvement plans should bring out very objective and specific actionable points rather than mission statements. Some mobility improvement pointers have been indicated in DO to GMs dated 28.02.2022.</p> <p>Each division and zonal Railway to bring out specific items with target. System of real-time monitoring of stated action plan should be in place.</p>	<p>All GMs/ZR</p> <p>All DRMs</p>
4.	<p><b>3.1</b> Item specific action plan and regular monitoring is required on following items to improve mobility of trains over NCR:</p> <ol style="list-style-type: none"> <li>NCR is among top three zonal Railways wrt total asset failures. Cases of signal failure, electric and diesel loco failure, rail failure have increased substantially over last year. Action plan should be made and implemented with a timeline.</li> <li>Sharp decline in no. of failures on AGC was found due to non-updation of data on ICMS. This should not be repeated on any division over IR.</li> <li>TSR of more than 30 days should be critically reviewed.</li> <li>Terminals handling more than 10 rakes per month should be monitored closely for reducing average detention. KBP, CPC, FTP, MZP, NYN, SKB, UTCH and LPGU need specific attention in NCR.</li> <li>All inward rakes should be monitored and placed for release on the same day.</li> <li>Effectiveness of inspecting supervisor viz. TIs/CMIs etc being deployed at stations, yards, sidings etc. should be checked regularly by controlling officers.</li> <li>At DDU, caution orders should be issued from crew lobby. This should be implemented uniformly over IR.</li> <li>Running of crack trains bypassing minimum one crew change point to be maximized on GZB-GMC, GMC-DDU and PWL- BINA sections . High speed stocks like BOXNHL(E), Container, BTPN, Automobile and NMG rakes should be specifically targeted.</li> <li>Frequent pressure drop problem of 12505/06 is required to be solved with correct root cause analysis. This should be done on priority as similar problems are surfacing in few other trains as well.</li> <li>Commissioning of the coach watering system and diversion of a few trains from CNB to be organized within March'22.</li> <li>Possibility of connecting CPC siding to Kooperganj line to avoid main line movement.</li> <li>Speed raising from 15 to 30 kmph on balance 15 loops to be completed by 31.03.22.</li> <li>RDSO issued a modification in March 2021 to arrest failures of the</li> </ol>	<p>GM/ NCR</p>

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	<p>FIBA system that should be implemented by depots, workshops and PUs on priority. Coach wise planning and monitoring to be ensured.</p> <p>xiv. Speed on the remaining 5 Sections of D and D special routes should be increased to 110 KMPH.</p> <p>xv. Target for construction of 17 ROB's &amp; 78 RUBs and closure of 95 LCs for current FY should be adhered to.</p> <p>3.2 Similar analysis and action may be taken by other Zonal Railways also.</p>	All GMs/ ZR
4	<p>Following action should taken to improve goods sheds working over NCR :-</p> <p>i. Goods sheds of NYN and CPC should be notified for 24 hours working.</p> <p>ii. Ongoing works in Naini goods shed to be completed by April-22.</p> <p>iii. Proposals for new goods shed at Garmau, Jasara and Panki Dham should be examined and sanctioned on priority.</p> <p>iv. Specific labour related issues of goods sheds should be listed and taken up with concerned labour authorities in a time bound manner.</p> <p>v. Encroachment at Lalitpur should be evicted to ease out road traffic movement to goods shed.</p>	GM/ NCR
5	All ongoing AMCs linked with attention to asset failure affecting safety, mobility or maintenance of Railways should be reviewed critically to ensure that all terms and conditions are being followed strictly including the availability of resources (Engineer, Vehicle etc.) and implementation of penal clauses. Standard record keeping must be ensured.	All AMs All GMs/ZR
6	Kavach for PRYJ- CNB and CNB- DDU sections should be expedited following the latest guidelines.	GM/ NCR AM Signal
7	For completion of important Infrastructural works, requirement of extra ETA should be examined and sanctioned on priority.	AM TT AM CE
8	<p>8.1 Following additional items discussed during review meeting should be examined by concerned Directorates in next one month:-</p> <p>i. Action plan to make all residual feeder routes to CC+8+2T Standard</p> <p>ii. Issue of high speed differential in empty/ loaded BOXNEL over IR vs DFC.</p> <p>iii. Newly opened Loop lines fitness at 30 KMPH instead of existing 15 KMPH.</p> <p>iv. 'E' routes have speed potential of 100 KMPH, these need to be converted to 'D' route to enable zonal Railways to increase speed to 110 KMPH.</p>	<p>AM/CE</p> <p>AM ME</p> <p>AM CE</p> <p>AM CE</p> <p>AM Signal</p>

SN	Observation	Action by
	v. Simplification of approval process for automatic signalling, LC closure etc.	
	vi. New simultaneous reception and dispatch facilities should be concurrent with provision of GR.	AM Works
	vii. Less/ optimum no. of connectivity should be planned in third and fourth-line works. Delegation of powers to GM for this should also be examined.	AM Works
	viii. Review of IRMM wrt visual standards for running staff with LASIK-LASER procedure to bring it at par with norms being followed internationally in Railways and Airline Industry.	DG/ RHS
	8.2 Zonal specific actions on above items may be taken by respective Zonal Railway.	All GMs/ZR



(Vinay Kumar Tripathi)  
Chairman & Chief Executive Officer

No 2022/ CRB/ TP/ 01

New Delhi, Dated 07.03.2022

Copy to:

1. PS to MR, PS to MoSR (D), APS to MoSR (J)
2. M/ TRS, M/ O&BD, M/ INFRA, M/ FINANCE
3. DG/ SAFETY, DG/ RHS
4. All GMs, DGs, CAOs
5. CMD IRCTC, CMD/ DFCCIL