

(भारत सरकार) GOVERNMENT OF INDIA
(रेल मंत्रालय) MINISTRY OF RAILWAYS
(रेलवे बोर्ड) RAILWAY BOARD

No.2022/Sig/CSE's Conf/Incidences
23.04.2025

New Delhi, dt

Minutes of Signal Incidences VC, held on 15.04.2025 (Signal Incidences 08.03.2025 to 11.04.2025).

1. The VC started with display of video simulation of recent derailment at VZM station on Waltair division of ECoR to sensitize all the zones regarding safety to be the topmost priority in train operations. Following points were also discussed :

- (i) The operational requirements for shunting should be addressed during SIP approval stage jointly after site verification/feasibility by S&T and Operating Deptt.
- (ii) SWRs should clearly mention about CSL.
- (iii) Procedure for emergency route/sub-route release operation should be defined commensurating with IRSEM provisions.
- (iv) Protocols for DCN/RCN to be strictly adhered to.

2. Railway Board has already issued summer & monsoon precautions for signaling systems, the zones should implement the precautions before onset of monsoon.

3. Sealing of point machines before onset of monsoon should be completed on priority.

4. RDSO has recently issued PCCL & instructions on TSAA for DACs, which should be implemented before any new commissioning of DACs. For the existing DACs, audit as per PCCL & TSAA should be done and deficiencies, if any, should be rectified.

5. The compliance of verification of signaling functions' writing should be submitted to Railway Board by all the zones at the earliest.

6. The status of cable meggering upto 31.03.2025 as per details furnished during drive by Safety Dte., should be updated by all the zones at the earliest.

7. The details of PRIME should be submitted by all the zones at the earliest to finalize the target for 2025-26.

8. NR & ECoR should provide the compliance report of confirmatory audit of CII at the

earliest.

9. Signal incidences-

i. NFR: Arariya court station : Multiple track sections of MSDAC failed and rectified by resetting. The failure detail was not entered in SMMS.

All the zones are advised to monitor SMMS at divisional & zonal level and migrate to morning conference through SMMS only to make it more useful.

NFR to get audited above installation by OEM to work out the actual cause of failure and submit the action taken report to this office within a weeks' time.

RDSO may also take up the issue with OEM in view of multiple track section failures on 23.03.25 also at the station during lightning.

ii. NWR: Jaipur station: Point 193/194 fail due to high current drawn by the point machine motor and the fuse was not of right capacity.

All zones are advised to ensure right sizing of fuses after due power audit especially in case of provision of TWS and dual detection works.

iii. NER: Chainwa station: Track circuit 03T & 03AT failed. The track relay was more than 16 years old, however, wrong data was fed in SMMS.

All zones are advised to ensure the correctness of data entered in SMMS, so that "Codal life overdue" feature of SMMS may be utilized effectively and such failures may be avoided.

iv. NCR : Datia staton : Down Advanced Starter Signal failed due to auto signal ahead bit failed in EI.

NCR is advised to take up the issue with OEM of EI to find out actual cause of failure, being repetitive, in coordination with RDSO.

v. NER : Gonda Jn. : Point No. 315 failed due to defective cable, ELD already showing fault.

In view of multiple cable damage/cut in connection with 3rd line work, NER is advised to ensure utility shifting timely, rectify all cable faults appearing in ELD to avoid repetitive failures and ensure reliability of signaling system.

vi. NWR: BNWS- SK section : VDU of multiple stations became inoperative due to EI networking failure at Sakhun station.

RDSO is requested to analyse the scheme followed and take corrective action in consultation with OEM to avoid such cases in which single point network failure

effects multiple sections in ABS.

Digitally signed by
RAMESHWER MEENA

Date: 23-04-2025
(समर्थ मेनॉन) (Rameshwer Meena)

16:23:54
कार्यकारी निदेशक (सिगनेचर)/Executive Director (Sig)

Copy forwarded for information & necessary action to:

PCSTEs/All Indian Railways,

PED/S&T/RDSO, Manak Nagar, Lucknow – 226 011

GM/ICT & SMMS, CRIS

Signal Failure Analysis

08.03.25 (Saturday) to 11.04.25 (Friday)

Remarks & Review as on dated 08.04.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	ER	Dum Dum	07.17-09.44 08.04.25 (147 Min)	<p>DN SUB line tracks AD12T & AD12T1 failed. As per SSE/Sig/DDJ, as track sections AD12T, AD12T1 were reported failed, 1st attended DDJ-BNXR Hut -2 which is 2 KM away from DDJ. It was observed that AD12TAXPR & AD12T1AXPR were both clearing when track section were unoccupied. Then feed for AD12TAXPR, AD12T1AXPR wire checked at terminiting location & was found available.Also,as EI -HFL -L1 (High Failure Level) indication was glowing at VDU, OEM staff was summoned and from MTC it was observed that PIO2 (Parallel input/Output card) was defective in EI-Hut-1. Relay room key of Hut-1 received at 09:25 Hrs & reaching Hut-1 ,P102 card was found in hanged condition. It was reset & the system resumed working. However,the card was replaced with a new card & Relay room Key retuned at 09:44 Hrs. Error log collected by OEM for analysis and identifying the cause of failure. EI make-KYOSAN, DOI-18/03/2024, Warranty status: Out of warranty, P102 Card SI No: A2012300042. Staff present at Site :- SSE/Sig/DDJ & SIM at 07:20 Hrs, JE/Sig/DDJ at 07:40 Hrs , SSE/Sig/DD/IC at 8:15 Hrs ASTE/N/SDAH at 08:25 Hrs. MSDAC, Make-Seimens, Media-Quad.</p>	<p>➤Details ➤Action taken?</p>
2	NER	Gonda Jn.	01.58-04.22 08.04.25 (144 Min)	<p>Point No-315 & 316 Normal & Reverse indication failed. REMARK Point No-315 right at 4:22 Hrs & Point No-316 Normal right at 4:22 Hrs, Point No-316 reverse right at 11.00hrs.REMARK- For point No- 316- As per JE/Sig/GD Sri Santosh checked and found in 24 core cable, core No- W1 (1 - 4) , W2 (5 - 8) & W-4 (13-16) was defective from point location to point , core No-W-4 (13-16) transferred on spare core No- (21-24) of same cable, core No- W1 (1 -4) transferred on spare core No- (21-23), core No-W2 (5-8) transferred on spare core No-(18-20) of other 24 core cable to Point No-316 and Point No- 316 fit given for normal side 4:22 Hrs and for reverse side at 11:00 hrs. Disconnection No- DKM/01/08/4/25, Reconnection No- DKM/02/8/4/25, [Time- 2:25- 11:00 hrs]. LM- 29/03/2025, LI- 01/04/2025, Last cable meggering Date- 06/02/2025. Remark- For point No- 315 - As per ESM/GD Sri Dharmendra checked at panel found 60V indication disappeared , clamping done of point No- 315 and after Train movement clamping removed point tested and found right and indication coming proper by ESM/GD in presence of SM/GD/On duty. Disconnection No- DKM/03/08/4/25, Reconnection No- DKM/04/08/4/25, Time- [2:30-4:22 Hrs], LM- 02/04/2025, LI- 01/04/2025.</p>	<p>➤ELD ➤New cable defective?</p>

Remarks & Review as on dated 05.04.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	NFR	Arariya Court	13.54-16.10 05.04.25 (136 Min)	Gear:- All axle counter TC(MSDAC) failed in the yard. (SFR:Y-2/M-2) Cause:-Tech/ARQ attended checked and found all track section of both system of MSDAC suddenly failed at 13:56:01hrs. LV taken & reset applied by on duty SM and MSDAC TC 101/103XT,102XT,104/105XT,113/115XT, 114/117XT, 111XT, 112XT, 116XT, OCXT, OBXT track section clear. Track section C3XT, 3XT1, 3XT2, 2AXT, 04XT, 47XT,46XT & C46XT right after arrival/despatch of train no. 75745. Later GGTronics staff attended jointly with S&T staff, checked Both system of MSDAC and kept under observation. Details analysis will be done by GGTronics staff by 06.04.25. Axle counter make- GGTronics(MSDAC). LDC(OEM)-28.03/25. LDF-23/03/25.	➤Auditing ?
2	NWR	Jaipur	03-25-06.32 05.04.25 (185 Min)	" JP, PT.-193/194 fail. TWS Point 193/194 110V DC supply was not available due to the following issues: NWR relay contact C1-C2 and NWPR relay contact B1-B2 were found open , caused by high current in the 110V DC positive (+ve) path. RWPR relay contact B1-B2 was also found open in the 110V DC (-ve) path. To address the issue, the NWR, NWPR, and RWPR relays were replaced. It is suspected that the Point Machine Motor is drawing high current chronically, possibly causing repeated relay contact damage. Replacement of Point Machine Motor at PT-193 is planned for 07.04.25. Relay detail 1. NWR- Make-WSF Ltd. , Style:- QL1,11 F/4B, MFD- 08/2016, S.no-OJ/2173 2.NWPR-Make-CG, Style:- QN1,12 F/4B, MFD- 02/2016, S.no- AB388167 3.RWPR-Make- CG, Style:- QN1,12 F/4B, MFD- 01/2016, S.no-AB387211	➤Reason for failure?

Remarks & Review as on dated 03.04.2025

1	CR	Maram jhiri	06.15-06.38 03.04.25 (23 Min)	UML TRACK NO 226 DROPPED. *Cause*: ESM Shri Jagannath Rawat attended. 226 T is point zone track having thick web switch point. Point zone has been provided with iron liners . Track dropped since 20 Nos of 226 TJ end sleepers of Pt. No.101 provided with iron liners ; same removed and PVC liners provided by Engg staff and put right.	➤Pt. zone, iron liners?
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Remarks & Review as on dated 02.04.2025					
SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	CR	WARDH A	01.24 02:35 Hrs.(UP), 06:50 (DN). 02.04.25 (407 Min)	WR-DAE SECTION AUTO DN SIG.NO. S-75603, S-74901, 75001,75501,& UP-75528 SHOWING RED. Cause-JE attended and reported that due to Heavy Lightening. DAC DP No. 9 A ; 9B & DP No 11 A became faulty both main & dual sensor & card had become defective TX ; RX coils also found faulty showing infinite resistance on receiver side causing track numbers; 74901, 74901AT1, 74901AT2, 75001T1, 75001T2 to fail subsequently Signal S-75001 S-74901 became inoperative . After replacement of line side equipment and DP Cards, system became healthy, Reset applied and sections cleared after passing of one train. Signal number S-75603, S-75528 S-75501 at WR were getting back to danger with each instance of OHE tripping due to heavy lightening. Upon checking datalogger it was found that ZR relay was dropping with each tripping as the supply for the same was taken from CVT which is without battery backup. ZR supply shifted to signal supply and put right, Tech.details :- MSDAC Make:- Siemens ; ACM -200 ,DOC:-24.03.25.	➤ Auditing by OEM
2	ER	Lahabon-LHB	10:45-11:08 02-04-2025 (23 Min)	At LHB, DN Line advance starter signal (S-2) failed. SIM/LHB attended at site. Remarks:-After passing 18184DN self rectified , after thoroughly check 2TPR relay D1-D2 contact getting high resistance (OPEN) in 2SR circuit. Same relay change & rectified. Relay particulars: OLD RELAY: Company- S&T/PTJ, Style-QSPA1, Contact-8F-4B, SL.No-16093T, Mfd-12/2023. NEW RELAY: Company-CG, Style-QSPA1, Contact-8F-4B , SL.No-AG 227756, Mfd-MAY/2022. Relay room key taken at-13:23-14:30Hrs. . Last failure date-NIL. Last relay coil voltage checking date-18.03.2025. RELAY FAILURE REPORTED IN RDSO PORTAL.	➤ Paralleling of contacts?
Remarks & Review as on dated 01.04.2025					
1	NR	CHILBI LA	23.03-23.30 31.03.25	DN Advance starter S-2/A80 , CIL DN Adv. Starter S2/A80 signal, (Which is also DN Distant MBDP) raised, Due to DN Home MBDP signal S80 indications showing blank on CIL VDU (When lowered to green aspect for run through movement). Interface Circuit checked and found that S80 DECPR's repeater relay (DECPR) not provided at CIL by S&T construction. Due to this,S80 DECPR Input bit also not given to EI logic hence S80 signal showing blank in CIL's VDU When lowerd for green aspect at MBDP. [Informed to S&T construction and Medha staff to attend. Logic change required after doubling in MBDP]	➤ Responsibility?

Remarks & Review as on dated 31.03.2025					
SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	NCR	DAA (DATIA)	15:40-16:02 31.03.25 (22 Min)	DN ADV FAILED , DUE TO DAA-SOR AUTO BIT FAIL AND INDICATION FLASHING ON VDU SAME AUTO MODE RESETEED AND INDICATION STUDY AND FAILURE PUT RIGHT, LATER CHECKED EI LOG WITH KYOSAN STAFF (MR. ARKA SHAHU) AND FOUND FCOR DROP IN LSC 22 DURING FAILURE, DUE TO DR OF A507/509/511/513 IS DROPPED BUT DECR OF A507/509/511/513 IS PICKED UP THEN ALL SUPPLY AND CONNECTION CHECKED AT LSC 22 WITH OEM AND FOUND OK LOG SEND TO KYOSAN OFFICE BY OEM FOR FAILURE INVESTIGATION SI L/V- 25/03/25 ESM -21/03/25	➤ Investigation details
2	NER	CHAINW A	11:05-11:30 31.3.2025 (25 Min)	Dn Line No-3 Track-03T & 03AT red , at Track No-03A TR Location, 03ATR Relay R2 Finger contact was missing . Finger contact cleaned, Re-hooked and failure right by ESM/III/CW with JE/Sig/DDA. Reconnection No-MKB/02/31/03/25.LM-25.03.2025,LI-12.03.2025. Relay audit-12.02.2025. Relay details-UTA2, 2F/1B,S.No-F52041, Mfd-10/2008 , Make-Urban Engg. As per JE/Sig/DDA. Data logger report- 1.) 03/03A TPR DOWN-10:53:56, 2.) 03/03A TPR UP- 11:26:21.	➤ Track relay >16 years old?
Remarks & Review as on dated 30.03.2025					
1	ECR	Mahesh hunt (MSK)	14.10-23.00 30.03.25 (530 Min)	Block Burst for EI Commissioning . UFSBI (MSK-GAI) & MSDAC (MSK-MNE), Point no-53 failed, DN IBH Signal & Gate signal 26 'C' (MSK - MNE). For EI commissioning work, Disconnection allowed from 12:10hrs to 14:10hrs (Demanded 4+2hrs). Reconnected at 15:25hrs. Block brusting at MSK of replacement of PI to EI system:- On date 30.03.2025 , 6Hrs disconnection has been demanded for above mention work at MSK. But Disconnection allowed for only 2hrs(12.10 to 14.10). Lot of work like (Patching of cable from old relay room to New Relay room, Power shifting on New IPS set , SAT test, SSBPAC new installation & wiring & its testing, External power shifting done on IPS. MSDAC, IBS Testing, LC gate 25 spl , LC gate 26A & LC gate 27C testing & shifting of Siemens System etc. has been done during block period. During non Interlock period LC gate 26C & IBH signal wiring couldn't be completed. After MSDAC testing IBH signal has been restored (There was some wiring mistake of point 53. Which has been corrected at 18.30hrs., UFSBI-MSK-GAI at 19:20hrs, MSDAC-MSK-MNE at 20:40hrs & DN IBH MNE-MSK right at 23:00hrs, But gate signal of LC gate 26C working still under progress.	➤ Prolonged failure ➤ Deficiencies compliance
2	ER	Rampur Hat- RPH	27.03.2025 at 00:00 HRS As per ICMS detention date is 30.03.2025	DATA LOGGER FAILED AT RPH . TRAIN ACTUALLY ARRIVED AT 16.05 HRS [15' LATE i.e. NLT] BUT TIME NOT TAKEN AUTOMATICALLY DATA LOGGER FAILED AT RPH FROM 00.00 HRS ON 27/03/25. to avoid not reporting, train entered in COA manually. Failure continue due to MOXA not working.	➤ Failure continued since 3 days

Remarks & Review as on dated 26.03.2025					
SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	NFR	PNB (Panbari)	14:30 26.03.25	Gear- DLBI (PNB-TKC) DN line failed at 14:30hrs & UP line failed at 15:00hrs. Cause- DLBI (PNB-TKC) both Up & Dn line failed, due to 6 Quad cable break fault (May be damaged) . SSE/SIG/IC/GHY with SSE/Tele/KYQ and DSTE/GHY also attended at site. SSE/Tele/KYQ along with staff searched on foot in the section for the Quad cable break/damaged location but till now it is not detected due to Forest and bushes. Further details awaited . LDC- 15.11.24.	➤ Solution?
2	NWR	BIGA	14:25-20:00 26.3.25 (340 Min)	Gear Failed-BIGA-SDGH Block failed , Surge Voltage appeared at Biga station from near by RSEB transformer due to surge voltage power supply card of Fabio defective and communication failed for UFSBI and axle counter, power supply card replaced but Fabio not working and not communicating. due to sudden shutdown (voltage surge) Block and axle counter not work on quad due to quad unhealthy. later attended by telecom staff at both end for providing E&M channels through mux but not successfully shifted on mux also. both gears failed intermittently on E&M channel through mux. 02 new 2cx + configured Fabio provided at both ends and shifted Block and axle counter circuits on it and put right. UFSBI modified PTJ, work on OFC. Fabio available. Quad defective. LDM- 28/2/25, LDI- 21/2/25	➤ Prolonged failure
Remarks & Review as on dated 25.03.2025					
1	ECOR	Sigadam	23.58-01.10 24/25.03.25 (72 Min)	UP & DN in IB between SGDM-PDU showing occupation . Tech/PDU attended, checked noticed that again 230VAC input voltage of IPS has dropped up to 77V & the same was resolved by adding 6 cells to the existing battery bank to improve backup, during which the 110VDC supply got disturbed, due to which all DACs failed. The same were applied reset and after passing of UP & DN trains, all DACs were cleared & resumed normal working.	➤ Details of previous backup
Remarks & Review as on dated 24.03.2025					
1	SER	Ranital	09:40-10:17 (24/03/25) (37 Min)	Track Section-129AXT & 129BXT (DP-) fld. After passage a goods train.---- MSDAC power card of DP-108 was in hang condition. The same power made Off & On. Then power resetting and Optg reset done and rectified. LDC- 19.03.25 by Tech/RNTL, LDI-19.03.25 by JE/S/SFO, LDF-Nil in 6 months. MSDAC-Medha.	➤ Resetting procedure

Remarks & Review as on dated 23.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	ER	Bandel - BDC	00:03 - 03:48 23.03.2025 (255 Min)	TWS CONVERSION WORK OF PT.NO- 296B , 297A ON DN M/L. T/BLOCK & SI-4 ALLOWED FROM 21:03 TO 00:03HRS. BUT SI-4 CANCELLED AT 02:32HRS OF PT NO 297A & AT 03:48HRS OF PT NO- 296B. SI/Shift, CSI/BDC & ASTE/BDC With staff attended & reported as we observed that both layouts was working properly during trial but during block critical mechanical jamming with ground connection developed for both the point. Now the agency staff from signal dept, who tested the TWS during trial layout was not present at site, the others staff those who were present at site was not so much competent & not able to handle this kind of situation. As we are new with this type of conversion, we could not figured it out initially but finally the agency staff as well as dept staff completed the work. T/Block - 21:03hrs. to 00:03 hrs. SI-4 => 21:03hrs to 03:48 hrs. Signal dept handed over & asked from SI-4 Cancellation at 03:32 hrs but operating not accepert on OPT over adjacent point was served for train movement & finally SI-4 cancelled at 03:48hrs. Joint Note Done with SSE/P-WAY/BDC.	➤ Training of staff
2	NCR	BPU-SKB (BHAUPU R-SIKOHAB AD)	00:10-00:35 (23.03.25) (25 Min)	LCP IN-OPERATIVE , ALL UP & DN SIGNAL, DISRUPTION OCCURRED IN CTC NETWORK FROM 00:10-00:35 HRS. AS PER CTC NMS, EVENTS INITIATED FROM SHW AT 00:10:48 HRS. SKB TO BPU LCPS BECOMING INTERMINTTENLY IN-OPERATIVE, SO SKB-BDN DN CTC LINK DISCONNECTED AT SKB ECU-55C AND CTC NETWORK BECAME STABLE AT 00:35 HRS. CTC UP & DN NETWORK RING BETWEEN BPU-MTO WAS ALREADY DISCONNECTED FOR TESTING PURPOSE ON DATE 22.03.25 AT 14:15 HRS, SO STATIONS BDN, JGR, ETW, BNT, ULD, PHD, JJK, RRH & BPU ARE CURRENTLY OUT OF CTC NETWORK .IT IS NOT AN EI FAILURE. EVENT LOG TAKEN AND SENT TO HITACHI FOR ANALYSIS , NO PROPER SOLUTION RECEIVED YET FROM HITACHI SIDE. UNDER SI-4(13:00-13:55) OEM STAFF TAKEN LOG OF CTC NETWORK FOR FURTEHER INVESTIGATION. PTX-SHW,SHW-EKL,EKL-SB,SB-BBL,KAA-BBL UP OFC TESTING DONE.LAST SI-4-11.03.25, LAST AMC & CHANGEOVER DATE-11.03.25,	➤ Investigati on details

Remarks & Review as on dated 23.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
3	NER	GONDA Jn	17:15-2:15 23/24.3.2025 (540 Min)	Point No.315 Normal & Reverse indication failed, Remark-As per ESM/GD, Checked at site found from location box no. 122 to Point no. 315a in 12 core cable, core no. 1, 2, 3 getting earth, Cable core replaced from spare cable core no. 11, 12 of same cable and in relay room , Wire N60VDC from tag block 71 to negative busbar and another wire between 07.9W(N)R to 03.16WKR2 showing break , Wire replaced & in IPS no. 2, 1 No. DC-DC converter of 60V DC relay external module showing faulty, Module replaced & Put right by SSE/S/GD. Failure attended by (JE/GD (17.32hrs), SSE/GD (17.45Hrs), ASTE/GD (18.05Hrs), DSTE/LJN (By road from LJN 19.50hrs Reached at 22.25hrs,), Sr DSTE/LJN Sir (By road From GKP at 21.10hrs , Reached at 00.50hrs) .LM- 18.03.25, LI- 2.03.25, Dis- SSB/01/23/3/25, Rec-SSB/02/24/3/25, Time- 17.15-2.15hrs, Cable meggering dt- 06.02.25 , R/R open - 17.45-3.00hrs	➤ ELD?
4	NFR	ARQ (Arariya Court)	05:45-06:40 23.03.25 (55 Min)	Gear- Axle Counter TC No.113/115XT, 116XT, 114/117XT, OBXT, 3XT1, 3XT2 failed. Cause- TECH/ARQ attended, checked and found that Axle Counter TC No.113/115XT, 116XT, 114/117XT, OBXT, 3XT1, 3XT2 failed both system failed after heavy lightening & thundering . Later LV taken with on duty P/Man, then Axle counter resetting done by SM/ARQ & right after arrival of 75762 at 06:40hrs. Later G.G Tronics AMC staff attended, checked thoroughly and found only 'A' system of 113/115XT, 116XT, 3XT2, 2AXT is working and 'B' system is not working due to CPU card defective of Axle counter TC no.113/115XT, 116XT, 3XT2, 2AXT. Information given to AMC staff. Axle counter make- G.G Tronics (MSDAC-Dual). LDC- 20/03/25.	➤ Audit of installation ➤ Multiple failure of lightning
5	NFR	KCF (Kalchini)	23:00- 13:00 22/23.03.25	Gear- MSDAC TC No. 2/11XT,10/11XT, 7/10XT of IBS (KCF-HSA) failed. Cause JE/SIG/APDJ with TECH/KCF attended, checked and found that at IB Hut of KCF-HAS 1no. MDP card, 02nos FDP box, 1no. OFC Converter & 1no. M Com card defective after heavy lightening & thundering . Later Card & FDP box brought from BNQ station , then Replaced the Card & FDP box and Put right at 13:00hrs of 23.03.25. Axle counter Make- G.G Tronics (MSDAC-Dual) .LDC-18.03.25. LDF-NIL. D/C at 23:00hrs, Vide no.MSD/49/03/25 & R/C at 13:00hrs of 23.03.25, Vide no.MSD/50/03/25.	➤ Prolonged failure

Remarks & Review as on dated 21.03.2025

SN	Rly	Station	Time/Date	Remark	Remark / Review
1	ER	Vidyasagar	21:25 - 22:54 20.03.2025 (89 Min)	UP-Line Home signal & C/ON signal failed. Route not initiated. SIM/N/VDS attended at site. SI/JMT attended at site by 12369UP at-22:45hrs. CSI/MDP attended at site by 13514DN at-22:42hrs. ASTE/MDP attended at site by 13514DN at-22:42hrs. Remarks:- Attended and checked found at relay room 1ZR not picked up due to 1/C1 SR Relay contact D3-D4 missing (open). Same relay replaced and rectified. Relay particulars:- OLD RELAY: Company- GENEX TECHNOLOGY KOAA, Style-QN1, Contact-8F-8B, Mfd- JUNE/2022. SL.No-F22A986A. NEW RELAY: Company- CG, Style-QN1, Contact-8F-8B, Mfd-AUG/2024, SL.No-AC937319. Last relay coil voltage checking date- 08.02.2025. SI/4 given for relay room key taken at-21:35-21:36-22:54 hrs. SI/4 SL.No- 412375. Relay room key taken at-21:37-22:53 hrs. Last failure date-NIL. Last maintenance date by SIM/VDS-05.03.2025. Last inspection date by SI/JMT- 02.03.2025. Last inspection date by CSI/MDP-08.02.2025.	➤Investigation of defective relay?
2	NCR	Prayagraj	09:37-10:05 21.03.25 (28 Min)	UP ROUTING HOME SIGNAL NO. 7 RAISED FOR 11061 AT 9.34 HRS. DUE TO TC 296 T BECAME RED DURING OTHER TRAIN MOVEMENT S26 TO W1 ROUTE.TC 296T PROVED IN S7 TO J1 ROUTE AS ISOLATION TRACK DUE TO LOGIC PROBLEM.LONG DURATION DUE TO DRIVER 11061 DOES NOT CAME AT CALLING ON TRACK A7T DESPITE OF STANDING AT S7 FROM 9.34 TO 9.58 Hrs. DUE TO WHICH CALLING ON SIGNAL ALSO COULD NOT BE LOWERED. FAILURE RECTIFIED AFTER 11061 RECIEVED ON T/369 3B AUTHORITY.DOC- 20/10/24, LAST LOGIC UPDATE- 27/12/24, LAST 03 MONTH'S FAILURE-NIL, LV ESM 19.03.25, SI 16.03.25, SECTION OF ADSTE/TELE/PRYJ SRI VISHAL SINGH/9794837118	➤Action taken?

Remarks & Review as on dated 21.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
3	NFR	Dumdangi	18:35-19:40 (DN) & 18:35-19:58 (UP) 21.03.25 (148 Min)	<p>Gear:- DN MSDAC TC no. A2XT, 29DLXT, 626XT, NC31 DLXT, 624XT and UP TC 619XT, NC29 ULXT, 617XT, 615XT, 615XT, NC31 ULXT failed. JE/SIG/DMZ attended with Tech/DMZ checked and found axle counter(MSDAC) failed due to one no. of 200AH VRLA Battery found defective out of 55nos. Battery bank at Auto Hut-9 between DMZ-THM. Replaced by another spare cell and IPS put right. Axle counter LV Reset applied by both side on duty SM. Reset accepted pilot pending appeared and DN line right after passing DN Train 15962 at 19:40hrs, and UP line right after up Train 15722 at 19:58hrs.</p> <p>Particular of Defective VRLA:-Make-Coslight, SL NO-A23002783,MFD-JAN/2023/2V/200AH. New VRLA Make- Coslight, SL NO-A23002795,MFD-JAN2023/2V/200AH. Axle counter make- GGTronics(MSDAC). LDC-05/03/2025. LDF-Nil(last six months). DC/RC-LK/64/03/2025 (A&B) UP Line 18:35-19:58hrs. DC/RC-LK/65/03/2025 (A&B) DN Line (18:35-19:40)hrs.</p>	➤Action taken?
4	SECR	IB/IB	13:45 – 15:45 21.03.25 (120 Min)	<p>East yard crank handle (ch-4, ch-6, ch-7, ch-8 & ch-9) indication failed intermittently. Remark:- sse/brjn attended. later adste/rig also attended & reported that east yard crank handle (ch-4, ch-6, ch-7, ch-8 & ch-9) indication failed intermittently. hence east yard point no.- 104, 106, 107, 108 & 109 became inoperative. detail checked and found that CH4KT(IN)PR, CH6KT(IN)PR CH7KT(IN)PR, CH8KT(IN)PR & CH9KT(IN)PR relay could not picked up at east goomty relay room due to core no.- 1, 2, 3 & 12 of 1x18 core signal cable from east goomty ips to location no.- L-38 got defective & shorted the supply because of core to earth 0 ohm. 1x18 core signal cable used for 24vdc external supply for mentioned cranck handle kt(in)pr circuit. then same circuit shifted in another 1x30 core signal cable and right. ldm- 20.10.24 (at that time value more than 100 mohm), ldc- 05.03.25, as per data logger analysis all kt(in)pr drop at 13:35:32:250hrs & pick up & drop intermittently in failure time. then finally picked up at 15:15:05:859</p>	➤ELD Alarm?
5	WCR	RH-10	08.00-08.40 21.03.25 (40 Min)	<p>RH-10, Auto section (between ODG-BKA) UP, DN and MID Line automatic signal failed. As per Data logger signal got blank. JE shri Himanshu and ESM Ashish attended at RH-10 and found UP AT, DN AT, Local Supplies MCB of 63 Amp/Make-CNS tripped same restored but failure could not right later a MCB of 40 Amp/Make Hawells between Selected Supply and SPD found in tripped condition, after restoring this MCB signals got lit (At 08.31) and failure became right. Due to this IPS(Statcon Electronics),INVT Failed (AC Supply not available in SPD). DOC-RH-10 (04.04.24), LDM-17.03.25, LDIM-26.02.25, LDIQ-31.12.24.</p>	➤Details, Reason for failure?

Remarks & Review as on dated 20.03.2025					
SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	ECR	Karkata	3.00-5.00 20.03.25 (120 Min)	Dn H/S. MSDAC C24XT, 24XT.,MSDAC C24XT, 24XT red due to long haul stop, during starting backward forward movement done on DP sensor, resulting counting mismatch. On-duty Station Master needed to check the Location box for a reset, but when they went to check & found that the location box was double-locked by RVNL during recently NI work on 08.03.25 but RVNL staff location key not handed over till now. SIM/N/SZF attended at 04:35hrs by DN goods, SIM/D/URD attended at 04:45hrs by 20804. LBox lock broken & Reset done and rectified after passing one train. Inform to DGM/RVNL. MSDAC make-Eldyne. LDC & LDI-07.03.25. Memo no-SS/KRTA/15/25, Recv-04:35. Date of Commissioning EI-08.03.25 As per Log report: C24XT Section 1 state-Axle 29-Defect axle-29 at 02:51:53AM, disturbed axle 28 at 02:52:01 AM, Preparatory reset at 04:53:06, cleared at 05:14:14 24XT Section 2 state-Axle 27-Defect axle-127 at 02:51:53AM, disturbed axle 128 at 02:52:01 AM, Preparatory reset at 04:53:47, cleared at 05:16:14 As per D/L report C-24XTPR DN-02:49:00:531, Cleared at 05:14:54:171, 24XTPR DN-02:49:18:78, Cleared at 05:17:24:171	➤Mechanism for keys with O/L staff?
2	NER	Sarai Mir	14:48-15:15 20.03.25 (27 Min)	UFSBI between SMZ-PHY failed due to communication Link fail. , REMARK-Memo received at 14:55hrs. Disc No-PK/182/20/03/25. JE/T/AMH attend at PHY. Checked & found STM Hang at PHY. Reset & put right at 15:15 Hrs. Make-Tejas/TJ1400. Mfd-2022. Rec No-PK/183/20/03/25. LM-05.03.2025, LI-15.03.2025. UFSBI-Deltron, Working on OFC, installation-11.06.2018.	➤What about 6Q back up?
3	SER	Chakradharpur	19:35-20:00 20.03.25 (25 Min)	Track circuit no.L1T1 failed. --- Failure was due to rain water accumulation in track circuit zone. After passage of rain water failure got rectified.	➤Any planning for dual?
Remarks & Review as on dated 19.03.2025					
1	CR	Kasu-Pen	18.45-19.30 19.03.25 (45 Min)	KASU DUE TO NO COMMUNICATION BETN PEN-KASU- NGTN-ROHA FROM 18.42 TO 19.35 HRS, ALSO KASU CUG PHONE NOT WORKING GRANTING OF L/C TO TRAIN AFFECTED OFC between PEN-KASU found burned at km 112/2 by unknown person. Both normal and protection path not working.FCT provided at DBRP-2 board for communication.Attended by RCIL Staff and made normal.	➤Details?

Remarks & Review as on dated 18.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	NFR	Old Malda	17:16-19:35 18.03.25 (139 Min)	Gear- Dn DLBI (OMLF-MLDT) failed , resulting Dn Advance Starter (S-2) failed. JE/SIG/OMLF with TECH/OMLF attended, checked and found that Insufficient line voltage that is 0.56V across PR relay at OMLF from MLDT, resulting LCR was not pickup & Dn Advance Starter (S-2) failed. Later JE/SIG/OMLF & SSE/SIG/IC/MLDT reached by road from BLGT & in presence of SSE/Tele/OMLF, checked thoroughly and found that Slate limb of green pair section 4 Quad defective . Replaced with Red limb of orange pair same sectional 4 Quad and DLBI tested and Put right at 19:35hrs. Last date of Quad cable meggering- 18.01.25 . DLBI Make- HOWRAH. DLBI date of installation- 22.10.23. LDC-27/01/25, Next LDC- 10/03/25(Not Allowed). LDF- Nil (Last six months). D/C applied & allowed at 17:30hrs, R/C at 19:35hrs, Vide no.RH/27/3/25(A+B).	➤Reason?

Remarks & Review as on dated 17.03.2025

1	NCR	Sikohabad-Bhaupur	22.55:23:24 16.03.25 (29 Min)	LCP INTERMITTENTLY IN-OPERATIVE , AS PER CTC NMS, EVENTS INITIATED FROM ULD AT 22:55.52 HRS. DUE TO WHICH LCP ARE BECOMING INTERMITTENTLY IN-OPERATIVE. AS LCPS INTERMITTENTLY BECOMING IN-OPERATIVE FROM SKB TO BPU, SO SKB - BDN DN CTC LINK DISCONNECTED & CTC NETWORK BECAME STABLE. IN DAY TIME RUGGED COM REPLACED & DN FIBER OF ULD STATION WILL BE TESTED UNDER SI-4 NO.118733 (13:15-13:55). EVENTS LOG SENT TO HITACHI OFFICE FOR FURTHER INVESTIGATION..LAST AMC & CHANGEOVER-27.02.25, LAST SI-4-27.02.25, LAST 03 MONTH'S FAILURE-NIL.SFR-02.(ULD)LV-ESM+SI-27.02.25. SECTION OF ADSTE/ETW.SRI ARVIND KUMAR YADAV/9794837039.	➤Investigati on details?
2	WR	Udhna	08:52-09:31 17.03.25 (39 Min)	UDN VDU Hanged, VDU Hanged, At the time of failure VDU B was working but while system hang PSM VDU B transfer to A but PC Key out from VDU B & Not transfer to A due to Password not taken to VDU A, PSM VDU Shut down via Remote and again restart, System gone to Blue display and not transfer to System A, ESM UDN, SSE UDN Attended, and found no operation from VDU, Restart from VDU but not put right, no password taken. Remote operation by PASM for VDU restart, half VDU Start, half VDU Off, System restart from CPU Switch but not put right. Again system restart from CPU B24v connector removed and reinsert and put right both VDU one by one. EI DOI-06.03.2023, Last EI AMC-10.02.2025, LDM-20.02.2025, LDI-10.03.2025, LDF-NIL	➤Investigati on details/ Reason?

Remarks & Review as on dated 16.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	CR	Puntamba	09.35-10.28 16.03.25 (53 Min)	Both VDU failed. Communication of C3 card file fail, at that time system A was online at the same time system not switched on B System due to synchronisation error.As system A&B of card file C3 communication was unavailable so rest of the card C1,C2 & C4 also got Auto reset and system failure occurred. Further as for remedial actionA3 J1 Slot SYNC card & A3 J2 slot COM card replaced. EI Commission:- 02.07.2024 , LDM:-14/03/2025, LDI :-14/03/2025.	➤Action taken?

Remarks & Review as on dated 15.03.2025

1	ER	Sakrigali	18:30-01:10 15/16.03.25 (410 Min)	TC- 67BT, 68BT, Shunt signal (SH-92), DN BPAC with SBG & Point 64AB Flashing in Both side. (Inf received at 18:33 hrs from SEC/CNL) SIM/SLJ attended at 18:50 hrs, JE/SBG attened at 19:15 hrs ,ASTE/SBG along with CSI/SBG attended at 19:30 hrs , Point 64 indication appeared at 21:15 hrs & TC 68BT rectified at 21:58 hrs & TC 67 rectfied at 22:01 hrs & DN BPAC reset at 22:30 hrs & clear at 23:10 hrs,SH 92 rectified at 11:40 hrs, Up BPAC Reset taken at 00.50Hrs & clear at 01:10 hrs, failed due to 8 to 10 no 12 core signalling cable damage inside cable tranching ,during HDD microw tranching ,HDD work for double distance work, all CKT transfer in spare conductor of diferent CKT cable , microw tranching work going on upto 18:30 hrs & suddenly cable damage , damage portion of cable transsing work progress ,R/R key code 05 time 20:00 to 01:15 with SI -4 , as per CSI/SBG.	➤Action taken?
2	WCR	Gurla	16.05-19.40 14.03.25 (215 Min)	Point No-109/110 (Up & Dn Emergency Crossover, KOTA end) failed at 16.05 hrs due to Point No-110 Bursted during shunting Movement of Light Engine. As per Datalogger Dn Calling On Signal CO-5 was taken off for Line No-1 for Light Engine movement, LE reached at 110/117 T track, then 110/117 T track pick up under wheel at 16:07:03:484 hrs. ASM operated Point No-109/110 by using WWNR and 109/110 WNR at 16:07:07:389 hrs. Resulted Point No-110 bursted by LE/Wheel, Mechanical fuse also broken due to point operated under wheel. ESM reached at site, he checked and reported the same cause as above. SSE reached by road from KOTA at 17:10 hrs, SSE/N/KOTA also reached and disconnection put up and then allowed the same from 18:05 to 19:40 hrs. Replaced mechanical fuse, driving rod and driving rod lug, tongue rail bracket in Point No-110 TWS(DOI-29/05/19) and failure put right. Last Point & X-ing Joint Inspection-26.12.24 .LDF-14.06.24, LDM-09.03.25, LDIM-10.03.25, LDIQ-26.12.24.	➤Action plan to avoid repetition?

Remarks & Review as on dated 14.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	NER	Govindnagar	19:25-20:46 14.03.25 (81 Min)	Dn Line Axle counter between GOVR-BST failed. As per SSE/T/LJN, due to STM problem check & found that Error in all E1 of STM at BST OFC Room, Right after E1 card re-jacked by JE/T/BST Shri Mithileshji, Dis No-VA/A/21/14/3/25, Rec No-VA/B/21/14/3/25[, Time-19:38-20:46] Error code-US-1, LV-1, LV-2, US-2, Link fail, AMC-Yes, last AMC visit-12.03.2025, last same failure -03.03.2025, Earth value- 6.5 ohm, SPD-Ok, Ripple voltage -7mv, Parameters-Total voltage-27.35V, DC to DC converter -24.30V, 18.02V, 12.03V, 12.04V, 5.01V, PD1-RX sig-1.0v, sup-4.21v, PD2-Rx signal-1.01v, sup-4.24v, LM-14.03.2025, LI-27.03.2025 , Make- GG Tronics, Media-Dual	➤Quad Media?
2	NFR	Kishanganj	05:46-06:29 14.03.25 (43 Min)	Gear-Point No.101/102 (TWS) Reverse position flashing at 05:46hrs & Normal position flashing at 06:08hrs. JE/SIG/KNE with Sr.TECH/KNE attended, checked and found that Point No.102 (TWS) was not setting in Reverse position, due to fish tail not released . Then checked thoroughly and found that Switch rail was floating in normal position and also SSD also giving intermittently trouble, resulting point also not set in normal position. Later Engg staff attended and SSD arm adjusted and Manual packing also done, then gauge tested and Put right at 06:29hrs. Date of commissioning of TWS point no.102- 12/03/25. Last date of joint point & crossing- 02/02/25. LDC-12.03.25. LDF- NIL.	➤Why TWS coming with deficiencies?
3	WCR	Gurla	16.05-19.40 14.03.25 (215 Min)	Point No-109/110 (Up & Dn Emergency Crossover, KOTA end) failed at 16.05 hrs due to Point No-110 Bursted during shunting Movement of Light Engine. As per Datalogger Dn Calling On Signal CO-5 was taken off for Line No-1 for Light Engine movement, LE reached at 110/117 T track, then 110/117 T track pick up under wheel at 16:07:03:484 hrs. ASM Shri BL Meena operated Point No-109/110 by using WWNR and 109/110 WNR at 16:07:07:389 hrs. Resulted Point No-110 bursted by LE/Wheel, Mechanical fuse also broken due to point operated under wheel. ESM reached at site, he checked and reported the same cause as above. SSE reached by road from KOTA at 17:10 hrs, SSE/N/KOTA also reached and disconnection put up and then allowed the same from 18:05 to 19:40 hrs. Replaced mechanical fuse, driving rod and driving rod lug, tongue rail bracket in Point No-110 TWS(DOI-29/05/19)	➤Action taken?

Remarks & Review as on dated 13.03.2025					
SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	NCR	Etawah - Ekdil	11.15-11.37 13.03.25 (22 Min)	511 AT AFTC FAILED AND A/C OK. FAILURE RIGHT IT SELF REACHING BEFORE S&T STAFF. LATER ON SI/ETW ATTENDED AND AS PER LOG A511 ATRX2 WAS FAILED AT ECU 67 E, SAME MODULE REPLUGGED & RECTIFIED. 2 NO ERICO AND 2 NO 6 CORE JUMPER RECONDITIONING DONE DURING SI-4=11.45 HRS TO 12.45 HRS AS REPORTED BY SI/ETW. SI-4=11.45 HRS TO 12.45 HRS. SI-4 NO=109009. PARAMETER= V1V2=1030mv ,R1R2=348mv ,A+A-=23.90v,L+L-24.60, FREQ.- 2300Hz, DUAL DETECTION, MAKE = ANSALDO, END FED, LENGTH=,514 METER, LAST SI-4 DATE=03/03/2025, LAST-3 MONTH FAILURE=NIL. SFR-10, LV ESM-22.02.25 & LV SI- 14.02.25.	➤Planning for redundancy?
2	SWR	SIVADI	02.18-06.35 13.03.25 (257 Min)	25XT & 1CXT Track down . After arrival of staff Checked all parameters and found within range. In event logs it was showing "System Defective" . After applying reset track picked up and reconnected at 04.20hrs. Again same track failed at 04.25hrs. As per company staff Meggered Quad cable, 110MΩ available. DP link was not establishing for DP2 [Link fail indication appeared during 2nd time failure]. While checking MPLCC DATA +Ve wire is not proper intact. Same inserted properly and DP link established. [Note- On 06.02.25 as per advise of company staff DP 1 to DP 12 Telecom cable to Quad cable replaced from CT rack to MPLCC] Reset applied and after passing Tr.No.12258 track picked up and reconnected at 06.35hrs.As per Event log error showing "system defective" DN/RN:623404 applied at 03.00hrs, permitted at 03.05hrs, Reconnected at 04.20hrs, 623404 applied at 04.25hrs, Permitted at 04.30hrs, reconnected at 06.35hrs.	➤Prolonged failure?
Remarks & Review as on dated 12.03.2025					
1	CR	Kasara	07.58-11.05 12.03.25 (187 Min)	Point 103 (SHUNTING NECK TO ENGINE LINE) NCR cause-1. Station- KSRA, P.103 B end Normal lock Slide is broken same replaced and put rt. Last Date of inspection -11/3/25, Last date of maintenance :3/3/25	➤Prolonged failure?

Remarks & Review as on dated 12.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
2	NCR	Panhai-Dabhaura	17:00-17:35 12.03.25 (35 Min)	IB SIGNAL UP S-1 AND DN S-8 NO LIGHT DUE TO ELECTRICAL CLS PANEL AND IPS (220V AC) SUPPLY MCB TRIPPED AND MESSAGE NOT RECEIVED FROM D/L AND ALSO NOT INFORMED BY D/L STAFF. SI/SEC/PNHI ATTENDED WITH ESM AND IPS SUPPLY TRANSFERRED ON SPARE MCB AND RECTIFIED. ELEC/STAFF MKP ALSO ATTENDED. OLD MAKE- ANCHOR, NEW MCB MAKE- HAVELLS, PANEL MAKE- SUNTRON SYSTEM, LAST 03 MONTH FAILURE-NIL. LV ESM-28.02.25, SI 20.02.25, SECTION OF ADSTE/SRJ. MD ARSHAD, 9797837078	➤Reason why message not generated?
3	SCR	Kadiyam	20:47-21:15 11.03.25 (28 Min)	Kadiyam (KYM) Stn - UP L/L Starter S4 Signal Blank Hence S1 Home signal did not obeyed for L/L. Due to S4 RG Integrated LED defective (drawing low current 25m Amps). Same LED replaced and restored by Tech/I/KYM Sri. Veera nagu. After restoration LED Current: 108.3/122ma, LED Make: Tilak, SI. no: R8118, Spec: RDSO/SPN/199/2010, Mfd: 07/2020, DOI: 01/2021, Last 3 months Nil failure. LDVs of ESM 04/03, JE/S/RJY 20/02, SSE/S/RJY 17/12/24.	➤Samples to RDSO
4	SR	Doravarich atram – Nayaudup eta	15.30 – 19:30 12.03.25 (240 Min)	Down Auto Signal No.1012 at On: 1012AT Track down due to 1012AT RX TU & 1012T Rx TU (Freq 'B') Defective (No output). Same replaced and restored by SSE/S/NYP with staff. AFTC: ABB, Freq 'A', E/F, Instd: 2008: 1:-1012T. RX TU. B. Freq Defective:-sr.no.TU-B-0632251, 2:- A1012T RX. TU- A Freq, Defective TU sr.no.TU-A-0731021 LDV: 07:03:25, by Sr.Tech/NYP. LDI: 05:03:25 by SSE/S/NYP.	➤Prolonged failure?
5	WCR	Sanchi	15.45-16.48 12.03.25 (63 Min)	Up & Dn SGE Block (Between SCI & SMT) failed due to SMT Side UFSBI (Make-Deltron) both Modems failed. As per data logger Line clear given 24LCPR UP at 15:40:06:187 then Modem B failed at 15.40.10.359 & Modem A at 15.40.10.390 hrs. SSE along with staff reached, they checked and found that behind IPS 24V DC supply negative (Black) wire between IPS to Distribution Board carrying supply for UFSBI & Datalogger found loose, due to which supply was not reaching up to UFSBI, same wire tightened and failure put right. IPS Make-Amararaja, Date of Installation 19.04.2016, Date of AMC 10.03.2025. Later IPS Engg also reached at site and found OK. LDF-12.03.25, LDM-10.03.25, LDIM-10.03.25, LDIQ-04.01.25.	➤Planning for thermal scanning?

Remarks & Review as on dated 11.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
1	NWR	Naraina	13:20-15:50 11.3.25 (150 Min)	Gear Failed- TC-DN SIDE 517T, 517AT, 49AT, 501T, 501AT AND UP SIDE 504T,2T,2AT failed. NRI-BNWS & NRI-SK Axle Counter Track circuit Dn Side 517T, 517AT, 49AT, 501T, 501AT and up side 504T,2T,2AT track fail. S&T control H/over memo for absolute system in section at 14:50 Hrs. SK/NRI Dn put right 15:45 HRS, Up Side put right at 15:50 HRS, NRI/BNWS Dn side put right at 15:40 Hrs, Up put right at 15:48 Hrs. NRI, UP LINE- 504T, 2T,2AT & DN LINE-517T, 517AT, 49AT, 501T, 501AT MSDAC Tracks fail. Attend by MCF/FI, JE/FL & GG Tronics ENGG & found MDP link are not stable (both auto section & Yard). Due to this Reset could not be completed. Later reset was done by using the VDU Panel. After the reset, All Track's entered preparatory mode but MSDAC again failed & observed that the MDP link were fleshing again. For the System, 24v DC was a separate supply for auto section (main & Standby) & yard MSDAC. Later checked all MSDAC 110v DC supply were the same but the fuse were different for auto section Main-1, Auto Section Standby-1 & MSDAC Yard-1. Total 03 No's fuses are located in SMR (IPS Room) , no loose connection were found. Suspected an Issue with SMR module & variations in ripple voltage (60mVAC to 242m VAC). Now System Kept In Under Observation. Joint Note prepared with JE/FL, GG Tronic Engg, & SSE/Sig./Project/JP	➤Investigati on details?

Remarks & Review as on dated 10.03.2025

1	ECR	Chiraila Pathu	00.01-01.45 10.03.25 (104 Min)	DN DFCC to IR Pt.-52 'N'&'R' indication fail. SM/CPBH operated point no.-52 in 'R' for receiving Dn Goods from DFCC but point flashing in 'R' & Point.-52 'B'. Stop in mid position again operated by SM on duty 'N' & 'R' but point was not taking drive in N&R. SM/CPBH taken crank handle key & cranking done of point at 1:38hrs & after CH key return point Normal indication appeared and train passed on proper signal. After passage of train JE/S/AUBR tested & found Point 52B creeping about LH-10, RH-12mm, resulting point not set in 'R' & not taking drive in normal. Thoroughly Checked and found point no.-52B reverse side lock slide slightly out, same adjusted and rectified. Reason for delay: PT 52 3Km from CPPBH station. SM on duty crank handle taken out & cranking of point, SM back to station & crank handle key 'IN' & Normal & Reverse indication appeared. Parameters noted on 20.02.25 at 15:00hrs: sleeper no-3 lounge rail LH rest-63mm, RH-60mm,	➤Action as per JPO?
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Remarks & Review as on dated 10.03.2025

SN	Rly	Station	Time/Date	Remark	Remark/ Review
2	NWR	Degana Jn.	15:37-16:31 10.03.25 (54 Min)	Up DNA-JAC HASSDAC (Make-GG Tronics) failed at 15:37 Hrs as VPR2 drop at 15:36:49 as showing Error No-33 (VPR1 already auto drop since from 13:58:15 one unit failed message received from Data logger but Sectional JE on weekly rest) on arrival of up train 22421 at JAC, same HASSDAC reseted but HASSDAC reset not taken. Later Failure attended by SE/DNA and found that SUP level of PD-1 & 2 card is high at DNA in system-2 same SUP level adjusted and put right on T. No-14863, (VPR2 up at 16:30:10). Then attended at JAC where found that SUP level of PD-2 card is showing low in system-1 same SUP level adjusted and put right (VPR-1 up at 17:34:46 hrs) HASSDAC working on both Media , LDM-2.3.25 LDI-15.2.25	➤ Trial stations and action plan for implementation?
3	SER	Lakhannath Road	10:43-13:20 10.03.25 (157 Min)	DN IB XT (12XT) LXD-DNT failed.---- UP DP-2 card opened & reacked at IB Gate relay Room Evaluter & rectified. LDC-08.03.25 Tech/LXD, LDI-08.03.25 JE/JER with Sigma Staff, LDF-05.03.25, MSDAC-Sigma/Qd.	➤ Reason of failure?

Remarks & Review as on dated 09.03.25

1	ER	Tilbhita	16:00 - 22:25 09.03.25 (385 Min)	PANEL NO LIGHT AT CENTRAL CABIN & UP & DN BPAC WITH Pakur-PKR FAILED. SI/TBB, CSI/LR/RPH, ASTE/RPH attended at 16:05hrs. SI/LR/PKR also attended at 18:40hrs. After OHE Wire on DN M/L Broken at TBB (Between TBB/east - PKR) the following S&T Gear Damage/Burn- 5 No's 24/32-5Amp Modules burn out at IPS used in BPAC Circuit, Near About 12-15 No's Fuses was burned in TBB/East Cabin Relay room. 4 no BPAC Location at East Side total Equipment burn. all fuses & SPD in BPAC Location was burn, IPS short fuse in IPS SMR burned. Operating Panel wiring & LEDs used in Indication of panel was burn out in Operating panel at TBB/central Panel Room. Reset Box of Both BPAC Burn out. The TBB-E Cabin data logger short-circuited, resulting in damage to: Digital stack cards, Digital tag block, Main motherboard power supply card, Communication module, Internal 2Mbps modem. Same fuse replaced & UP & DN BPAC with PKR System-1 card replaced & rectified. DN BPAC = CEL, 710P, DUAL, QUAD/OFC, UP BPAC= CEL, 710P,DUAL, QUAD/QUAD, PANEL- DELTRON .	➤ Reason ➤ Earthing & Bonding technical audit?
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Remarks & Review as on dated 09.03.2025					
SN	Rly	Station	Time/Date	Remark	Remark/ Review
2	WCR	Kota Jn.	17.48-18.50 09.03.25 (62 Min)	Point no 323 (TWS Line no-3 to Up main line) failed to set in Reverse. ESM shri Vikash reached at site checked and found throw rod bracket broken. SSE shri M.K. Chaturvedi & HQ Gang reached at site. same throw rod bracket replaced and put right*. PT 323 TWS DOI- 23/05/2023, LDM-03.03.25, LDIM-20.02.25, LDF-09.06.2018.	➤Reason for breakage ?
Remarks & Review as on dated 08.03.2025					
1	NER	Suraiman pur	17:28-19:30 07.03.25 (122 Min)	UFSBI between SIP-BKLA & SIP-STW failed, After getting information, TCM/SIP attend at 17:40 Hrs SIP/OFC room found STM was not switching ON. SSE/T/BUI attend at SIP from BUI by train no.19045 at 19:10 Hrs. After checking all cards removed and reinserted. After this STM was switched on and become normal. ASTE/CPR attend at site, Make- STM 4 - TEJAS/1400 Installation- 01.3.2024, LM&LI 16.02.25.	➤Quad Media?
2	NR	Lucknow Power Cabin	02.00-04.25 08.03.25 (145 Min)	Track no-389/AT showing red North/Line & point 389 fail in normal & reverse position. Track no-389/AT showing red North/Line & point 389 fail in normal & reverse position due to fuse no 1 of 1.6Amp which is used in 60V supply point operation circuit 389AB in rack no 42 was getting blown off repeatedly , Same checked and found track repeater relay of 389AT TP2R in rack no 37 relay no 44 has shorted, Same Relay and fuse replaced by JE/PC/LKO with staff and Put right as per JE/PC/LKO. LDM- 20.02.25, LDI- 01.03.25, LTMF- NIL.	➤Action plan for LKO EI?
3	NR	Sonic	02.12-03.36 08.03.25 (84 Min)	Track 60/AT showing red route not released. Track 60/AT showing red and route locked due to CRO on TLJB of Track no 60AT at KM no 46/28-26 hence TLJB was broken hence Track showing red and route locked due to which Block instrument ON-SIC Failed, Same Route released with emergency key by ESM/N/SIC and New TLJB provided by ESM/SIC and put right as per SSE/ON. Photograph available. Copy of CRO is Available. Witness in SI26 by on duty porter is Available	➤RRBU by OPTG staff?

Thanks