APPENDIX—III (e)

INSPECTION OF—Statement of Rolling Stock (Locomotive) Performance

(Statement 4-A)

Inspected.....Loco shed/Locomotive workshop/Divisional and Headquarter's office (delete whichever is not applicable on.....Railway and checked the statistics compiled for the month of.....

Date of last inspection : .. (*i*) By Railway Board's Inspectorate.....

.. (*ii*) By Statistical/Compilation Officers/Statistical Inspectors of the Railway.....

A. Loco shed :

(*i*) Steam & diesel hydraulic engines —

1. Are engines in use shown on calendar day basis ? Check up if the engines arriving shortly after midnight after working a service and/or taken for washout on the day of arrival are not shown as spare.
2. Is the allocation of engines utilised for more than one service during the day properly done in the ratio of hours spent on each service ?
3. Are engines sent as 'Light', 'Assisting not required' or 'Assisting required' properly allocated to the service concerned ?
4. Check up with the relevant repair books and ALF's diary if the engines shown as spare are not actually undergoing repairs ? Report such cases.
5. Check if engines in good fettle, but kept as stored in good repair for whole of the calendar month only are shown under 'Good Repair Stored' (G. R. S.).
6. Are the engines in transit to and from Mechanical workshops correctly accounted for ?
7. Where the total disposition of engines is maintained by the homeshed, check up if the engines in shop or stabled awaiting workshop repairs are correctly accounted for ? Is the relevant information received in time ? Also scrutinise the basis of compilation of the information
8. (*a*) Check up if the engines sent on trial after completion of heavy repairs or receiving attention in shed after their arrival from workshops are shown under repairs only.

   (*b*) Check the accountal of engines in transit from and to shed/workshop and also of those moved dead.
9. Test-check the performance statistics for a minimum period of 10 days and report the comparative position under "As shown" and "As should be".
10. Is a Register showing cases of engine failures maintained ?
11. Check up the details maintained in engine-failure register with other relevant records maintained in sheds.
12. Check up if the engines received on transfer and those sent out on transfer are correctly accounted for. This should be kept in view while checking the accuracy of 'Number of engines on line' compiled by the shed.
13. Check up the receipt of basic documents sent to Statistical branch for compiling operating statistics ? Indicate the percentage of missing returns for two consecutive months. Also mention if adequate control is exercised to obtain all the basic documents (A detailed note may be appended).

(*ii*) Diesel electric and electric engines—

1 Is the number of engines in shed calculated correctly on hourly basis under various categories such as spare and ineffective ? Check up the accountal of engines under G. R. S.

2 All the relevant items shown under A(*i*) in respect of diesel hydraulic tractions should be checked with respect to diesel electric & electric engines also, keeping in view, however that the disposion of en gines is based on 'hourly basis' and not on calendar day basis. In addition, the following items may also be checked up :—

(*a*) Are the engines undergoing servicing or light repairs shown as 'spare' ?

(*b*) Are the engines remaining spare over consecutive 12 hours correctly treated as 'spare' ?

(*c*) Are the number of engines in use include those idling in traffic yard ?

3. Is a register of engine failures maintained ? Are engines losing 30 minutes or more (net) in case of passenger trains and 60 minutes or more (gross) in case of goods trains on mechanical/electrical account included under failures ?

B. Loco-repair workshop :

1. Is there a loco shed nearby ? If so, how the engines arriving in shop are accounted for ?

2. If there is no loco shed nearby , how the engines arriving after the schedule date are accounted for reckoned from date of arrival to date of starting the repairs.

3. How are the engines arriving in shop for repairs before scheduled dates accounted for ?

4. How the period of trial or period from completion of repairs to actual despatch is accounted for by the shop while compiling monthly locomotive repairs statement ?

C. Divisional Control offices & Headquarters :

1. Check the divisional figures of disposition of steam and diesel hydraulic engines consolidated by Divisional office from the statements received from the sheds and also whether all the statements are received. In case of the missing statements, check up the basis of estimation. Indicate the extent of missing statements for a few months. (Names of the sheds who failed to submit the statements in time should be recorded).

2. Check up if all the engines allotted to the Division are accurately accounted for.

3. (*a*) In case of diesel electric and electric engines see whether the hourly position of utilisation of engines under each service is properly maintained in Control offices and Headquarter's office.

   (*b*) Check up if the details are compiled separately for home railway and foreign railway engines.

   (*c*) Check up if the total number of engines on allotment basis tally with the relevant data received from other railways regarding home railway engines working on those railways.

4. Are there any nominated points/sheds where engines are stabled ? If so, check up if engines stabled there on traffic account for more than 12 hours are shown as 'spare'.

5. Check up if the engines in the following circumstances are correctly shown as in transit' :—

   (*i*) engines in traffic yard or at way side stations after failure ;

   (*ii*) engines under or awaiting repair in yards and outstations ;

   (*iii*) engines in transit to and from shop when moved dead ; and

   (*iv*) engines damaged in accidents stabled in traffic yards or outstations.

6. Make a sample check of the engine kilometres compiled in the Statistical branch. How does it differ from the corresponding figures compiled in the Divisional office ?

7. Is a register of engine failures maintained ? Check up if all the cases of engine failure reported by the sheds have been included by the Division for reporting to the Headquarters. Similarly, check it all the cases reported by the Divisions are advised to the Board by the Headquarter's office. (Reasons for omitting cases of engines failure by Divisional or Headquarters office may be indicated for any particular month).

8. Check up the cases of engine failures reported to the Headquarters with reference to the unusual features/occurrences register maintained in Divisional Control office.