APPENDIX—III (f)

INSPECTION OF—Statement of Rolling Stock (Carriage & Wagon) Performance

(Statement 4-B)

Inspected..... sicklines depot/Mechanical workshop/Divisional and headquarters office (delete whichever is not applicable) on.....Railway and checked the return for the month of.....

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

.. (*ii*) By Statistical/Compilation officers / Stat.. Inspectors of the railways..... ..

A Coaching stock

(*i*) Sicklines depot—

1. Is a register showing details of coaches marked sick and made fit maintained and kept updated ?
2. Is free allowance of first 24 hours correctly given ?
3. In case of coaches marked both for electrical and mechanical repairs, check if the allowance of 24 hours to a coach is given only once.
4. Check up the details of ineffective position reported with reference to 'Sick and fit' Memo for a minimum period of 10 days and indicate the details of irregularities noticed.
5. If the sicklines depot serves as a stabling point for a workshop, see that the stabling period from the date of arrival to the date of despatch to workshop is properly calculated and accounted under "stabled awaiting workshop repairs".
6. Are departmental coaches excluded ?
7. Check up if all the coaches detached at road side stations for hot/warm boxes are properly reported.

(*ii*) Workshop—

1. Is there a pocket yard situated outside the shop ?
2. If so, please check if the time spent in pocket yard is properly included under 'stabled awaiting workshop repairs'. Are the coaches in shop accounted for from the date of arrival to the date of despatch ?
3. In case there is no pocket yard situated outside, check how the time from arrival in workshop to the time of starting the repairs is accounted for ?
4. Check if the period taken by coaches waiting for material or detained after the completion of repairs is accounted for correctly.
5. Is the time taken for electrical repairs in shop is correctly accounted for ?

(*iii*) Divisional Control office/Headquarters office—

1. Check if the returns from all the sicklines depots/Divisional offices are included in the consolidated figures. In case of missing statements , examine the basis of estimation.
2. Check up if the transit time is properly calculated.
3. Check up if the coaches detached at roadside stations (other than the sicklines depot) and coaches involved in accidents are included in the ineffective position.
4. Check up the method of compiling 'on-line' figures. Are the coaches declared uneconomic for repairs in terms of para 239-F and departmental coaches excluded from the 'on-line' figures ?
5. Check up the register of hot boxes maintained by Divisional Train Examiner (Control) with the corresponding figures reported by the sick line depots to the divisional office.
6. Check up if all cases of warm boxes are included while reporting figures under 'hot boxes' in terms of instructions appearing under item 12 of monthly Statement 4-B.

B. Goods Stock—

(*i*) Sick line Depots—

1. Is a count of all sick wagons in sicklines and in yard is taken between 6 and 8 hours daily and signed jointly by T. X. R. Train examiner and Yard staff ?
2. Are wagons requiring panel patching included in the ineffective position.
3. Check if the wagons requiring transhipment before being repaired are included ?
4. Are the unloadable wagons booked for workshop included ?
5. Are wagons marked sick for other than mechanical repairs such as load adjustment etc. or the departmental wagons excluded ?
6. Are wagons properly equated in terms of 4-wheelers ?
7. Check if all the cases of hot/warm boxes are properly reported and whether wagons detached at roadside stations for warm box and after being attended to by sickline staff and not booked to sick line depot for further repairs are reported as hot/warm boxes. Also check up if the wagons detached in the marshalling yards for hot/warm boxes are included ?

(*ii*) Workshop.—

1. Is there a pocket yard situated outside the shop ?
2. If so, check whether the time spent in pocket yard is properly included under 'Stabled awaiting workshop repairs' and also if wagons in shop are correctly accounted for from the date of arrival to the date of despatch.
3. In case there is no pocket yard situated outside, check how the time from arrival in workshop to the starting repairs is accounted for.
4. Check if the period taken by wagons waiting for materials, or detained after completion of repairs is included in the ineffective position.

(*iii*) Divisional/Control offices/Headquarters office.—

1. Check if statements of all the sicklines depots/Divisional offices are included. In case of missing statements, indicate the basis for estimation ?
2. Check if wagons detached at roadside stations (other than the sickline depots) or wagons involved in accidents as recorded in Control register are correctly included .
3. Check the method for compiling 'on-line' figures.
4. Check if the number of 'wagons on line' is worked out correctly.
5. Check whether the following types of wagons are excluded from 'on line' figures :—
   (*a*) departmental wagons ;
   (*b*) wagons condemned and withdrawn from traffic or declared uneconomic to further repairs ;
   (*c*) wagons lent to other departments, home line construction or used for housing the staff and stores ;
   (*d*) wagons used for coaching traffic or running empty in passenger trains ;
   (*e*) wagons on Port Trust Railways ;
   (*f*) wagons placed in sidings not worked by railways ; and
   (*g*) missing wagons which have not been found during the two censuses ;
6. Check whether the ineffective position of wagons included in monthly Statement No. 4-B is jointly signed by the officers of Operating and Mechanical branchs.