

EAST CENTRAL RAILWAY



Office of the
Sr. CDO/TS/ JHAJHA
Date- 14.01.2023.

L. No. 11/TRS/MEMU/JAJ/Tech.

CESE,

East Central Railway, Hajipur.

Sub:- Inter Railway Audit of EMU, MEMU crashed.

- Ref:-
1. Rly. Bd. letter no. 2012/Elect (G)/113/1 Pt. dated 30.05.2022.
 2. CETE/SER office letter no. CEE/RS/180/EMU-Audit dated 02.05.2022.

Vide above referred letters, point wise remarks pertaining to MEMU shed Jhajha is as under:-

Point no.	Observation	Remarks
1.	Condition of working area unhygienic. Toilet cleaning and rake washing done in inspection pit. Construction of washing pit underway.	Newly constructed washing pit is fit since 01.01.2023, now under maintenance rake is firstly placed for cleaning at washing pit. Hence cleanliness of working area is improving.
2.	Shed roof and heavy lifting crane full of beehives. Maintenance of shed structure required.	Cleaning of beehives is done periodically. Defective/damaged roof sheet of maintenance shed structure has been repaired/replaced by Engg. Department.
3.	Inspection pit floor & adjacent drainage system full of cardium compound it makes working area hazardous for worker. Proper cleaning and scraping in regular interval needed.	Old drainage system was blocked, due to this proper draining of water accumulated during cleaning/washing of coaches was not discharged properly. It has been cleaned also new drainage system constructed recently by Engg. Department. Also cleaning of coaches has been shifted to newly constructed washing pit.
4.	Shed is adjacent to Jhajha Station. No boundary walls present between station and MEMU SHED Trespassers can easily access the shed. Also no RPF personnel was present during our visit. Safety & security of the shed must be increased.	One side boundary wall in continuation of washing pit has been constructed. For construction of boundary wall to the station side will be proposed in PWP. RPF personnel performs their duties round O' clock at MEMU shed Jhajha.
7.	No data available regarding maintenance and proper working of fire safety alarm in motor coaches.	Smoke detector in old Motor coaches has not been fitted by manufacturing unit. KPA has been requested to fit smoke detector wherein not fitted.
8.	Announcement system of the shed is out of order. Shunting practice is not safe enough. Advised to implement announcement system and bell ringing system around the rake before shunting.	Announcement system has been repaired.

9.	Power block imposition and cancellation system lacks transparency and loopholes detected. No Supervisor involved in power block imposition cancellation system of the inspection rake. Whole Responsibility is on Pneumatic section technician. Also in register no space for staff sign during imposition of power block. Also register is not maintained on daily basis. Advised to develop the register in such a way that there should be signature of every single person involved in roof maintenance both before imposition and cancellation of power block. Also supervisor should be nominated to monitor the whole process.	Advised register is being maintained at PPIO on daily basis under supervision of PPIO incharge. Staff demanded power block has to sign in advised register also those who working in roof their signature being taken in register.
11.	Safety drives carried out but documentation not available for Electrical and Pneumatic section.	Compliance of all safety drives is communicated by Technical cell as provided by Electrical & Pneumatic section and these documentation is also maintained in Technical cell only.
12.	Data management system (i.e. upkeep and maintenance of records, formats, including equipment History) of section not up to the mark. They need computing device in every section for maintaining digital data.	Data management is presently maintained manually in register. Proposed PCs for each section was not approved due to fund crisis. It will be again proposed for better digitization of record keeping.
13.	Separate colour coding of Pneumatic pipeline not maintained as per RDSO guideline. Advised to colour the pipeline as per guideline.	It has been complied.
14.	There are intermixed cast wheel and forged wheel present in some conches. Advised to take a census and plan to rectify it.	It is generally done during POH at KPA. It has been informed to KPA several times. Now KPA has stopped to intermix wheel in Motor coaches.
15.	Unit exchange spare position is poor. Overall UES percentage is 16. UES of motorized bogie, trailer coach bogie, bolster is nil. Procurement of some item under process. Advised to give proposal under RSP for procurement of UES.	02 nos. Motor coach bogie is presently at MEMU shed Jhajha and 06 nos. POHed Trailer coach bogie is at KPA. Frequently usage UES like Traction Motor, Compressor, VCB, Transformr etc. are available as per required quantity.
16.	General section unable to produce load testing certificate of lifting tackle and boom. Advised to test it yearly from approved agency.	It will be processed for load testing from outside agencies. However periodic DPT is done and recorded.

This is for your information and onward action please.



DME/MEMU/JA
E.C.Railway,Danapur
14/1/23

East Central Railway
Hajipur

Office of the
Principal Chief Mechanical Engineer

No. ECR/MEC/MEMU/102

Dated: 15.06.2022

Director Electrical Engg. (G)
Railway Board

Sub:- Action taken against RDSO observations during safety Audit of EMU/MEMU.

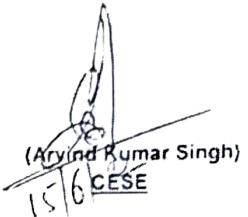
- Ref:-**
1. Rly. Bd. letter no. 2012/Elect (G)/113/1 New Delhi dated 30.05.2022.
 2. Dir./MRVC/RDSO letter no. EL/0.3.0 dated 06.05.2022.

Parawise remarks on RDSO's observations are as follows:-

Railway	Name of Car shed	RDSO Observations	Remarks	Action taken
ECR	MEMU Car shed . Jhajha	Oil leakage from Transformer in equipment compartment	There was no Transformer oil leakage in equipment (HT) compartment. The Transformer oil noticed was accumulated in tray fitted under conservator tank. Whenever BIR occurs during run on line, working motorman/staff operate the knob fitted with BUD to discharge the gas to reset BIR. During resetting of BIR, some quantity of Transformer oil also comes out and get accumulated in tray.	The accumulated oil is cleaned during maintenance. This is normal practice
		Fire extinguisher is not available in equipment compartment (HT).	During maintenance it was taken out for replacement of discharge pipe.	After replacement of discharge pipe fire extinguisher has been provided
		Danger & X(cross) was indicated improper	-----	It has been made proper
		In LT panel, 125 A fuse was provided instead of 160 A for main compressor	It was observed that due to fitment of 160 A fuse, main compressor motors were getting burnt accordingly local modification for fitment of 125 A fuse instead of 160A with detailed reason has been done by SDAH division of ER and such practice being followed by all MEMU car shed of ER since 1998 January. Same practice is also being followed by MEMU shed Jhajha. No case of main compressor motor burning is observed with such practice (Copy of modification sheet of SDAH division ER is attached)	Hence 125 A fuse instead of 160 is provided
		63 A fuse is provided instead of 120 A for fan phase	Camtech vide CAMTECH/2009/E/TSD/AC EMU/1.1 December 2009 has circulated trouble shooting directory for MEMU with 63 A fuse for fan phase.	Hence 63 A fuse is being provided for fan phase instead of 120A
		No any instruction for operation of fire extinguishers was pasted.	All new fire extinguishers (FE) were provided with operating instruction and some of old FE these instructions were defaced.	Fire extinguisher operating instruction is being ensured on all fire extinguishers
		Only one fire extinguisher was available.	Other was taken out for replacement during maintenance of MEMU rake.	Two nos is being provided

		Simplified battery charger was found very dusty.	As the MEMU rake was under maintenance and sweeping/cleaning of coaches, equipment along with maintenance work was going on. Hence it was observed dusty during safety audit.	Cleaning being ensured during maintenance
		Constant voltage transformer was found very dusty.	Do	Do
		Light fittings & fans in coaches were found very dusty.	Do	Do

This is for kind information of Board.



(Arvind Kumar Singh)
15/6 CESE

EAST CENTRAL RAILWAY



L. No. 11/TRS/MEMU/JAJ/Tech.

Office of the
Sr. CDO/TS/ JHAJHA
Date- 14.06.2022.

CESE,
East Central Railway, Hajipur.

Sub:- Action taken against RDSO observations during safety Audit of EMU/MEMU.

- Ref:- 1. Dir./MRVC/RDSO letter no. EL/0.3.0 dated 06.05.2022.
 2. Rly. Bd. letter no. 2012/Elect (G)/113/1 New Delhi dated 30.05.2022.

Compliance of above referred letters is tabulated as below:-

Railway	Name of car shed	RDSO Observations	Remarks	Action taken
ECR	MEMU Car shed , Jhajha	Oil leakage from Transformer in equipment compartment	There was no Transformer oil leakage in equipment (HT) compartment. The Transformer oil noticed was accumulated in tray fitted under conservator tank. Whenever BIR occurs during run on line, working motorman/staff operate the knob fitted with BUD to discharge the gas to reset BIR. During resetting of BIR, some quantity of Transformer oil also comes out and get accumulated in tray.	The accumulated oil is cleaned during maintenance. This is normal practice.
		Fire extinguisher is not available in equipment compartment (HT).	During maintenance it was taken out for replacement of discharge pipe.	After replacement of discharge pipe, fire extinguisher has been provided.
		Danger & X(cross) was indicated improper	-----	It has been made proper.
		In LT panel, 125 A fuse was provided instead of 160 A for main compressor.	It was observed that due to fitment of 160 A fuse, main compressor motors were getting burnt accordingly local modification for fitment of 125 A fuse instead of 160A with detailed reason has been done by SDAH division of ER and such practice being followed by all	Hence 125 A fuse instead of 160 is provided.

		MEMU car shed of ER since 1998 January. Same practice is also being followed by MEMU shed Jhajha. No case of main compressor motor burning is observed with such practice. (Copy of modification sheet of SDAH division ER is attached)	
	63 A fuse is provided instead of 120 A for fan phase.	Camtech vide CAMTECH/2009/E/TSD/AC EMU/1.1 December 2009 has circulated trouble shooting directory for MEMU with 63 A fuse for fan phase.	Hence 63 A fuse is being provided for fan phase instead of 120A.
	No any instruction for operation of fire extinguishers was pasted.	All new fire extinguishers (FE) were provided with operating instruction and some of old FE this instructions were defaced.	Fire extinguisher operating instruction is being ensured on all fire extinguishers.
	Only one fire extinguisher was available.	Other was taken out for replacement during maintenance of MEMU rake.	Two nos. is being provided.
	Simplified battery charges was found very dusty.	As the MEMU rake was under maintenance and sweeping/cleaning of coaches, equipment along with maintenance work was going on. Hence it was observed dusty during safety audit.	Cleaning being ensured during maintenance.
	Constant voltage transformer was found very dusty.	Do	Do
	Light fittings & fans in coaches were found very dusty.	Do	Do

* NOTE: - During safety audit, RDSO official inspected that MEMU rake which was under maintenance on date.

This is for your information and onward action please.

DA: - Copy of modification sheet of SDAH division ER.

(a) SRS section: SRS section से संबंधित निम्न का अनुपालन सुनिश्चित होना चाहिए।

2/4/16/172
Sr.CDO/TS/JAJ
E.C.Railway,Danapur

O/C

(b) Electrical section: Electrical section से संबंधित निम्न का अनुपालन सुनिश्चित होना चाहिए।

2/3 m/m



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



No. 2012/Elect(GV/113/1

Dated: 30.05.2022

Principal Chief Mechanical Engineers.

Northern Railway, New Delhi.

Eastern Railway, Kolkata.

East Central Railway, Hajipur

Sub: Action taken against RDSO observations during Safety Audit of EMU/MEMU

Ref: Dir/MRVC/RDSO letter no. EL/0.3.1 dated 06.05.2022.

RDSO vide letter under reference above has submitted report of Safety Audit of EMU/MEMU carried during March to April 2022 in NR (GZB and SRE carsheds), ER (Bandel and Howrah carsheds) and ECR (-Jhajha carshed). RDSO has recorded many observations in their report which highlights a number of deficiencies/defects in major equipment, non compliance of RDSO fire prevention code, poor maintenance practices which may lead to fire incident/accident etc.

Railways are directed to submit detailed action taken against each observation made by RDSO in their report.

Railway	Name of carshed	RDSO Observation	Action Taken

Railways are further advised that the defects and deficiencies noticed by RDSO may be strictly complied with not only on the inspected EMU/MEMU rakes but over complete holding of EMU/MEMU.

DA: As above.

tej pratap narayan

निदेशक बिजली इंजिनियरिंग (सा.)

दूरभाष - 47845420, ई-मेल: tej.pratapnarayan@gov.in
कमरा नं: 112, पहला तल, रेल भवन, रेलवे बोर्ड,
रायसीना मार्ग, नई दिल्ली - 110001

Copy to: PCMEs All Indian Railways except NR,ER and ECR: For information and compliance

Tele/Fax: 91-0522-2462406/2465717
Email: edpsemurdso@gmail.com
dirmrvc@gmail.com
edpsemurdso@gmail.com



मानव नरकार भूमध्यसागर
अनुसंधान अभिकल्प और मानक संगठन
नाम्बर - 226 011

Government of India Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011

No. EL/0.3.1

Date: 06.05.2022

EDME/Coaching
Railway Board
Rail Bhawan
New Delhi-110001

(Kind Attn: Shri Tej Pratap Narayan, DEE(G))

विषय: Safety Audit of EMU/MEMU

संदर्भ: Railway Board's letter No. 2012/Elect (G)/113/1 Pt. dated 09.03.2022

Railway Board vide letter under reference above, have directed RDSO to carry out an independent technical Safety audit of EMU/MEMU, vis-a-vis maintenance and operational practices adopted. Eastern Railway, Northern Railway and East Central Railway were nominated by Railway Board for carrying out Safety Audit of EMU/MEMU.

Accordingly, the Safety Audit of EMU/MEMU of Eastern Railway, Northern Railway and East Central Railway were carried out by RDSO officials during March-2022 & April-2022 month.

The details of observations noticed during the audit have been compiled in Safety Audit Report of Eastern Railway as Annexure-I, Safety Audit Report of Northern Railway as Annexure-II and Safety Audit Report of East Central Railway as Annexure-III.

Major deficiencies needs to be examined and compiled in all the conventional and 3-Phase EMU/MEMU rakes as follows:

- Use of overated MCBs
- Spillage/seepage of oil near/from auxiliary compressor, transformer, traction motor, gear box etc.
- Non-usage of cable grommet
- Inadequate ventilation in battery box
- Non- availability of fire extinguishers in equipment compartment
- Usage of Non-standard fastners in contactors
- Pasting of instructions for operation of fire extinguishers was not followed.
- Non-usage of fire retardant paint inside the equipment compartment

In view of the above, it is requested to issue directives to zonal Railways for suitable corrective actions.

DA: As above

(Jitendra Yadav)
Director/MRVC
For Director General/PS&EMU

ANNEXURE-III

SAFETY AUDIT REPORT OF EAST CENTRAL RAILWAY

Safety audit of MEMU Car shed of East Central Railway was carried out by RDSO officials from 29.03.22 to 30.03.22 and findings are furnished as below:

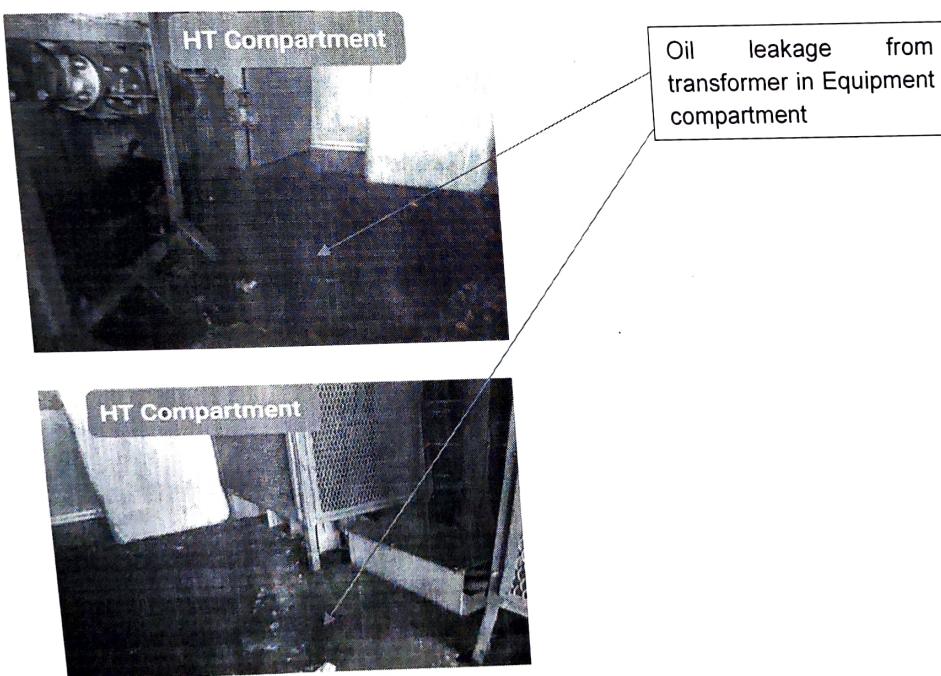
Audit of following MEMUs were carried out:

S. No	Name of shed	MEMU Coach No.	Propulsion Supplier
1	MEMU Car Shed, Jhajha	40075(Conv.), 198731(Conv.) 198747(Conv.), 198353(Conv.), 199137(Conv.), 40048(Conv.), 40087(Conv.),	M/s BHEL

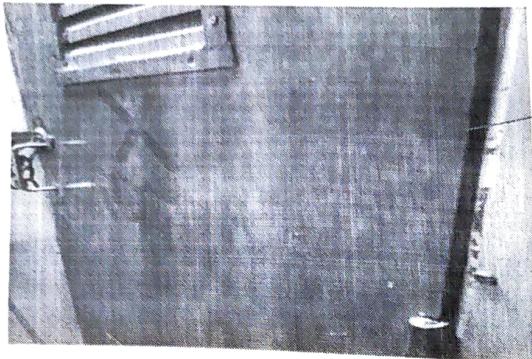
The observations during the visit are as under:-

1- Equipment/HT compartment

- (i) Oil leakage from transformer was observed in Equipment compartment of the motor coach.



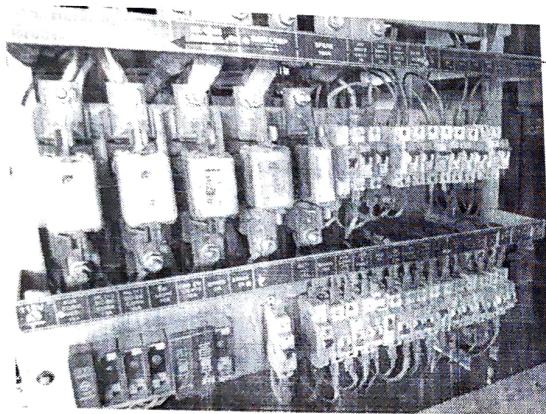
- (ii) fire extinguisher is not available in the Equipment compartment.
- (iii) Danger & X (cross) was painted, which is not proper. However, danger plate as per IS: 2551 (latest version) with 1 mm thick anodized aluminum sheet, to be riveted on outer side of the coach with letter etched and painted in white colour with red background.



Danger & X (cross)
was indicated
improper

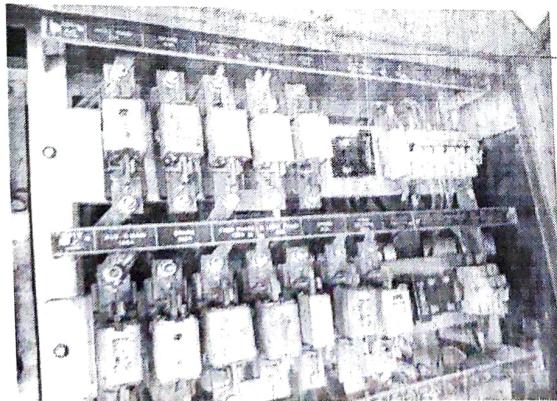
2- Driver Cab

- (i) In LT panel, 125A fuse was provided instead of 160 A for main compressor



125A fuse was
provided instead of
160 A fuse

- (ii) 63A fuse is provided instead of 120 A for fans phase.

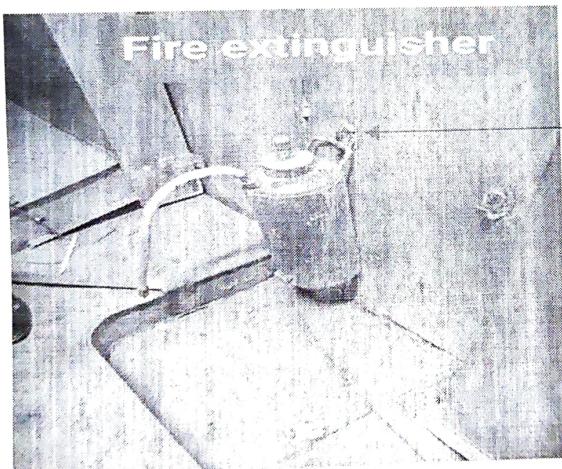


63A fuse was
provided instead of
120 A fuse

iii)- Fire extinguishers were placed in driving cabs. No any instruction for operation of fire extinguishers was pasted near fire extinguishers. However, as per para 8.4.3 of Code of practice for prevention of fires on EMUs & MEMUs no. RDSO/PE/CP/EMU/0001-2003(Rev. 0) with Amendment no. 1, all the fire extinguishers shall carry an instruction plate wherein the clear instruction for operation shall be written in English & hindi and any other regional language. Checking and refilling date also not clearly mentioned on the fire extinguishers. Fire extinguishers were not properly clamped and was found in dirty condition. In one of the cab only one fire extinguisher was provided.

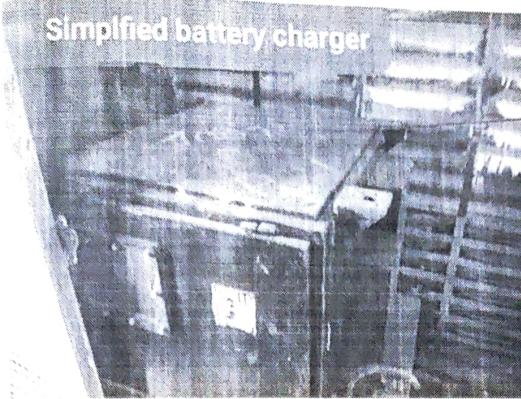


No any instruction for operation of fire extinguishers was pasted



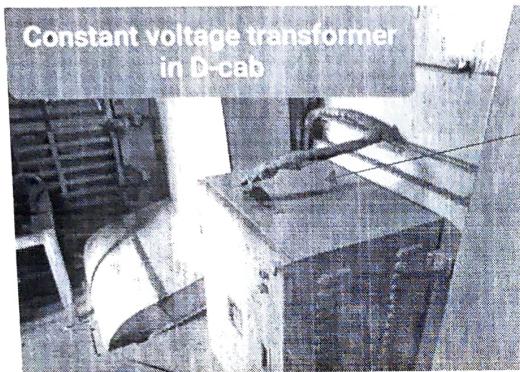
only one fire was available

iv)-Simplified battery chargers in maximum coaches were also found in dusty condition.



Simplified battery chargers was found very dusty.

v)-Constant voltage transformer was found very dusty



Constant voltage transformer was found very dusty

3- Passenger compartment

Light fittings & fans in maximum coaches were found very dusty. Some lights & fan were found out of order



Light fittings & fans in coaches were found very dusty

- 4- Washing pit line is not available in MEMU car shed. Washing work are done in main maintenance pit line. Washing pit line should be separated from maintenance pit line.



South Eastern Railway

प्रधान मुख्य यांत्रिक अभियंता का कार्यालय
गाडनरीच, कोलकाता - 700043

संख्या /No CEE/RS/180/EMU-Audit

दिनांक/Date: 02.05.2022

Director/EE (G)
Railway Board
New Delhi-110001

Sub: Inter Railway Audit of EMU, MEMU carsheds

Ref: (i) Rly. Board's letter no. 2012/Elect (G)/113/1Pt dt. 07.03.2022
(ii) Sr.DEE/TPKR's letter no. RS/TPKR/PPO/48/444 dt. 29.04.22

Vide letter under ref (i), Board directed to conduct inter Railway audit of EMU, MEMU carsheds as per the audit plan enclosed with the letter. Accordingly SER has carried out audit of EMU Carshed/NKG/ER, MEMU Carshed/JHAJHA/ECR & MEMU Carshed/KANPUR/NCR . Vide letter under ref (ii), audit reports of the sheds have been submitted to SER HQ which are enclosed herewith.

This is for your information please.

Encl: Audit reports of NKG, JHAJHA,
and CNB Carsheds


(Sandip Roy)
Chief Electrical Traction Engineer

Copy to: EA to PCME- for kind information of PCME

Inter railway audit report of MEMU CS JHAJHA

Ref order no: RB letter no 2012/Elect (G)/113/1 pt Dated 07/03/2022

Sr.DER/TRS/TPKR letter no: RS/TPKR/PPD/57/302 Dated 18/04/2022

Date of Audit: 21/04/2022 & 22/04/2022

Place: MEMU Carshed Jhajha, ECR.

Name & Designation of Auditors:

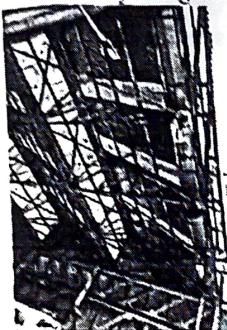
1. Sri. S. Biswas, ADEE/TRS/MEMU/KGP
2. Sri. G. Chattopadhyay, SSE/TRS/MEMU/KGP
3. Sri B. N. Roy, SSE/TRS/MEMU/KGP
4. Sri A. Pal, SSE/TRS/MEMU/KGP
5. Sri S. Guha, SSE/TRS/MEMU/KGP

Detail Report:

1. Condition of working area unhygienic. Toilet cleaning and rake washing done in inspection pit. construction of washing pit underway.



2. Shed roof and heavy lifting crane full of beehives. Maintenance of shed structure required.



3. Inspection pit floor & adjacent drainage system full of cardium compound. It makes working area hazardous for worker. Proper cleaning & scrapping in regular interval needed.



4. Shed is adjacent to Jhajha Station. No boundary walls present between station and MEMU shed. Trespassers can easily access the shed. Also no RPF personnel was present during our visit. Safety & security of the shed must be increased.
5. Rakes were stabled as per guideline with pantograph lowered and battery off condition. Wooden wedge was in applied condition in both end motor coach.
6. Fire extinguishers were present in prescribed number in motor coaches. Also proper documentation available regarding resfilling date, due date of fire extinguisher.
7. No data available regarding maintenance and proper working of fire safety alarm in motor coaches.
8. Announcement system of the shed is out of order. Shunting practice is not safe enough. Advised to implement announcement system and bell ringing system around the rake before shunting.
9. Power block imposition and cancellation system lacks transparency and loopholes detected. No supervisor involved in power block imposition cancellation system of the inspection rake. Whole responsibility is on Pneumatic section technician. Also in register no space for staff sign during imposition of power block. Also register is not maintained on daily basis. Advised to develop the register in such a way that there should be signature of every single person involved in roof maintenance both before imposition and cancellation of power block. Also supervisor should be nominated to monitor the whole process.
10. Maintenance practices follows as per RDSO guideline.
11. Safety drives carried out but documentation not available for Electrical and Pneumatic section.
12. Data management system (i.e. upkeep and maintenance of records, formats, including equipment history) of section not up to the mark. They need computing device in every section for maintaining digital data.
13. Separate color coding of Pneumatic pipeline not maintained as per RDSO guideline. Advised to color the pipeline as per guideline.
14. There are intermixed cast wheel and forged wheel present in some coaches. Advised to take a census and plan to rectify it.
15. Unit exchange spare position is poor. Overall UES percentage is 16. UES of motorized bogie, trailer coach bogie, bolster is nil. Procurement of some item under process. Advised to give proposal under RSP account for procurement of UES.
16. General section unable to produce load testing certificate of lifting tackle and boom. Advised to test it yearly from approved agency.

NAME	DESIGNATION	SIGNATURE WITH DATE
G. CHATTOPADHYAY	SSE/TRS/MEMU/KGP	Subir Chatterjee 27/04/2022
B N ROY	SSE/TRS/MEMU/KGP	BN Roy 27/04/2022
A PAL	SSE/TRS/MEMU/KGP	A Pal 27/04/2022
S GUHA	SSE/TRS/MEMU/KGP	S Guha 27/04/2022

NAME	DESIGNATION	SIGNATURE WITH DATE
S. BISWAS	ADEE/TRS/MEMU/KGP	S. Biswas 27/04/2022

प्राप्त वक्तव्य दिनांक (D. D. T.)
ए.पी.एस.एस. २.३.२०२२, बरामद
ARULDAY Electrical Engineer (TRS)
MEMU CAR SHED, S.E.Rly, ANURAGPUR

EAST CENTRAL RAILWAY



L. No. 11/MEMU/JAJ/TECH.

Office of the
Sr. DEE/MEMU/ JHAJHA
Date- 05.12.2024

Sr. DEE/MEMU/ Saharanpur
Northern Railway

Sub : Inter Railway Audit of EMU/MEMU car Shed.
Ref : Railway Bd's letter no. 2024/Elect(G)/181/2 dated 12-11-24.(Copy attached)

With reference to the above letter, two SSE from MEMU Shed, Jhajha (ECR) are deputed at yours for conducting "Inter Railway Audit" of MEMU Shed, Saharanpur on 06 & 07-12-2024. The details are tabulated below

SN	Name of officials	DESIGNATION
1	Sh. RAJESH KUMAR	SSE
2	Sh. SANJAY KUMAR SINGH	SSE

It is requested to provide them necessary documents and details required for conducting audit as mentioned in Rly Bd's letter under reference.

This is for your kind information please.

Sr. DEE/MEMU/JAJ

वरीय मंडल विधुत अधियंता
मेमू कार शेड, झाझा
दानापुर मंडल, पूर्ब

Copy to:

CESE/ECR

: For kind information please.

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

No. 2024/Elect(G)/181/2

New Delhi, Dated: 12.11.2024

Principal Chief Mechanical Engineers,
 All Indian Railways

**Sub: Revised nomination of Carsheds for Inter Railway Audit of
 EMU/MEMU Car sheds.**

Ref: This office's letter of even no dated 08.11.2024

Apropos above, Railways have been advised to carry out Inter zonal Railway audit of EMU/MEMU carsheds. The nomination of following sheds is revised as under:

S/N	Auditee Railway	Auditee EMU/MEMU shed	Auditor railway	Auditor EMU/MEMU shed name
1	NR	Ghaziabad	ER	Howrah
2		Saharanpur	ECR	Jhajha
3	ER	Howrah	WR	Mumbai Central
4		Bandel	SER	Panskura
5		Ranaghat	WR	Virar
6		Narkeldanga	CR	Kurla
7		Barasat	SER	Tikiapara
8		Sonarpur	CR	Kalva
9		Asansol	NR	Saharanpur
10	ECR	Jhajha	WR	Vadodara
11		Gaya	SECR	Gondia
12	SER	Tikiapara	WR	Kandivali
13		Panskura	CR	Bhusawal
14		Kharagpur	ER	Narkeldanga
15	SECR	Bhilai	ECoR	Khurda Road
16		Gondia	ER	Ranaghat
17	SWR	Banaswadi	SR	Avadi
18	WCR	Bina	ER	Bandel
19	NCR	Kanpur	ECR	Gaya
20	ECoR	Khurda Road	CR	Sanpada
21	SCR	Maula Ali	SR	Tambaran
22		Rajahmundry	CR	Sanpada
23	SR	Avadi	CR	Kurla
24		Tambaran	CR	Kalva
25		Velachery	ER	Barasat
26		Palakkad	SER	Kharagpur
27		Kollam	SECR	Bhilai
28	WR	Mumbai central	ER	Sonarpur
29		Kandivali	WCR	Bina
30		Virar	NCR	Kanpur
31		Vadodara	SWR	Banaswadi

<p>कार्यालय व. मंडल बिजली अभियंता मेमू कार शेड, वडोदरा 390 002 फ़ (रेल्वे) : 091-46600 म (मोबाइल) : 9724091309</p>	 <p>पश्चिम रेलवे MEMU CAR SHED AN ISO 9001:2015 14001:2015, 50001:2015 45001:2018 CERTIFIED UNIT</p>	<p>Office of the Sr. Divisional Electrical Engineer MEMU Car Shed, Vadodara 390 002 फ (Rly) 091 - 46600 म (Mobile) 9724091309 E-mail : memucarshed@gmail.com</p>
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No. EL/MEMU/BRCY/I.R.AUDIT

As signed

Sr DEE-JAJ (ECR)

Sub: Inter Railway Audit of EMU/MEMU car Shed.

- Ref: 1) Railway Bd's letter no. 2024/Elect(G)/181/2 dated 08-11-24.(Copy attached)**
2) HQ-CCG's W.R. Letter no. EL-90/1 (Audit) Dated 11-11-2024. (Copy attached)

Regarding above, Shri VILAS DHANDE, ADME/MEMU/BRCY (W.R.) along with following 3 supervisors from MEMU Shed Vadodara (W. Rly) are deputed at yours for conducting "Inter Railway Audit" of MEMU Shed JAJ on 26 & 27-11-2024.

- 1) Sh. AWADHESH KUMAR MALL -- SSE (Elect)
2) Sh. ROHIT KALA -- SSE (E-5)
3) Sh. RAJKUMAR SINGH -- JE (PNC).

It is requested to provide them necessary documents and details required for conducting audit as mentioned in Rly Bd's letter under reference.

ARJUN ASHVINKUMAR
SHROFF

Digitally signed by ARJUN
ASHVINKUMAR SHROFF
Date: 2024.11.20 10:29:42 +05'30'
Sr. DEE(MEMU) BRCY

C/- CEE(RS)CCG, for kind information.