**One Page Report (OPR)**

Zonal Railway: WR Division: MMCT Year: 2022 Failure Report No.: 32

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| Failure Description | Failure Analysis/Corrective Action Report: | | | | | | | | | | |
| Station Name & Code | | Date & Time of Failure | Gear at Fault | Time Maintainer arrived | Date & Time failure rectified | Trains Detained | | | | Classification |
| Train No. | | Time lost | |  |
| MM (mahim Jn.) | | 13.08.2022  18:27hrs | PT 183/184 (UPH/UPT) Normal | 19:00hrs | 13.08.2022  20:40hrs |  | |  | | Unavoidable |
| Root Cause Analysis | **Brief Case of Failure: -** | | | | | | | | | | |
| **(Pt. 183 M-I wiring tree disconnection problem)**–   1. RH X-over Pt.183/184 failed in normal position automatically (UPH/UPT). On duty SSE Sh Arvind Yadava informed by PSM & he found Pt 183/184 was flashing in N- position without WKR2 indication, then he instructed PSM for removal of A-sign of all three lines & operated point both sides individually & point get steady in R- position but after set & locked at site in normal position & indication still flashing. He operated the point from panel but not get steady indication in N- position, then he called on duty ESM Sh Brijbhusan who was at MRU for regular maintenance. He was approx. 2Km away from that site. He reached at site about 19hrs. ESM checked all wiring connection of both JBs, m/cs & last location box but no any loose connection found, he also checked both m/cs indication pressure in CA but sufficient pressure was there.   Message about the failure was relayed to following staff:  Sanjay Raj(SSE/SIG/HQ BA): 19.30hrs, CSI/BA: 18:40hrs, ADSTE(PL): 18:45hrs.  2) It was observed that both Pts.183 & 184 operating both sides, reverse indication was steady & normal indication was flashing. On duty SSE then opened R/room & checked continuity from K-rack between 1-3 & 2-4 & found 1-3 not available. Due to heavy rain there was delay in opening and checking of Point machines.  3) For immediate relief, Pt.183/184 was clamped in normal position at 19:00hrs. and movement of held-up trains of all three lines passed on A-sign after taking of memo from PSM & steady normal indication given on K-rack at 19:14hrs. Clamp removed at 21:35hrs for normal movement of point.  4)During checking it was found out that, MM Pt. 183 m/c, L-max terminal no. 5A to contact assembly contact no.3 given intermittently disconnection. One extra wire temporarily provided from m/c terminal no. 5A to CA terminal no. 3 & fault rectified at 20:40hrs. Later it was checked original wire after removal from both terminals found a plastic sleeve obstructing the contact surface over the wire lug terminated at m/c side. The transparent type sleeve could not be seen clearly from out side.  4.LDT (K-rack):- 30/06/22  (Value- w.r.t. earth in Normal W1-5MΩ, W2-2MΩ, W3-5MΩ, W4-2MΩ, & in Reverse W1-5MΩ, W2-2MΩ, W3-2MΩ, W4-5MΩ,)(Value- Loop Resistance- W1-W3=48Ω, W2-W4=53Ω, W2-W3=46Ω, W1-W4=52Ω)  LDM-28/07/22 (ESM Sh.Kishor kanapurkar), LDI- 28/07/22 (SSE Sh.Darmendra Kumawat)  LDF- NIL. Date of M/C replacement. 10.08.2022 by SSE/HQ/BA Sh Sanjay Raj.  5. Movement Details: Sr. DSTE/S- Sh. Ankit Lodha, ADSTE/PL-Sh. Anand Rai, CSI/BA-Sh. Alok Parashar, SSE/HQ/BA-Sh. Sanjay Raj, SSE/SIG/MM- Sh Arvind Yadava- 9004499847. | | | | | | | | | | |
| **Causes (Actual/Potential) analyzed by Division: In workshop m/c wiring tree not properly connected on L-max terminals.** | | | | | | | | | | |
| Transparent sleeve which was pressed inside & obstructing the contact surface of wire LUG. | | | | | | | | | | |
| Correction/Disposal Action | **Describe immediate action taken (Correction/Disposal Action): -** | | | | | | | | | | |
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| **Action taken by Division:** | | | | | | | | | | |
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| Corrective Action Follow | **Summary of Corrective Action:** | | | | | | | **By (Executive Agencies)** | | **Date/ Target** | |
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| **Recommendations and long-term action plan by PCSTE:** | | | | | | | | | | |
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| Remarks |  | | | | | | | | | | |

Date: 14-08-2022 Signature