



दक्षिण पूर्व मध्य रेलवे  
**SOUTH EAST CENTRAL RAILWAY**

सतर्कता बुलेटिन

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महाप्रबन्धक (सतर्कता), दक्षिण पूर्व मध्य रेलवे

बिलासपुर

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**Bilaspur**

## Vigilance Case Study—Traffic

### Mis utilisation of Sr. Citizen quota

Without your  
involvement you can't  
succeed

With your involvement  
you can't fail

Dr. A.P.J. Abdul Kalam

On source information, one passenger was found travelling on dt. 10.11.2019 with age in chart as M-60 years with PRS Ticket in train no. 12860, from Kharagpur (KGP) to Chhatrapati Shivaji Terminus (CSMT) boarding at Tata, on berth no. 44 in coach S 12. It was detected by on duty TTE of S.E.C. Railway between ROU-BSP section that as per ID (AADHAR) the passenger physically travelling with the said PNR was a Male of age 58 years (date of birth - 1961), not eligible to qualify for SS quota as well as concession of Rs 265/- in fare. At the time of generation of the said ticket, its "Booking Status" was "Waiting List 611 under SS quota" and final status after charting was confirmed with berth no. 44 in coach S 12.

The above passenger was penalised as Without Ticket (TOT case) and was fined as per extant rule. The said ticket was arranged through ticket agents having connection with PRS location of S.E. Railway by paying excess amount than the printed fare by adopting unfair means to cheat passenger by generating confirm berth through mis-utilisation of Senior Citizens quota.

It was found that the said ticket in coach S/12 was not checked by the on duty TTE of S.E. Railway though the boarding point Tata was in his duty beat from Howrah (HWH) to Rourkela (ROU) on dt. 10.11.2019. Matter is being referred to SDGM/SER for further necessary action.

### Drive on Tatkal tickets

SECR Vigilance is in receipt of complaints related to Generation of Tatkal Tickets at PRS locations over SECR in connivance of touts and PRS staff. It is therefore need of the hour for rigorous Daily Monitoring of Generation of Tatkal Tickets at all PRS locations over SECR for journey/boarding points situated in Zone other than the SECR jurisdiction. Therefore 07 days (w.e.f. 04.03.2020) drive was launched.

On the basis of an information furnished by SECR Vigilance to KRCL Vigilance, a check was conducted in Train No. 12741, in which three passengers who boarded the train at MAD station had failed to produce original ticket issued from PRS/Manendragarh. An amount of Rs. 2940/- was realised from the said passengers by on duty TTE.

On the basis of an information furnished by SECR Vigilance to Central Railway Vigilance, a check was conducted in which it was found that three passengers boarded the Train No.12791 from Secunderabad, but when they were checked between BPQ-NGP, they could not produce original ticket issued from PRS/Kotma. Accordingly, an amount of Rs. 2190/- was realised from them by the on duty TTE.

During a check conducted in Train No. 18574 on the basis of the information provided by SECR Vigilance to NWR and WCR Vigilance, the on duty TTE had realised an amount of Rs. 840/- from one passenger and Rs. 3815/- from 7 passengers as they failed to produce the original tickets issued by PRS/Raipur, although they boarded the train from Jaipur.

Division has been advised for vigilant ticket checking in trains and vigilant supervision at PRS counter during Tatkal timing to curb touting activities.

## **Non Realisation of Shunting Charges**

In a vigilance investigation conducted at Akaltara Good Shed in the month of September 2019, the aspect of proper realisation of freight and all other charges were examined. During checking it was detected that the load adjustment of overloaded rakes which was either weighed at EIMWB/CPH or IB valley were done at Akaltara shunting neck and CCIP siding. In this regard the records of all realised charges for load adjustment along with its Railway Receipt were examined wherein it was detected that No shunting charges were levied for load adjustment of these rakes and this was clear violation of Rate Master Circular/Weighment/ 2014/0 Dated: 11.07.2014 Para No.4.3 which states that- "If Railway Locomotive is utilized for Load adjustment of overloaded wagons, Shunting charges will be levied as per extant guidelines. On further investigation, it was also detected that such practice for non-levying of shunting charge were being done since long period.

Therefore, in this regard division was advised for proper accrual and realization of shunting charges and the realisation of shunting charges on account of load adjustment has been started immediately after the check. Further, instructions were also issued regarding raising and realisation of shunting charges for all the previous load adjustments done at Akaltara shunting neck and CCIP siding. Till date an amount of Rs 23.84 lakhs for the period June 2019 to March 2020 have been accrued and the process of realisation of all other non-raised and non-realised shunting charge is under pipeline.

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**There is a higher court than the court of Justice and that is the court of conscience. It supersedes all other courts.**

**Mahatma Gandhi**

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## **Claims cases under Section 124 A for untoward incidents in Railway**

In vigilance investigation which relates with timely settlement of claim compensation case related with Section 124-A, The following irregularities were detected:

Death Case from Train No.18238 at TRD- Total 197 days were taken by office for final payment. Prima facie Total 174 days taken by the CLA to put up the note for payment of claim whereas as per Claim Circular No.12 (Railway Board letter No.99/TC-III/80/79/Policy Dated: 31.08.99) Point (J) it is clearly mentioned that "*After the decree has been passed, a copy of the judgment be obtained immediately and the cheque prepared without Any delay.*" Accordingly, letter served to PCCM/SECR for initiating administrative action against the concerned officials and improvement in system for timely settlement of cases.

Injury case of Train No. 78801 & Death Case of 12130- In these cases it was detected that payment of claims was done beyond the time period given in RCT judgment as well as undue delay even after the decreed amount was sanctioned by competent authority. As per Railway Board letter no.96/TC-III/86/1 New Delhi, dated: 14.3.96. In such cases (124-A claim cases) every effort should be made to curtail avoidable delays to the maximum extent so as to ensure that cheques are issued and dispatched within a period of 15 days after the decreed amount for claim has been sanctioned. But in these cases the same has not been followed by the concerned section. Accordingly, letter served to PCCM/SECR for initiating administrative action against the concerned officials and improvement in system for timely settlement of cases.

## Case Study— Engineering

### Irregularities in execution of work –I

During a preventive check conducted in connection with construction of new lines, the following irregularities have been observed :-

- During joint check, core cutter test was conducted to check the MDD achieved for earth work in embankment at different chainages and results are found as 95.99% and 96.29% at two out of four locations where test was conducted. As per the additional special conditions of contract for earth work and blanketing Part IV of the contract agreement, the compaction should up to 97% of MDD. From the field compaction values obtained during joint check it is clear that compaction of earth work in embankment was not upto the mark.
- The blanket material collected from the field was tested at NIT Raipur indicates that the percentage of fines passing through 75 microns sieve was 23.17% which is beyond limit of acceptance as per Special conditions of contract ( The limit of acceptance was 3% to 10%). Further, MDD of blanket material sample collected during joint check is 1.7, whereas as per test reports available with the agreement file average MDD of blanket material is 2.233.
- Accountal of released earth obtained from cutting and its reuse for embankment work was not being maintained. During joint check it is observed that full payment for earth brought by the contractor was being made instantly, but deduction for railway earth obtained from cutting and reused in embankment was not done immediately. In this way, huge amount of railway money amounting to Rs. 3,11,91,680/- was being left with the contractor for a long period (18 months). Due to this there is fair chance of mal-practices thereby violating the provisions contained in Item No. 013110 of USSOR-2010. The above amount was realized from the contractor from the final bill after intervention of Vigilance.

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The greatness of a man is not in how much wealth he acquires, but in his integrity and his ability to affect those around him positively

Bob Marley

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Investigation report has been sent to Railway Board for obtaining 1<sup>st</sup> stage advice.

### Irregularities in execution of work –III

During a preventive check conducted in connection with the work of construction of boundary wall along railway track at vulnerable locations, it was detected that as per the approved drawing, the dimension of RCC Plank should be 2300x300x50 mm, whereas the actual work executed at field was 2400x300x50 mm. Hence, there was an excess of 100mm in length. Similarly, the RCC column was found as 2000x200x200 instead of 2200x200x200 mm as per approved drawing, therefore there was a shortage of 200 mm in length. It was also found that the handling holes in the precast RCC plank were not provided in all the panels as proposed in approved drawing. No technical staff was deployed at work site by the contractor. DAR action has been initiated against the concerned supervisors for the above lapses.

**Irregularity in CSP:**

During a preventive check conducted at Concrete Sleeper Plant, the following observations are made:-

- Proper safety measures are not being followed at CSP. Personal protective equipment are not being used by the staff. Plant authorities should be asked to take necessary steps to ensure safe working. All the prescribed safety gears and equipments should be made available to the staff.
- Although, all the testing equipments are available in plant laboratory, the space provided for laboratory was insufficient. Engineering department has been advised to issue proper guidelines/sketches to standardize the size of labs in sleeper plants and at other work sites.
- It is also observed that all the pages of mix design are not being signed by the approving authority, leaving scope for manipulation at later stage.

**Irregularity in Track work:**

During the check it is observed that payment of greasing of ERCs and payment for greasing of liners are to be paid separately. Rate of each item is same. It seems that there is duplicacy in labour component as in field both the items are executed in one go. It does not happen that for greasing of liner, ERC will be opened and refixed and afterward for greasing of ERC against ERC are opened. In this way, extra payment are being made to the contractors.

It may happen that in track circuit area only ERC are greased. For that, payment may be made for greasing and ERC only. However, in the section of non track circuit areas, it should be re-analysed in one item having both the activities clubbed in.

**Irregularity in Track work:**

As per Schedule-B of Contract Agreement No. 43/DEN-R/17-18 dtd. 03.11.2017 (NS-2), the rates for TFR work include (i) Bringing of new track fitting to the site, supplied by Railway at the nominated P.Way store depot of concerned SSE(P.Way) incharge of the work including all leads, lifts etc. and fixing the same including (i) Taking out alternately in position as per direction of Engineer-in-charge and carting of all released fitting to the P.Way depots of concerned Section Engineer (P.Way) in-charge. However, during the preventive check conducted in connection with the above work, it is observed that payment for carrying and distribution of small track fitting upto distance 1 km. (Z/76) is being made separately though the rate for the same is included in NS-2 as stated above. Hence, excess payment is being made to the contractor. This practice is being followed for all TFR works over SECR. In view of the above, necessary instructions has issued to HQ for calculate and recover excess payment made to the contractor, if any, for all the TFR works executed over SECR during last 5 years and also for the works which are under progress.

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**Fighting  
corruption is not  
just good  
governance. Its  
self defense, its  
patriotism.**

**Joe Biden**

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**Case Study—Personnel****Irregularity in entry of NIP in SR**

A preventive check was conducted in connection with suitable entry of NIP in SR and status of implementation of punishment. During the check, it is observed that the Minor penalty punishments of Censure and stoppage of Pass/PTO are not being entered in Service Record since last 10 years. It is also found that more than 100 minor penalty cases since last two years have not been entered into the register maintained in D&AR section. The concerned dealer has been placed under suspension and detailed investigation is under progress.

## Case Study—Mechanical

### Quality analysis of bio toilet tank

In connection with a vigilance investigation towards quality aspect of BIO TOILET TANK, two samples of SS plates of different thickness were sent to National Test House, Kolkata for chemical analysis. Both the samples were subjected to Chemical Analysis as per material specification AISI -316. The test report of the concerned samples reveals that both the materials do not meet the corresponding specification and lacks in percentage composition of certain metals. The concerned PHDD was asked to take necessary action against the supplier as well as information to concerned Inspecting agency for further course of action. Ultimately balance qty of the concerned lot has been rejected & being lifted by the firm after realisation of the concerned value of the rejected quantity. As a preventive measure this firm's subsequent supplies against other orders, also has been put up for Joint Inspection to ensure quality supply.

## Case Study—Stores

### Unauthorised receipt of materials by the consignee

During a preventive check conducted in connection with receipt, inspection and accountal of materials procured through local purchase, it was found that one 'stock consignment' was received directly by the consignee, instead of depot, thus violating the terms and conditions of the Purchase Order. While receiving the material, the MTR /RR No and also the delivery vehicle registration number were not checked, which was an absolute necessity for preparing the R/Note. Moreover, as per PO terms, 'Guarantee/warranty certificate along with the OEM's certificate' were not ensured. R/Note also prepared without approval of inspection note by Stores officer. The materials were taken into stock without physical receipt of the same & without insisting/going through the PO terms and the same was issued to the user department to regularise the transaction. Minor penalty DAR action has been taken against the concerned officials.

### Irregularity in awarding of tender

During a preventive check conducted on the basis of a source information in connection with awarding of advertised tender with pre-decided splitting clause, it was noticed that out of the first four offers under zone of consideration, L-2 has been awarded with a developmental order of 10% against quoted quantity of 11% of the net tender quantity, violating the provisions contained under tender conditions which allows ranking of offers for full quantity only. Moreover, L-3 firm was awarded a regular order without realising security deposit, although the firm was not registered with NSIC of the tendered item as on the date of tender opening. It is also noticed that L-4 firm was also awarded a regular order without ensuring proper validity of TDR, which acts as a collateral security against security deposit. Investigation report has been sent to corresponding authority for seeking 1<sup>st</sup> stage advice.

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**Freedom of  
Speech is not a  
license to abuse.  
It is a  
responsibility**

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## Case Study- S&T

### Irregularity in accountal of T&P items

During a preventive check conducted in connection with accountal of materials in the unit of SSE/Tele, it was observed that 10 items were shown as "Issued in favour of JE/Tele", without obtaining his signature in T&P distribution register. Stock verification of the stores of SSE/Tele was conducted in Sept'15 and May'19 by the same stock verifier, but the above discrepancy was not detected by the Stock Verifier. DAR action has been initiated against the concerned officials.

## System Improvements—Engineering :

### Teh Bazaari :

During vigilance investigation in connection with tehbazari at Budhwari Bazar/Bilaspur, it has been observed that there is no proper check on collection of money from daily hawkers/vendors. Hence following system improvements have been suggested:-

1. Bazar tickets are like money value books. The same guidelines as in case of EFT should be applicable.
2. On monthly basis, staff rotation should be made mandatory for the post of Bazar ticket seller & license Collector due to direct involvement with public cash dealing. Rotational roster should be prepared in terms of rotating the location and timing.
3. Personal cash declaration register should be maintained in the office of SSE/Works/Bazar and the ticket sellers should declare their personal cash before going to duty for ticket selling. SSE/W/Bazar should conduct surprise check on day to day basis to check the cash of ticket sellers.
4. During investigation, it has also been observed that out of 6 staff posted in the office of SSE/W/Bazar/BSP, five staff are working for more than 4 years. Since the above posts are sensitive in nature, the above staff should be transferred immediately. In addition to the above, if any staff is posted for more than four years in any other telbazari over SECR, the same should be rotated periodically as per existing guidelines.
5. It has also been advised to check the system being followed by Municipal Corporations in the city for vendors. In due course Railway should also explore to outsource this activity of collection of charges.

### Test Check :

During various preventive checks conducted in Raipur and Nagpur divisions in connection with execution of Engineering works, it is observed that in most of the cases, SSEs (In-charge) are conducting only 20% test checks in these divisions, whereas their counterparts in Bilaspur division are conducting 100% test check. Also it is observed that the JEs are recording the MBs, whereas there is no such provision in the Indian Railway Engineering Code.

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You cant cross  
the sea merely  
by standing and  
staring at the  
water

Rabindranath  
Tagore

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## System Improvement

### Similar Nature of Works:

In the list of similar nature of works approved by the competent authority and circulated vide No. CAO/C/1/BSP/Policy/Vol.II dtd. 09.12.17, it is observed that the description of similar nature of works are not clearly defined. Phrases such as "substantial quantity of earth work" or "work involving" in definition of similar nature work may create doubt in the mind of tenderer and tender committee. Further, these types of definitions of similar nature of works may attract litigations in future and malpractices cannot be ruled out.

In view of the above, it is suggested that the similar nature of works for tender in Civil Engineering deptt. should be defined in such a way that its meaning, understood by everybody must be crystal clear, having no doubt left. Sample of suggested similar nature of work are as under:-

S.N.	Category of Works	Existing Similar nature work	Proposed Similar Nature Work
1	Execution of earth work and minor bridge work	Any Civil Engineering work having substantial quantum of earth work in excavation/embankment and construction of bridge.	Any Civil Engineering work in which earth work in excavation/embankment and construction of bridge work executed is at least 40%/50%/60%/70%* of tender value.
2	Construction of major bridges excluding super-structure	Any Civil Engineering work involving major bridge with or without super structure	Any Civil Engineering work in which value of major bridge with or without super structure is at least 40%/50%/60%/70%* of tender value.
3	Execution of track linking works – on non-running line	Any Civil Engineering work involving Permanent Way Works.	Any Civil Engineering work in which value of Permanent Way work is at least 40%/50%/60%/70%* of tender value.

\*: To be decided by the Executive Department.

### Quality control of RMC concrete:

During various vigilance checks it is observed that field officials are not conversant with quality control of RMC concrete. They totally rely on RMC plant's data, whereas there are even chances of manipulation of digital entries at RMC plant. It has been suggested to issue guidelines for quality check of ready mix concrete.

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Being ignorant is  
not so much a  
shame, as being  
unwilling to learn  
Benjamin Franklin

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## **Reconditioning work using Micro Flow Thermal Spray Technology:**

During investigations on finalised tender on Reconditioning work using Micro Flow Thermal Spray Technology, it has been observed that various special conditions framed for using EWAC CP 3032 powder asking contractor should have a certificate from the manufacturer of RDSO approved EWAC CP 3032 powder for execution of the job, Contractor should have an assurance letter from the manufacturer of RDSO approved EWAC CP 3032 powder for supply of genuine materials, the welder who will perform the job of reconditioning should have the certificate from manufacturer of RDSO approved EWAC CP 3032 powder & EWAC CP 3032 powder having valid and current approval, as issued by the RDSO.

On scrutiny, it is further observed that in RDSO's approved list of vendors directory, no other than EWAC Alloys Ltd, have been approved by RDSO neither any developmental vendors.

In this very situation, no vendors available for the reconditioning work using MICRO FLOW SPRAY POWDER other than EWAC Alloys Ltd. Also the tender condition restricts participation of other tenderers. Since the tender being called as open tender, it is indirectly leads to restrictive in nature tantamount to being a single tender.

It has been requested to appraise Railway Board regarding such restrictive conditions so that matter can be taken up with RDSO to expand the option.

## **System Improvement- Accounts**

During a vigilance investigation, it has been observed that the particulars of consolidated TA submitted to the bill unit contains only the number of days (more than 20 or less than 20 days) for which tour performed by a staff beyond 8 kms. It does not contain the number of rest days or leave days availed by the staff during the month. Hence, it becomes difficult to find whether a checking staff has not attending his office/HQ for more than 30 days continuously due to his tour combined with rest days/leave days unless his attendance is connected with the consolidated TA statement. Hence, to overcome the above discrepancies, the following system improvements are being suggested:-

Para 1605 of the IREC, Vo.II communicated vide CPO/SECR's Memorandum No. P-HQ/BILL/921/961 dtd. 11.8.15 for drawl of consolidated TA is silent about the non admissibility of Transport Allowance, if a checking staff is not attending his headquarter for more than 30 days continuously due to out-station duty combined with his leave and rest etc. However, in terms of Railway Board's letter Nos. PC-V/97/1/7/12 dtd. 24.11.2003, it is clear that Transport Allowance is not admissible in case any employee is not attending his office for more than 30 days continuously due to leave, tour, CCL or otherwise. This aspect should be clarified at appropriate level in Personnel Branch and proper guidelines should be issued with respect to the checking staff drawing consolidated TA.

Statement of consolidated Travelling Allowance submitted to the bill units by the commercial office should contain the number of days of tour (more than 20 or less than 20 days) as well as the number of rest days or leave days availed by the staff during the month, it will enable the bill clerk to know the total number of days a staff has not attended his headquarter in a month and thereon admissibility of transport allowance to the staff.

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**Live as if you are  
going to die  
tomorrow, learn  
as if you were to  
live forever.**

**Mahatma Gandhi**

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#### अस्वीकरण

यह बुकलेट मात्र सांकेतिक है, अपने आप में सुविस्तृत नहीं। यह संबंधित विषय पर किसी भी प्रकार से किसी नियम, प्रक्रिया तथा वर्तमान अनुदेशों / मार्गदर्शी सिद्धांतों को प्रतिस्थापित नहीं करता। इस बुकलेट में उल्लेखित प्रावधान किसी भी प्रकार से किसी भी रेलवे कोड एवं परिपत्रों का जिनका इसमें हवाला दिया गया है का अधिक्रमण नहीं करता एवं मामलों को सही संदर्भ में समझने के लिए इन्हें अन्य संगत पॉलिसी / सर्कुलर के समायोजन के साथ पढ़ा जाना चाहिए। इस बुकलेट को किसी भी न्यायालय में प्रस्तुत नहीं किया जाना चाहिए एवं हां कहीं आवश्यक हो तो संबंधित विषय से संबंधित मूल आदेश को ही प्रस्तुत किया जाना चाहिए।

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**प्रस्तुति :**

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