

संरक्षा परिपत्र DLI/RSO-05/2024

विषय : NMG रेक की शंटिंग मूवमेन्ट के सम्बन्ध में आवश्यक निर्देश।

संदर्भ : ADRM/OP पत्र संख्या न० 10-T/Safety/Misc/2024 दिनांक 02.09.2024.

दिल्ली मण्डल के विभिन्न यार्ड में NMG रेक के अवपथन के कई केस सामने आये जिसमें यह देखा गया कि अवपथन विशेष रूप से बफर के आपस में उलझने से ऐसे पॉइंट्स और कासिंग पर हुए जहाँ के टर्न-आउट्स का मॉपडण्ड 1:8.5 था। पर्यवेक्षकों की टीम के द्वारा NMG रेक के अवपथन के विस्तृत जाँच में यार्ड में मूवमेन्ट के दौरान कर्व पर स्कू कपलिंग का लूज़ होना भी एक मुख्य कारण माना गया। अतः ADRM/OP/DLI के आदेशानुसार सभी मुख्य लोको निरीक्षकों को यह निर्देश दिए जाते हैं कि अवपथन से बचाव हेतु अपने सभी मनोनीत व गैर-मनोनीत रनिंग स्टाफ को निम्न मदों पर काउंसिल करें।

1. GDR बनाते समय कपलिंग के ठीक से लगे/टाइट होने की सुनिश्चितता रनिंग स्टाफ के द्वारा किया जाना चाहिए एवम् GDR में भी अंकित किया जाना चाहिए।
2. NMG रेक को जोड़ते व काटते समय, उनका सही प्रकार से जुड़ना (Attachment) व कटना (Detachment) चलने से पहले सुनिश्चित किया जाना चाहिए।

सभी मुख्य लोको निरीक्षक अपने मनोनीत व गैर-मनोनीत रनिंग स्टाफ को काउंसिल कर काउंसिलिंग की रिपोर्ट को मण्डल कार्यालय में दिनांक 24.10.2024 को प्रस्तुत करें। इसे अति आवश्यक समझें।

नोट : वीडियो को देखने के लिए QR Code को स्कैन करें।



अ. क. म. नि.

वरिष्ठ मण्डल विद्युत अभियंता/परिचालन

प्रतिलिपि :-

- मण्डल रेल प्रबंधक/मण्डल कार्यालय/नई दिल्ली/उत्तर रेलवे-सूचनार्थ।
- मुख्य विद्युत अभियंता/परिचालन/उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली - सूचनार्थ।
- अपर मण्डल रेल प्रबंधक/परिचालन/नई दिल्ली/उत्तर रेलवे-सूचनार्थ।
- मुख्य विद्युत लोको अभियंता/उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली - सूचनार्थ।
- प्रधानाचार्य/प्रशिक्षण केन्द्र - गाजियाबाद/शकुरबस्ती/तुगलकाबाद।
- मुख्य कर्षण नियंत्रक/दिल्ली/ उ.रे. - उचित कार्यवाही हेतु।
- समस्त मुख्य लोको निरीक्षक/दिल्ली मण्डल - आवश्यक कार्यवाही हेतु।
- प्रत्येक विद्युत लोको आउटपिट इंचार्ज नई दिल्ली, दिल्ली, आनन्द विहार, गाजियाबाद, तुगलकाबाद तथा नई दिल्ली, हजरत निजामुद्दीन (उ.म.रे.) - आवश्यक कार्यवाही हेतु।
- समस्त लोको लॉबी नोटिस बोर्ड- आवश्यक कार्यवाही हेतु।
- बेसिक प्रशिक्षण केन्द्र/तुगलकाबाद/उत्तर रेलवे-आवश्यक कार्यवाही हेतु।

Sr DOM/Co **DAK RECEIVED**
 Sr DME/Co S. No. **07**
 Sr DEE/RSO Date **29-08-24**

Sub: Measures to check the derailments of NMG rakes in Yards.

Delhi division has witnessed many cases of derailments of NMG coaches in various yards especially on points and crossings due to entanglement of buffers at 1 in 8 $\frac{1}{2}$ turnouts. To ascertain the cause, a team of supervisors was formed to investigate the pattern of movement of NMG rakes over such points and crossings. The team so formed, after careful examination has prepared a video clip of the pattern of movement which shows the possibilities of derailments due to:-

a) Loose couplings while negotiating curves in yards.

b) In few cases it was found that, the instructions for formation (i.e intermixing of NMG and NMGH/NMGHS) of such rakes as per Railway Board letter no 2010/M(C)/650/2NMG dated 26.05.2022 were not complied with.

In order to overcome such situations, following actions are required to be taken so that the derailments on account of loose couplings in yards may be checked.

1. During examination by C&W staff at TXR point and other points where BPCs are issued, C&W staff before issuing BPC should make sure that the couplings between the coaches and SLRs are properly tightened.
2. At such locations where GDR are prepared, couplings to be ensured by LP and TM and the same should be mentioned in the GDR.
3. During attachment/detachment of NMG coaches/SLRs enroute, operating staff should ensure the same before start.

Enclosures:-

1. Joint note prepared by Sr. Supervisors.
2. Videos as available in QR code.



Copy to:

DRM/DLI: for kind information please.
 PCSO/NR: For kind information please.

Sr DEE/RSO _____
 DEE/RSO- _____
 ADEE/RSO-I _____
 CTA/EL _____
 CTA/R _____
 CTLC/NDLS _____
 CLI/HQ _____
 COS/RSO _____
 S/D/Clerk _____

ADRM/OP/DLI
 2/9/24

Received **31/09/2024**

REPORT NOTE REGARDING SHUNTING MOVEMENT OF NMG RAKES DURING PLACEMENT AND REMOVAL AND RAKE MEASUREMENTS DURING SHUNTING IN SSB YARD ON DT 20.09.24.

Brief History: As per safety control message, we are reached SSB yard at 10:00 hrs. For measurement of buffer entanglement in 1 and 8.5 turnout in rolling condition. There were two rakes of NMG available in SSB yard.

Observations:-

- a. All measurement taken on the speed of 2 to 3 kmph approximately in 1 and 8.5 turnout.
- b. Buffer face diameter of coaches measured and found 18 inch.

MEASUREMENT OF RAKE No 1 (NMG11/NMG15):-

1st measurement of Rake movement from RR line No 2 to NNO siding & measurement taken on Point No 438 T) in running condition found as under:-

- a. Screw coupling was in fully tight condition between Coach No X 964072 & X954018.
 1. Buffer on buffer area 7 inch and overlapping gap found 11 inch of both buffer.
- b. Screw coupling was in loose condition (6 thread/37 MM)
 1. Buffer on buffer 5.3 inch and overlapping gap found 12.7 inch of both buffer.

2nd measurement of Rake No 1 from PF No 3 to RR 3 on Point No 47 is as under:-

- a. Screw coupling was in fully tight condition
 1. Buffer on buffer area 08 inch and overlapping gap found 10 inch.
- b. Screw coupling was in loose condition (6 thread/37 mm).
 1. Buffer to buffer area 06 inch and overlapping gap found 12 inch.

MEASUREMENT OF RAKE No. 2 (NMG):-

Measurement taken from UP main line to RR2 on point No 16 lock no 10 between coach No X94830 & X942739

1. Screw coupling was in fully tight condition between coach No X914008 & X934089.
 - a. Buffer on buffer area 8.5 inch and Overlapping gap found 9.5 inch.
2. Screw coupling was in loose condition (6 thread/37 mm) between coach No X914008 & X934089
 - b. Buffer on Buffer area 6.5 inch over lapping gap found 11.50 inch.

Conclusion: After checking movement of NMG rakes from 1 in 8.5 turnout at SSB yard jointly, it is concluded that buffer may be entangle due to loose coupling which may lead to the derailment of NMG rakes.

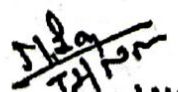
Recommendation: i) During examination of NMG rakes, C&W staff to ensure proper tightness of screw coupling.

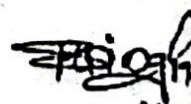
ii) Loose screw coupling to be checked by operating department whenever any coach is being attached/detached in enroute during run.

iii) Loose screw coupling to be checked by LP and TM whenever GDR is being prepared.

iv) LIs to counsel their LPs/ALPs that, during passing any NMG rake from turn outs, no breaking or acceleration to be done at that particular time.


Safety Counselor


02/09/24


02/09/24
cu/g21