

तकनीकी ड्राईव-DLI/RSO-03/2022

विषय :- लोको की छत पर फ्लैशिंग के संबंध में।

संदर्भ:- प्रधान कार्यालय पत्र सं0 230-Elect/TRS/202/Operational Circulars दिनांक 20.12.2022

धुंध/कोहरा शुरू होते ही लोको की छत पर फ्लैशिंग की घटनाओं में अप्रत्याशित वृद्धि हुई है। परिणामतः गाड़ियों में समयहानि हो रही है। अतः सभी आउटपिट इन्चार्ज, लोको पायलट व TLC निम्नलिखित निर्देशों का पालन करें-

● मैण्टीनेन्स स्टाफ के लिये :-

- छत पर कोई कागज, जूट इत्यादि नहीं होना चाहिए।
- रूफ बार या पैण्टो के किसी भाग पर पतंग का धागा या कोई वाह्य वस्तु इत्यादि नहीं होना चाहिए।
- रूफ पर लगे समस्त इन्सूलेटर साफ होने चाहिये। रूफ इन्सूलेटरों को साफ कपड़े से सफाई करने के उपरान्त इन्सूलेटर के सभी पेटीकोटो पर SILICON POLISH लगाए।
- पैण्टो कार्बन स्ट्रिप या पैण्टो का कोई अन्य भाग क्रैक, टूटा हुआ या ढीला बंधा नहीं होना चाहिये।
- TL/STR के समय RDSO द्वारा जारी SMI No. EL/2.2.1 दिनांक 29.03.12 में दिये गये निर्देशों के अनुसार लोको की छत की जाँच करें।

● लोको पायलट/सहायक लोको पायलट के लिये :-

- यदि गाड़ी कार्य करते समय लोको के पैण्टोग्राफ में फ्लैशिंग होने के साथ OHE ट्रिप होती है, तो लोको पायलट तुरन्त पैण्टोग्राफ बैठायेगा।
- यदि पैण्टोग्राफ व OHE में कोई असामान्यता दिखाई देती है तो लोको पायलट फ्लैशर लाइट जलायेगा तथा इमरजेन्सी लगाकर तुरन्त गाड़ी खड़ी करेगा। TLC को सूचित करेगा। लोको को नियमानुसार डेड करके OHE स्टाफ के आने का इंतजार करें।
- यदि जाँच करने पर पैण्टोग्राफ व OHE में कोई असामान्यता दिखाई नहीं देती है तो दूसरा पैण्टोग्राफ उठाकर कार्य करें तथा TLC को सूचित करें। यदि दूसरे पैण्टोग्राफ से भी फ्लैशिंग होती है तो लोको को नियमानुसार डेड करें। रिलीफ लोको या OHE स्टाफ का इन्तजार करें।
- घटना की जानकारी TLC को दें व लॉगबुक में दर्ज करें।

● TLC's के लिये :-

- घटना की जानकारी मिलने पर TLC, TPC Control को लिखित मेमो देगा।
- यदि ब्लॉक सैक्शन साफ है तो TLC लोको को डेड करा देगा।
- यदि ब्लॉक सैक्शन साफ न हो तो ब्लॉक सैक्शन साफ कराने की व्यवस्था करेगा।
- फ्लैशिंग का मूल कारण जानने के लिये CLI नियुक्त करेंगे जो कि OHE स्टाफ, RPF व Traffic स्टाफ के साथ संयुक्त जाँच करके रिपोर्ट बनायेंगे।

अतः उपरोक्त संदर्भ में सभी आउटपिट इंचार्ज व मुख्य लोको निरीक्षक, आउटपिट व रनिंग स्टाफ को काउन्सल करें व अपनी काउन्सलिंग रिपोर्ट दिनांक 22.01.23 तक मण्डल कार्यालय में दें।

7/12/22

वरिष्ठ मण्डल विद्युत अभियंता/परिचालन
उत्तर रेलवे, नई दिल्ली

प्रतिलिपि :-

1. मुख्य विद्युत लोको अभियंता/उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली - सूचनार्थ।
2. मुख्य कर्षण लोको नियंत्रक/मण्डल कार्यालय/नई दिल्ली/उत्तर रेलवे- TLC's की काउन्सलिंग हेतु।
3. समस्त मुख्य लोको निरीक्षक-गाजियाबाद, दिल्ली, नई दिल्ली, आनन्द विहार, पानीपत, जींद, जाखल, रोहतक, निजामुद्दीन, पलवल, मेरठ, शकूरबस्ती एवं तुगलकाबाद-आवश्यक कार्यवाही हेतु।
4. प्रत्येक विद्युत लोको आउटपिट इंचार्ज नई दिल्ली, दिल्ली, आनन्द विहार, गाजियाबाद, तुगलकाबाद तथा नई दिल्ली, हजरत निजामुद्दीन (उ.म.रे.)- आवश्यक कार्यवाही हेतु।
5. समस्त लोको लॉबी नोटिस बोर्ड- सूचनार्थ।
6. बेसिक प्रशिक्षण केन्द्र/तुगलकाबाद-आवश्यक कार्यवाही हेतु।
7. विद्युत प्रशिक्षण केन्द्र/चिपियाना/गाजियाबाद/उत्तर रेलवे-आवश्यक कार्यवाही हेतु।

तकनीकी सफुलर

NRHQ Operating Circular No. 18

No-230-Elect/TRS/202/Operational circulars

Dated: 20.12.2022

Sr. Divnl Elect. Engineer/ RSO,

Northern Railway, D.R.M. Office, **New Delhi & Lucknow**

Sr. Divnl Elect. Engineer/ TRD,

Northern Railway, D.R.M Office, **Ambala, Firozpur & Moradabad**

Sr. Divnl Elect. Engineer/ RS,

Northern Railway, Electric Loco Shed, **Ghaziabad, Ludhiana & Saharanpur**

Sr. Divnl Mech. Engineer/ DSL

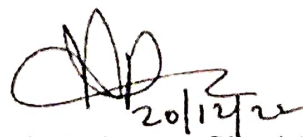
Northern Railway, DSL Loco Shed, **Tuglakabad, Ludhiana & Lucknow**

Sub: Flashing from pantograph/OHE

Various cases of flashing on Pantograph of loco/OHE have occurred frequently during night hours resulting tripping of the OHE and detention to other trains as repercussions. In order to prevent recurrence of these incidences, following instructions are issued for compliance:

1. Insulators at roof of the Loco to be cleaned during Schedule/TI/STR/unscheduled visit of the Locos at Out Pits and Loco Sheds as instructed in SMI no. EL/2.2.1 dt. 29.03.12 issued by RDSO.
2. Stipulated TIs of freight locos should be carried out to the extent possible.
3. If flashing is observed by LP from pantograph/OHE resulting tripping of the OHE, pantograph of the loco to be lowered immediately.
4. If any damage to pantograph or OHE is noticed, train to be stopped as per instructions contained in NRHQ OC-11 dt. 03.06.2021.
5. If no any abnormality in OHE or pantograph is observed, it should be tried by raising another pantograph and if same problem exists with another pantograph too, loco to be made dead and TPC/TLC should be intimated accordingly. Not to mention Train/Loco should be secured properly as per SR 5.23 to avoid rolling down.
6. Loco thus made dead should be checked jointly by OHE & Loco representative to ascertain the root cause behind flashing i.e. internal or extraneous factors leading to flashing. Representative of traffic & RPF also to be called if there is any clue/doubt of foreign material on roof of the loco.

It is advised to definitely ensure implementation of the above instructions for safe & punctual operation.


(Pankaj Kumar Singh)
Chief Electrical Loco Engineer

Copy to:

1. PCEE for kind information please
2. CRSE/O&F for necessary action
3. Principal, ETC/GZB for necessary action

Northern Railway

Headquarters Office

Baroda House

New Delhi-110001

NRHQ Operating Circular No 011

No-230-Elect/TRS/202/Operational circulars

Dated: 03.06.2021

Sr. Divnl Elect. Engineer/ RSO,

Northern Railway, D.R.M. Office, **New Delhi & Lucknow**

Sr. Divnl Elect. Engineer/ TRD,

Northern Railway, D.R.M Office, **Ambala, Firozpur & Moradabad**

Sr. Divnl Mech. Engineer/ Power

Northern Railway, D.R.M. Office, **New Delhi**

Sr. Divnl Mech. Engineer/ O&F

Northern Railway, D.R.M. Office, **Ambala, Firozpur, Moradabad & Lucknow**

**Sub: Action by Crew of Electric engine after getting sign of
No tension in OHE or Flashing on roof**

Ref: SR 17.09/5(3), 17.09/6 & 17.09/7, SR 5.23/3(c), S.R.G.25, G & SR 6.03 and GR 9.10.

Pantograph of loco 22653/TKD was entangled with OHE while working T.No. 02217 in block section DLP-KGF in MB division on date 16.05.2021. Crew of loco did not stop the train even after noticing this and cleared block section in rolling at KGF causing SM/KGF to grant line clear to DLP for the following train i.e. KNZ load. This resulted in Pantograph of loco 31331/GMO of this train also getting entangled with OHE at the same site. This 2nd incidence of entanglement of pantograph was avoidable if Crew of T. No. 02217 had not cleared block section but had stopped train in block section and informed the Control.

In view of this incidence, it is advised to counsel all LPs and ALPs for possible reasons of tripping of supply in OHE and action to be taken by them to ensure safe operation which is as follows:

1. If there is flashing/ sound from roof or damage to pantograph is noticed, Loco pilot should put ZPT on '0' position/ lower the pantograph immediately. Train must be stopped by applying emergency brakes or BPEMS may be pressed immediately if provided in Driver desk. This will avoid damage to OHE if Pantograph is entangled. Train to be moved only after checking and talking to TLC/TPC.
2. **In case of transient tripping in OHE:** LP shall keep a sharp lookout on his own and adjacent tracks and also OHE. ALP shall look back and observe his train for any abnormality and also ensure pantograph and OHE are normal. ALP shall also check his loco for any abnormality in machine room/HTC and

accordingly for the purpose of lookout for any abnormality.If everything is observed normal, LP shall close VCB and resume normal traction. But if any abnormality is observed, required necessary action shall be taken & protection shall be done immediately as per instructions contained in para G & SR 6.03 and GR 9.10.

3. In case of tripping in OHE is not transient and remains continuous:

- (i) Crew shall switch 'ON' flasher light and shall control the speed of train to make himself able to stop it before any obstruction or 1st emergency socket (which are located along with DN track after every km.), whichever of both becomes earlier. (This controlled speed of train shall not exceed 60kmph at night).
- (ii) After stopping train, Crew shall communicate with TPC/Control directly or through TLC to know the reason for no tension in OHE. The Crew shall act according to advice of Control. **All Crews should be conversant with landline BSNL/MTNL & mobile numbers of TPCs/TLCs of the sections, over which they are learnt to work, for the purpose of fast communication. These should be saved in their mobile phones.**
- (iii) If Crew is unable to contact TPC/Control/TLC immediately, ALP shall be deputed by LP to get down from loco to check his loco and train with Guard in order to look for any abnormality for any defect.
- (iv) After checking train by ALP & Guard, if any abnormality is found, TPC/Control/TLC shall be informed by LP/Guard (through any of the available means of communication) for this and also assistance required, if any. They shall act in accordance with advice of Control.
- (v) Protection of train shall be done by LP and Guard as per GR 6.03 & GR 9.10 as the case may be, if required.
- (vi) In case, if any abnormality is not observed by ALP & Guard, flasher light of loco shall be switched 'OFF'.

- (vii) If in the meantime, supply in OHE is observed restored by LP, he shall call back ALP on loco and resume normal traction after getting starting signal from Guard after reaching him back in Brake van.
- (viii) In addition to above, loco and train shall be secured by Crew to avoid rolling down as per extant SR 5.23/3(c) or/and S.R.G.25, as the case may be.
- (ix) After restoration of supply in OHE, train shall be re-started by LP only after recreation of BP/FP pressures in train and thereafter conducting BP continuity test with Guard and thereafter releasing brakes in loco, wagons/coaches. Brake power and feel test also to be conducted by LP after restarting train.
- (x) CLIs to explain above instructions to the crew, besides other instructions contained in G & SR, Operating Manual and ACTM .

Signed by Hitendra
Malhotra

Date: 03-06-2021 16:26:00

(Hitendra Malhotra)

Reason: Approved

CELE

For Pr. Chief Elect. Engineer

Copy to: 1) CRSE/O & F

2) Principal Electric Training Centre, Northern Railway, Ghaziabad