

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

No. 2012/Elect (TRS)/440/1

New Delhi, dated 10.04.2013

General Manager (Elect.)

Central Railway, Mumbai,
East Central Railway, Hajipur
Northern Railway, New Delhi
Southern Railway, Chennai
South Eastern Railway, Kolkata
Western Railway, Mumbai

Eastern Railway, Kolkata
East Coast Railway, Bhubaneswar
North Central Railway, Allahabad
South Central Railway, Secunderabad
South East Central Railway, Bilaspur
West Central Railway, Jabalpur

Sub: Electric loco coupling failures in 2012-13

On date 09.04.13, 04 nos. of mail/express trains suffered detention in repercussion of NKJ/WCR based loco no. 27765 failure while working train No. BHUL/CHZ BTPN in NR/DLI division after CBC between loco and train uncoupled repeatedly due to CBC housing worn out & build up by welding resulting into improper locking and opening of coupling on run. The welding on CBC housing or its components is strictly prohibited & permitting this loco on line after its IB schedule inspection on 23.03.13 was a case of negligence & poor supervision.

During 2012-13, there have been 27 cases causing detention of mail/express trains on various types of coupling failures including cases of CBC or TSC breakages, coupling opening during run and problems in attachment/detachment of the loco. Territorial basis Railway wise breakup of the cases is as under and details are enclosed.

CR	ER	ECR	ECOR	NR	NCR	SR	SCR	SER	WCR	Total
2	2	7	1	2	3	3	2	4	1	27

As coupling of loco with train is directly related to the safety. It is advised to analyze each case and ensure maintenance of CBC/TSC as per laid down guidelines of RDSO in addition to providing necessary counseling and training of running/maintenance staff to implement Joint Procedure Order (MP.IB.LD.01.17.10 Rev.2 dt. 21.08.12 issued by RDSO) for coupling / uncoupling of different types of Transition type CBC with rake.

Action taken in this regard be apprised to Board.

DA/ As above



9/c

(Ved Pal) 10/4/13

Exe. Director Elect. Engg. (RS)
Railway Board

Handwritten signature
LDC/Elect 11/4/13

Coupling defective cases 2012-13

S. no.	Date	Train no.	Dir. / Ind.	Det. (in Min)	Rly	Div.	Loco no.	Shed	Brief Reason
1	08/04/12	12616	Dir	15	NR	DLI	22391	ED	Train detained at NDLS station for endorsement of SLR CBC pin deficient. Same endorsed in MV-5 by TXR then worked. No loco trouble. Being refuted.
2	12/04/12	12880	Dir	35	SER	CKP	22047	GZB	During traction changing at JSG stn, while EOT, TS coupling not fitted due to thread worn out. Fresh loco given. IA 05.03.12, TI 08.04.12/ASR.
3	21/04/12	12632	Ind	23	SR	TPJ	22023	AJJ	Repercussion of train no- 12668, During EOT at TPJ stn TC coupling not properly tightened due to uneven threads. Loco again re-attached then worked. IA 09.04.12.
4	20/05/12	12728	Dir	30	SCR	BZA	30274	LGD	Loco late detached at BZA station for C&W staff unable to open CBC coupling, Same opened by JE and worked. No loco trouble. Being refuted. IT-01.05.12, MOH-13.09.11.
5	06/05/12	12427	Dir	77	NCR	ALD	22046	GZB	While EOT on Tr. No. 12427, Cab-1, CBC (H-Type) not fitting with load (AR-Type) coupling, Same attended by M/Staff not succeed. Fresh power given. IB-28.05.12, IOH-16.02.12, TI-04.06.12/NDLS. Responsibility- SLR-03722/C type ARR suspected coupler & lock was not opened properly on both draw bar loco as well as SLR was not aligned. Therefore TXR staff is responsible for detection.
6	22/06/12	13330	Dir	10	ECR	MGS	22818	MGS	During reversal at GAYA station, TS coupling late tightened due to hard. Same set by porter.
7	07/04/12	12078	Dir	35	SCR	BZA	21232	AJJ	While loco detaching for reversal, screw coupling could not be opened by pointsman due to threads damaged, same opened by TXR Staff and worked. IB-16.06.12. AOH-10.05.11.
8	07/05/12	22101	ind	135	CR	BSL	27261	AQ	CBC open on run. LP re-coupled and started. LP experinced on curvature BP pressure dropped and AFI above 100 PSI. At Lasangoan, train released by station staff. After train started again coupling open. IC-20.06.12.
9	19/08/12	13111	Dir	16	ECR	DNR	21381	ASN	During shunting of a coach at DNR station, while detaching, found TC coupling hard, same attended by TXR staff and worked.
10	28/08/12	12685	Dir	17	SR	PGT	22596	LGD	During traction changing at SRR stn, loco late detached for CBC coupling jammed. Later with TXR staff coach CBC handle which was in locked condition was released and coupler opened.
11	09/10/12	18621	Dir	34	ECR	DHN	27376	GMO	At KTH station CBC open from loco side even locking pin properly fitted. LP tried but no success due to jammed. TXR staff attended and worked. IA-13.08.12.
12	30/09/12	16714	Dir	25	SR	TPJ	21219	AJJ	While traction changing at TPJ stn, loco late attached due to screw coupling jammed. Same attended by TXR staff then worked.
13	13/10/12	13348	Dir	122	ECR	MGS	21338	MGS	While admitting in ANH loop, LP experienced jerk for CBC clavis opened and locking pin bent, Same put right with the help of station porter and worked.

14	06/11/12	12988	Dir	170	NCR	AGRA	22378	HWH	BP & MR pressure dropped for CBC came out from clavis on run, LP tried to re-couple but not succeed. CBC-2 clevis defective its locking pin worked out.R/engine given. TI/SDAH-03.11.12.
15	08/11/12	12102	Dir	58	SER	KGP	22378	SRC	During checking at KGP stn. ALP found cab-2 HWH end clavis operating handle cracked and knuckle half portion open condition. R/engine given. TI/BKSC-06.11.12. Checked at ELS/SRC & found cab2 CBC lock lift lever hook (plate) broken which was modified by welding addl plate (10 mm)welded to avoid uncoupling on run as per 33rd MSG item no.14. CBC was changed during POH on 20.03.10.
16	24/11/12	14724	Ind	18	NR	DLI	22567	GZB	Repercussion of train no- 14218 detained at DLI stn for difference in buffer height of front SLR 07711/NR and loco due to track un even. After moving some distance then normal and worked.
17	26/11/12	12352	Ind	71	ER	ASN	22937	MGS	While loco detaching of Tr. No. 13320 for reversal at JSME stn, screw coupling could not be opened by ALP due to curvature, same opened by TXR Staff and worked. Other PF occupied after mega engineering block (Since 05.25-20.22 hrs).
18	12/04/12	13287	Dir	35	SER	CKP	22863	HWH	While loco detaching at TATA, TS coupling could not be opened by traffic porter for TC thread was operated upto extreme top position & operating handle jammed, Same attended by C&W Staff then detached and EOT after reversal and worked. IB-29.10.12, AOH-18
19	05/12/12	12533	Dir	35	WCR	BPL	22833	BSL	During normal checking at BPL station found TS coupling loose. Same attended but could not success hence replaced from front cab & worked. TI/N7M-30.11.12.
20	29/12/12	14056	Dir	13	ECR	MGS	22282	CNB	At MGS station during traction changing loco late detached due to TS coupling hard.
21	30/12/2012	18452	Ind	50	SER	RNC	23149	BKSC	BP pressure dropped due to middle loco no 23149/BKSC, cab-2 side CBC and TC component fresh broken from yoke pin. Same loco detached at TAX stn then section cleared from self loco.CBC Make-BTP, Mfg-09/1994. Cab-2 side CBC shank broken from Yoke pin hole. Fresh broken, no old crack on broken part.
22	30/01/13	12801	Dir	41	ECR	MGS	22863	HWH	While EOT at MGS station on top of failed loco no.22334/GZB ex SER/CKP detained on curvature at PF No.4 for CBC coupling not fitting properly due to alignment trouble. Same attended by TXR staff and worked. Being refuted.
23	02/05/13	12665	Ind	45	ECoR	KUR	28519+ 28518	WAT	While admitted KPxR loop line BP pipe un coupled for CBC knuckle of rear loco no.28518 broken. Knuckle make-M/S Raneka industries Ltd. No. IR-212

24	24/02/13	13152	Dir	132	ER	SDAH	22740	MGS	After observing 40 kmph ER, when LP notch up, CBC of loco uncoupled from load for clevis handle broken due to clevis setting improper. R/engine given.Loco checked at CP & reported the clevis portion was in opened out condition with clevis handle broken from base. TC was intact, but had fallen down. The toggle lock assembly was 25% meshing with knuckle.Suspected that the locking arrangement of the toggle pin assembly of the engine (Cab-2) is defective resulting in insertion of locking pin (while attachment of load at MGS) without proper resting of toggle pin on knuckle base, making it prone to opening on run.
25	25/02/13	12321	Dir	60	CR	BSL	22755	ET	During normal checking at MMR station, found cab-1 load side CBC partially opened due to CBC lock lifting assembly broken & toggle not dropping. Toggle locked by C&W staff then re-coupled and worked
26	03/05/13	12423	Dir	21	NCR	ALD	22620	GZB	CBC (E Type/LHB rake) of SLR 09872/NR opened. Same re-coupled by escorting staff & points man then worked. No loco trouble. Being refuted.
27	30/03/13	12309	Dir	85	ECR	DNR	22947	MGS	During EOT at RJPB station, CBC of loco not locking. Fresh loco given.

Date 9.4.13.

Joint Check Report of loco No. 27765 WCR/NKT which was dispatched while working Train No BHULL-CHZ Ondate at PNP.

Date 9.4.13

Joint Check Report of loco No. 27765 WCR/NKT under the charge of Loco Q. R. R. Kumar IQ-TRD. Left PNP on yard at about 9:20 Hrs. & stopped while passing PNP Ad/STR due to loco disassembled. Loco tried to couple the loco but failed. Block section cleared with assistance of pulling back to PNP yard. Total Detention - 45' in Q section.

Observation:- We

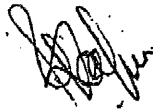
The undersigned jointly checked loco at PNP yard and observed as under:-

1. Working of operating handle & locking pin of loco found OK.
2. In closed position of CBC found Gap between Dog lever & Knuckle Seat.
3. Knuckle (locking position) Seat damage was filled up with extra welding due to Dog lever was not taken seat properly & Knuckle opened in CBC locking position while attaching with loco.
4. Knuckle main Pin bottom position welded with extra welder, Car and Knuckle not to be interchanged.
5. Knuckle & Dog lever. Complete area found filled with lubrication & Grease.

Conclusion:- Because of the above defect in CBC coupler of loco, loco could not be coupled with Train after several efforts.

Responsibility:- Here Sdmt WCR/NKT is held responsible for this failure due to non standard welding Knuckle seat (locking Area)

Date 9.4.13
Mang Kumar
LI/DET


R.K. Kapoor
CTA/HQ/NDLS

Joint note in connection with Locomotive of 51000
Bharat CHZ Ltd in between P. and on 9/4/2013

Line consisting of 50 BT 125

Blown 2 started from line no 6 from Principal yard at 3/421
Electric power no 21765/WT with driver Sh. Raju 1/120
engaged to work the load at km 86/18 after passing
at km 81 driver came to halt with his load as Locomotive
stalled at this point. Front Blown no ER 86020901251
and electric power no 21765/WT got stalled. Driver of km-
and Sh. Permonand tried to compeller the same for a
load. It took five times but every time engine no 21765
disconnected with front Blown resulting Block Section could
not be cleared. Relief engine no 24666 arranged to push the
load back in front of electric no 6 which cleared Block Section
at 4/16 hrs.

Following are the observations recorded at site.

1. Blown no ER 86020901251 knuckle pin found OK.
2. Trailing end knuckle (umbilical end) of electric no 21765 found excessive lubrication and worn out.
3. After attaching electric power with Blown it was observed that knuckle of electric pin was being operated despite this presence of knuckle loading pin.
4. CBC height of engine and brake van was 1097 mm with in permissible limit.

5. CONCLUSION On the basis of above observations the following observations are of the conclusion that:

Due to excessive lubrication and knuckle worn out of electric power no 21765/WT train stalled between loco and front Blown.

Responsibility: Electric Power no 21765/WT Home shed is responsible.

DETENTION: Train no 12426 Rajahmundry + 12554 + 12534 + 12312 main

Line particulars: Train no. On BHUL/CHZ Load
Loco SH + Blown 2

BPT particulars: PM 973 Ashu/116P/CR 4/11

Driver: Sh. Raju 1/120

Guard: Sh. Permonand JHA/CMB

Sh. Raju

पानीपत
9.4.13

गाडी सरगां BHAL-CH2 के सफाई में
चालक (राजकुमार/पी.पी.) नुबखवाड़ी
8/04. 2.15 बजे TOC 2.50 व PNP
गाडी ने 3.15 बजे प्रस्थान किया, गाडी
जंक्शन पर गाडी से red-light signal exchange
करके नौच लेके पर रजेल और ब्रेक-वेन से
हट-जाई है। गाडी 3.19 बजे Kms No 86/18
पहली बार में कपल किया, ड्रैगर बचने के बाद चलने
पर फिर से uncouple हो गया, उसके बाद 5-6 बार
कोशिश करने पर power-load से Attached नहीं हो
सका। रबी फोरम आप on duty में TOC on duty
को गाडी को गाडी में backing में सुझाव आया।
4.05 बजे load को break किया और 4.13 बजे
L no. 6 में placed किया।

दिनांक 9/4/13

कपल
दिनांक 9.15 म.ल.

चालक
राजकुमार/पी.पी. (TKD)

T. NO. BHAL-CH2

Loco NO. 27765 NKJ

Load: 50 + 2 = 52 = 37000

B power: 95%

BPC. NO. PN 973

AB/NGP/CR/4.4.13

GD: Pannanand Jha/528