

## मंडल कार्यालय आदेश - 25/2024

पत्र सं.849-W/10/Safety/2023/M-1/X

दिनांक -07 08 2024

समस्त मुख्य लोको निरीक्षक

एवं मुख्य क्रयू नियन्त्रक

जोधपुर एवं मेडता रोड

समस्त लोको पायलट, लोको पायलट शंटर एवम् सहायक लोको पायलट

विषय :- लोको संचालन के दौरान रखी जाने वाली सावधानियां

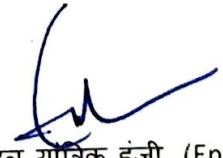
सन्दर्भ :- 1. पत्र सं.-233/307/CMPE, Date 31.07.24

2. पत्र सं.-M-233/309/CMPE, date 02.08.2024

\*\*\*\*\*

वर्तमान में लोको संचालन के दौरान कू द्वारा सतर्कता न रखने से और सही प्रकार से ट्रबल शूटिंग न करने से लाइन पर लोको विफल हुए हैं इस सम्बन्ध में 15 दिन का विशेष अभियान दिनांक 07.08.24 से 21.08.24 तक चलाया जा रहा है। जिसमें सभी लोको निरीक्षकों को निर्देश दिए जाते हैं व अपने नामित रनिंग स्टाफ के इलेक्ट्रिक व डीजल लोको ट्रबल शूटिंग सम्बन्धित ज्ञान स्तर को जांचे तथा उनको जानित करे तथा निम्न मदों पर काउन्सलिंग करे तथा रिपोर्ट मंडल कार्यालय में जमा करे

- लोको को स्टार्ट व शट डाउन करना।
- सर्किट ब्रेकर री सायकल करना।
- GR आने पर ट्रक / ट्रैक्शन मोटर आइसोलेट करना।
- लोको को स्टार्ट करने से पहले लोको की सभी सेफ्टी डिवाइस की जाँच करना।
- लोको संचालन के दौरान थ्रोटल को एकदम से नोचअप न करे तथा असामान्य परिस्थितियों को छोड़कर थ्रोटल को एकदम से नोचडाउन न करे।
- लोको कैब की खिड़कियाँ व सभी दरवाजे बंद रखे (जिससे अंदर पानी न आये)।
- लोको कैब में अनाधिकृत व्यक्ति को प्रवेश न करने देवे।
- लोको संचालन में कोई भी खराबी आने पर उसमें डिस्प्ले होने वाले मेसेज (कोड नम्बर सहित) व ट्रबल को की गयी कार्यवाही के साथ सही से सम्बन्धित पीसीआर/टीएलसी को नोट कराये।



वरी.मंडल यांत्रिक इंजी. (Enhm&P)

उ.प. रेलवे, जोधपुर

प्रतिलिपि -मंडल रेल प्रबन्धक, महोदय, जोधपुर -सादर सूचनार्थ

अपर मंडल रेल प्रबन्धक (OP) महोदय, जोधपुर सादर सूचनार्थ

स.म.या.इंजी.(शक्ति), जोधपुर, सूचनार्थ

60

**Inspection Note of BGKT Diesel Shed on 30/31.07.2024 by  
Shri Vaibhav Singh CMPE/NWR**

Following points were observed during inspection:-

SN	Inspection Details	Action to be taken by
1	Following officials were present Sh. Rajkumar Sharma Sh. Palash Saxena Sh. Harshit Kumar Singh and shed supervisors	Sr. DME/DSL/BGKT DME/DSL/BGKT DEE/RS/BGKT
2	BGKT loco failures were discussed:- 1. WW governor failures have increased. Shed should review the AMC and accountability should be fixed. 2. TA lug broken cases are being reported. Shed should provide the modified TA lugs in remaining locos at the earliest. 3. Governor solenoid failures have increased. AAC of solenoid coil should be increased as per requirement and life of the same should be reviewed on failure analysis. 4. Technical audit of gear case assembly section should be carried out by DME/DSL/BGKT as failures have increased in this section. 5. AAC of gear case assembly should be increased as per requirement. 6. Overdue account failures have increased. Overdue TM, PA and other major assemblies list should be made in such order that oldest overdue should be attended first and the position of non availability/pending items should be sent to concern supply agencies on quarterly basis. 7. Card failures have increased. Both sheds should develop/procure test bench stands for cards as advised by Railway Board Traction Directorate. 8. All coil resistances should be checked and corresponding temperature should also be documented. 9. All pending modifications should be carried out at the earliest.	Sr.DME/DSL/BGKT Sr.DME/DSL/ABR Dy.CME/D&R
3	Loco no. 20089 has failed on 29.07.2024 due to not checking of safety devices by LP before starting the locomotive. All crew should be counsel to check all safety devices before starting the locomotive as BGKT shed reported that many cases have occurred on the same account.	Sr.DME/P&EnHM All, BKN, JP, JU Dy.CME/D&R
4	Loco no. 40197 has failed on 08.07.24 due water ingress in non working cab as windows were open. All crew should be counseled to ensure proper closing of windows and doors of non working cab.	Sr.DME/P&EnHM All, BKN, JP, JU Dy.CME/D&R
5	Loco no. 40085 has failed on 16.07.2024 due to sudden denotching from 8 <sup>th</sup> notch to 4 <sup>th</sup> notch. All crew should be counseled for avoiding sudden notching and denotching.	Sr.DME/P&EnHM All, BKN, JP, JU Dy.CME/D&R

(No. M-233/309/CMPE, date 02.08.2024)

*Vaibhav*  
(Vaibhav Singh)  
CMPE/NWR  
02/08/2024

Copy:- PCEE/NWR For kind information please.  
PCSO/NWR For kind information please.  
Dy.CME/D&R For necessary action.  
Sr.DME/DSL/BGKT For necessary action.  
Sr.DME/DSL/ABR For necessary action.  
Sr.DME/P&EnHM/All,BKN,JP,JU For necessary action.



## NORTH WESTERN RAILWAY

Headquarters Office,  
Near Jawahar Circle,  
Jaipur.  
Date-31.07.2024

No.M.233/307/EQ

Sr.DME/P,  
All, BKN, JP & JU.

**Sub: Diesel Locomotive failure in Mid-Section.**

In the current financial year diesel loco failures in mid-section are in increasing trend. As many as 30 cases of mid-section failures have occurred from 01.04.24 to 29.07.24.

Division wise details of these cases are as under-

Division>	All	BKN	JP	JU	Total
No. of cases	01	10	07	12	30

The mid-section failures are adversely affected the smooth and punctual running of train operation, so we should try to make our best efforts to avoid the loco failure in mid-section.

GM/NWR has viewed seriously the diesel loco failures and stressed upon the mid-section failures and instructed that loco failures in mid-section need to be acted upon for remedial measures and after block section failure need immediate corrective action.

Therefore, it is essential that Loco Pilots should be counselled regularly by loco inspectors regarding the basic trouble shooting of locomotive. Counselling should be monitored closely by the divisional power officers to avoid the mid-section failures. Necessary guidance/assistance should be provided by the divisional power controllers whenever required to loco pilots. Quick action should be taken on division to provide relief to avoid detention of coaching trains in case of loco failure and efforts should be made to maintain punctuality.

In this regard necessary instructions should be displayed in loco lobbies and running rooms to improve the basic trouble shooting knowledge of the running staff to avoid mid-section failures.

Each loco failure case should be investigated thoroughly in all respects in diesel shed and weak area should be identified. Necessary remedial measures should be taken in advance to arrest the loco failures on line. Every loco should be super checked at the officer/supervisor level before turning out from shed.

It is therefore requested to launch a drive for 15 days with immediate effect to educate all loco pilots regarding basic trouble shooting knowledge during train operation to avoid the mid-section failure.

Action taken may be advised to this office at earliest.

By CME/D&R  
For CMPE/NWR

Copy-Sr. DME/Dsl./ABR & BGKT- For necessary corrective & preventive measures to improve the reliability of diesel locomotives.