

**SOUTH CENTRAL RAILWAY**

Safety.387/Fly Leaf/07/2021

**Fly Leaf No. 07/2021**

**Attention..... ALL CONCERNED**

**I. ITEMS TO BE CHECKED DURING TRIP SCHEDULE (D1)  
IN LHB COACH RAKE MAINTENANCE**

<b>S.NO</b>	<b>ITEMS TO BE CHECKED</b>
<b>1.</b>	<b>COACH BODY</b>
<b>i</b>	Inspect whether the Coach is due for any mandatory schedule
<b>2.</b>	<b>COACH SHELL</b>
<b>i</b>	Inspect visually the coach body panels, end walls, destination boards, window bars, main doors, door handles for damages /missing if any.
<b>ii</b>	Inspect the vestibule and its rubber fittings for damage/missing and check vestibule fall plate, mounting brackets, pins etc for its ease operation.
<b>3.</b>	<b>BOGIE AND AIR BRAKE</b>
<b>i</b>	Inspect the Bogie frame and bolster assembly for its alignment for cracks damages, corrosion
<b>ii</b>	Inspect the bogie bolster assembly and brackets.
<b>4.</b>	<b>BRAKE EQUIPMENTS</b>
<b>i</b>	Inspect functionality of brake equipment and hand brake equipment, and ensure functionality of PEASD(Passenger Emergency Alarm Signal Device)
<b>ii</b>	Visually inspect air brake steel piping for cracks/damages/ballast hitting marks etc and replace if necessary.
<b>5.</b>	<b>AXLE BEARING INSTRUMENTS</b>
<b>i</b>	Perform a visual check on all grounding cables and WSP (Wheel Side Protection) cables and functioning of WSP equipment.
<b>6.</b>	<b>PRIMARY/SECONDARY SUSPENSION</b>
<b>i</b>	Check external /internal springs for cracks, damages
<b>7.</b>	<b>PRIMARY/SECONDARY/YAW DAMPERS</b>
<b>i</b>	Perform visual check on above for damages
<b>ii</b>	Perform visual check on rubber fittings connected to the above.
<b>8.</b>	<b>BEARINGS</b>
<b>i</b>	Check the bearing temperature
<b>ii</b>	Check the bearing for any grease leakages.

<b>9.</b>	WHEEL AND AXLE
<b>i</b>	Visual check on wheel for any damages, wheel profile gauge, and any cracks and corrosion.
<b>10.</b>	CONTROL ARM, ANTI ROLLER BAR ASSEMBLY AND TRACTION CENTRE, ROTATION LIMITER
<b>i</b>	Visual check on the above parts, for its cracks /damages etc and their functioning during working .
<b>11.</b>	Perform Visual check on rubber and rubber metal bonded parts for cracks and damages and ageing.
<b>12.</b>	DRAW AND BUFFING GEAR
<b>i</b>	Visual inspection of Coupler head, Knuckles for damage.
<b>ii</b>	Checking of coupler operating mechanism for damage, loose and bolts etc.
<b>iii</b>	Checking of CBC components with gauges and ensure the working of CBC and working/ securing of operating lever.
<b>13.</b>	Checking of Auxiliary reservoir, brake cylinder, bio-toilet tank etc straps for its strength and corrosion if any.
<b>14.</b>	Checking of interior fittings and passenger amenity fittings and repair/replacement if necessary.
<b>15</b>	Checking of Air brake equipment with RTR and SCTR and noting and keeping the records for the same.
<b>16.</b>	Checking of Emergency Windows , water supply system ,etc.
<b>17.</b>	Checking of MCC, OBHS and other contract system like CTS etc for its guide lines and adoption of the safety system for the contract staff.

**PRINCIPAL CHIEF SAFETY OFFICER**

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## II. Speed Restriction for breakage of Coil spring or deflated Air spring in en-route

S.No	Type of Coach	Type of spring	Type of suspension	Observation	Action taken	Speed restriction	Reference
1	ICF coach & Hybrid coach	Axle spring	Primary	Breakage of Axle spring	If only one broken axle box with coil spring with no excessive tilt of the axle box is detected enroute a running train, the coach may be allowed to continue journey up to the destination with the condition that the speed will not exceed 100kmph.	Maximum permissible speed 100 kmph	(i) IRCA conference pt.iv (revised) Para4.20.2 pt.(iii) (ii) DG. Carr./ RDSO' letter no.MC/SPC dated 17.01.1991
2	ICF coach	Bolster spring	Secondary	Breakage of bolster spring	A coach shall not be allowed to continue its journey in case of breakage of its bolster spring as unlike primary springs it may shift out of its position.	Not allowed	DG. Carr./ RDSO' letter no.MC/SPC dated 17.01.1991
3	Hybrid coach & LHB coach	Air spring	Secondary	Heavy leakage or deflated air spring	In case of heavy leakage or deflated air spring, the defective bogie is to be isolated with the help of isolating valves and Driver should observe a speed restriction of 60kmph up to terminal point for maintenance	Maximum permissible speed 60 kmph	(i) Pamphlet on air suspension system of FIAT bogie coaches issued by CAMTECH (ii) ED Carr./RDSO letter no.MC/CB/MM dated 09.9.2009.
4	LHB coach	Secondary outer flexi coil spring	Secondary	Breakage of Secondary outer flexi coil spring	In case of En-route breakage of outer flexi coil spring of secondary stage suspension the LHB coach can be permitted to run with a restricted speed of 90kmph up to the destination with TXR staff to escort the train and critically monitor the broken spring. The following should be ensured while permitting such movement (i) only one spring is in broken condition. (ii) The spring is broken at one location which falls top or bottom two coils. (iii) The spring is not displaced from its position. (iv) Bump stop gap should not be zero.	Maximum permissible speed 90 kmph with TXR staff to escort the train.	ED(stds)Carrage RDSO's.Letter no.SV.FIAT spring dated 05.02.2015.

5	LHB coach	Primary outer flexi coil spring	Primary ]	Breakage of Primary outer flexi coil spring	<p>In case of en-route breakage of outer flexi coil spring of primary stage suspension, the LHB coach can be permitted to run up to the destination with escorting TXR staff at a restricted speed of 80kmph. The following should be ensured while permitting such movement.</p> <ul style="list-style-type: none"> <li>(i) only one Primary outer spring is broken and all other coil springs/air springs in primary as well as secondary suspension are in good condition. All springs must be checked critically before permitting the coach with restricted speed.</li> <li>(ii) The Primary outer spring is broken only one location, which falls within one and half (1.5) coil length from top/bottom end. The corresponding rubber pad primary bump stop must be intact and there should be no oil leakage or any physical damage to the primary vertical damper. Further the control arm lug should not have any marks of hitting with the head bracket.</li> <li>(iii) The broken spring is not displaced from its position.</li> <li>(iv) The coach is to be escorted up to destination accompanied with TXR staff</li> </ul> <p>Note:- At the destination, the broken spring should necessarily be replaced and detailed investigation of failure should be carried out.</p>	Maximum permissible speed 80 kmph with TXR staff to escort the train.	ED.Carrage RDSO. Letter no.SV. FIAT spring dated 08.11.2018.
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