**Proforma for investigation of Uncoupling of Freight Stock**

**General Particulars:**  **Part A**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Date | 11.01.2023 | Km No | | 240/8 |
| Division | MMCT | Section blocked | | MRL-NVS |
| Time | 18:27 To 19:31 | Signal aspect | | Through (Yellow) |
| Section | NVS - BL | Curvature | | NIL |
| Gradient(UP/DN) | NIL | Weather condition | | Normal Cold |
| Caution order | Km 240/01- km239/35 | KMS of Caution | | 30Kmph |
| **Train Particulars**: | | | | |
| Train No | UpTCLS/KOKG | Loco(s)No | 33298 WAG-9 GOMO | |
| Load/Tonnes- | 59/59/5052T/BCNHL | CC+8+2 / cc+6+2 | CC+6+2 | |
| Commodity | Loaded Food Grains | Loading station | NA | |
| Last Exam Station | SMP/ RTM/WR | BPC Date/ % | 29.12.2022/ 100% | |
| Rly/Divn. | WR /RTM | BPC No | 50000492772 | |
| CC/Pm/End to End | CC- 7500 Km./35 Days | Air / Vacuum Brake | Air Brake | |

**Driver’s Particulars/(Train Engine & Banker)**

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Driver’s Name | | | Shri Dushayant k./BRC | | | HQ | | | BRC | | |
| Qualification | | | 12Th + ITI | | | Safety Category | | | A | | |
| Date of appointment | | | 25.01.2000 | | | Nominated LI | | | Shri R.R. Patel | | |
| Guard’s Name | | | Shri K C Meena / BRC | | | HQ | | | BRC | | |
| **Affected & adjacent Wagon’s Particulars’:** | | | | | | | | | | |  |
| S.N | Wagon no | Class | | Rly. | R /Date | | POH | ROH | | Position from Brake Van | Affected wagon with defect |
| 1. | 33101435709 | BCNHL | | ECR | 12/26 | | DHDW/18.12.20 | SMP 15.11.22 | | 6th  BVCM | Rear end Knuckle fresh Broken |
| 2. | 33101436010 | BCNHL | | ECR | 11/26 | | JHSW 16.10.20 | SMP 15.11.22 | | 5th BVCM | Nil |

**Part B**

###### CHECKLIST FOR INVESTIGATION OF UNCOUPLING OF FREIGHT TRAINS

###### For investigation affected wagon and adjacent wagon should be parted to maintain sufficient distance between two wagons)

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| **S.No.** | **Components to be checked** | **Parameters/ Size/ Dimension** | **Gauges /tools to be used for checking** | **Check for info** | **Actual Observations of Affected wagon** | **Actual Observations of Adjacent wagon** |
| **A** | **CBC uncoupling lever handle (Operating handle)** | **Length of OH** |  |  |  |  |
| 1 | Operating handles | Size of Operating handle for different stock | Measuring tape | [See Table](#_bookmark1) A.1.2 | 1414 | 1414 |
| 2 | Check geometry of operating handle | See fig. | Visual checking | [Know](#_bookmark2) [More](#_bookmark2) A.1.3 | Straight | Straight |
| 3 | Anti-rotational lug | 16X16X210 mm  (Should not be circular section) | Visual/Steel rule /Vernier caliper | [Know](#_bookmark3) [More](#_bookmark3) A.2 | 16X15X210 mm | 16X15X210 mm |
| 4 | Operating handle  safety bracket  (sufficient gap above  & below the operating  handle rod | Yes/No | Visual check | [Know](#_bookmark4)  [More](#_bookmark4)  A.3 | Yes | Yes |
| **B** | **Bearing piece slot** |  | | | | |
| 1 | Slot gap in the bearing piece | New-17.5 mm  Permissible-19.5 mm | Steel rule  /Vernier caliper | [Know](#_bookmark5) [More](#_bookmark5) B.1 | 19 mm | 19mm |
| 2 | Bearing piece pin/Diameter | Bent or straight / (Pin Dia standard 24 mm) | Visual Checking | [Know](#_bookmark6) [More](#_bookmark6) B.2 | Std | Std |
| 3 | Bearing piece pin secured with proper washer/Nut | Yes/No | Visual checking | [Know](#_bookmark7) [More](#_bookmark7) B.3 | Yes | Yes |
| **C** | **CBC knuckle, coupler & fitting** | | | | | |
| 1 | Dropping of lock piece to proper depth | Yes/No | Visual checking | [Know](#_bookmark8) [More](#_bookmark8)C.1 | Yes | Yes |
| 2 | Gap between knuckle nose & Guard arm | (Max gap. 133mm) | Gauge-1 first & than Gauge-2 | [Know](#_bookmark0) [More](#_bookmark0) C.2 | Knuckle broken | Permissible |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 3 | Wear of the knuckle (Nose wear, expansion) | (Within limit/beyond limit) | Gauge 3 | | [Know](#_bookmark9) [More](#_bookmark9) C-3.a & C-3.b | Knuckle Broken (fresh) | | Within limit |
| **D** | **Lock lift assembly** |  | | | | | | |
| 1 | Condition of toggle | Worn/broken/OK | Visual checking | | [Know](#_bookmark10) [More](#_bookmark10)  D-1 | | OK | OK |
| 2 | Anti-creep lug of toggle | Worn/broken/OK | Visual checking | | [Know](#_bookmark11) [More](#_bookmark11) D-2 | | OK | OK |
| 3 | Condition of both rivets | Loose/Non Std/OK |  | | [Know](#_bookmark13)  [More](#_bookmark13) D-4 | | OK | OK |
| 4 | Condition of Knuckle Thrower | Broken/Worn/OK | Visual | |  | | OK | OK |
| 5. | Condition of anti- creep lug of the lever connector | Should not excessively worn out. | Visual | |  | | OK | OK |
| **E** | **CBC drooping** | | | | | | | |
| 1 | CBC height from track center above rail level | Max-1105 mm Min-1030 mm | Buffer Height Gauge | | [Know](#_bookmark14) [More](#_bookmark14) E-1 | | 1070 mm | 1065 mm |
| 2 | Difference in CBC height of both wagons. | Max-75 mm | Measuring Tape | | [Know](#_bookmark15) [More](#_bookmark15) E-2 | | 05mm | 05 mm |
| 3 | CBC shank wear plate | Worn out/Missing/OK New-  Cond limit | Visual checking | | [Know](#_bookmark16) [More](#_bookmark16) E-3 | | OK | OK |
| 4 | CBC striker casting wear plate | Worn out/Missing/OK New-  Cond limit- | Visual checking | | [Know](#_bookmark17) [More](#_bookmark17) E-4 | | OK | OK |
| Additional information | | | | | | |  |  |
| F | Condition of ledge inside the coupler body | Worn/Broken/OK | Anti-creep gauge. | | Know More | | OK | OK |
| G | Gap between auxiliary anti-creep & bottom of coupler body | New 19 mm Permissible-25 mm |  | | [Know](#_bookmark12) [More](#_bookmark12) | | 24 mm | 24 mm |
| **H** | **Combine effectiveness of CBC anti-creep Mechanism** |  | | **1 Tommy**  **Bar, 1 Screw driver** | [**Know**](#_bookmark18)[**More**](#_bookmark18)H | | Sufficient | Sufficient |
| **I** | **Step by step checking of anti- creep mechanism of CBC** | **Working/Not Working** | |  | Know More.I | | Working | Working |

**Any Other observation :** Nil

**Date Of Investigation : 11.01.2023,**

CTNL(P)/BL informed at 18:27 hrs as train no-Up TCLS/KOKG suddenly pressure drop between MRL-NVS at 240/8 km then talked to Guard informed at 18;35 hrs , that CBC uncoupled in between wgn no- ECR/33101435709/BCNHL -6th from rear ( N/End knuckle fresh broken) and wgn no- ECR/3310143601/BCHHL 5th from rear .Front portion pulled at 18:34 hrs to NVS side and rear portion pulled at 19:21 hrs by same power& Section cleared at 19:31 hrs. c&w staff reached at site 19:31 hrs and knuckle change at 19:50 hrs. Shtg start-21.40 hrs to 22.45 Hrs. POL- 22.50 Hrs. Pressure continuity & ready at 23.10 Hrs. Dept. 00.20 Hrs.

1. Buffer height of both wagon was found 1070mm& 1065 mm respectively.
2. The geometrical structure of both adjacent wagons operating handle were found proper.
3. Both adjacent wagons, No hitting marks were found on both CBC coupler body & CBC O/Handle.
4. After knuckle replacement, the both wagons were recoupled and push-pull test was conducted

thrice times& was successful all three times.

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| J | **Any other observations**: | NIL |
| K | Conclusion | Rear end CBC Knuckle fresh broken at Km 240/8during observing caution order bet MRL-NVS, 30KMPH from Km240/01 to Km 239/35.as per Gd statement |
|  | Action Taken | New CBC Knuckle Replaced on trailing end of affected wagon no. ECR/33101435709 BCNHL 6TH From BVCM. |
| L | Responsibility | May be fixed after CMT report. |

CLI/BL SS/NVS SSE/JE,UDN