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भारत सरकार - रेल मंत्रालय अनुसंघान अभिकल्प और मानक संगठन

লন্তনক - 226011

Government of India-Ministry of Railways Research Design & Standards Organisation Lucknow - 226011



No.EL/3.2.13/1

Dated 6.6.2000

Chief Electrical Engineer,

- -Central Railway, Mumbai CST- 400 001.
- -Eastern Railway, Fairlie Place, Calcutta- 700 001
- -East Central Railway, Chandrashekharpur, Bhubaneshwar- 751 001.
- -Northern Railway, Baroda House, New Delhi-110 001
- -North Central Railway, Hasting Road, Allahabad-211 001.
- -Southern Railway, Park Town, Chennai-600 003
- -South Central Railway, Rail Nilayam, Secunderabad -500 371
- -South Eastern Railway, Garden Reach, Calcutta-700 043
- -South Western Railway, Bangalore 560 046
- -Western Railway, Churchgate, Mumbai -400 020
- -West Central Railway, Jabalpur
- -New Zone Railway, Bilaspur
- -Chittaranjan Locomotive Works, Chittaranjan- 713 331

MODIFICATION SHEET NO. ELRS/MS/0283, Rev. '0' - 2000

1.0 TITLE:

Provision of modified guide assembly for outer connection straps on flexicoil mark-I bogies of WAP1/4 class of locomotives.

2.0 OBJECT:

2.1 Railways have been reporting cases of breakage of outer connection straps in flexi-coil mark-I bogies used on WAP1/4 class of locomotives. As per investigations carried out by Railways as well as RDSO, rubbing of outer connection strap with wheel face due to improper clearance between outer wheel face and outer connection strap as well as rubbing of outer connection strap with 'J' brackets/stoppers due to misalign inner & outer brake hangers or misalign 'J' brackets/stoppers on guide assembly have been identified as the main causes for outer connection strap breakages.

In the original CLW's Drg. No. 03/2/19/110, Alt. '0' of guide assembly, the elearance available between outer connection strap and 'J' bracket on wheel side is 4 mm and clearance available between stopper and outer connection strap is 2 mm. As 'J' brackets are away from the centre of connection strap, even slight misalignment of inner & outer brake hangers causes rubbing between outer connection strap and 'J' brackets/ outer connection strap and stoppers. As 'J' brackets and stoppers are only meant for guiding the outer connection strap in case of its swing during bogic movement, in order to prevent the above rubbing cases, the clearances between 'J' brackets/stoppers and outer connection strap have been increased.

3.0 WORK TO BE CARRIED OUT:

- 3.1 The guide assembly for outer connection straps to be procured as per RDSO's Drg. No. SKEL- 4558 Alt. '0'.
- 3.2 While fitment of guide assembly in the bogie, a minimum clearance of 6 mm between connection strap and 'J' brackets on wheel side and a minimum clearance of 4mm between connection strap and stoppers on the other side is to be ensured.

4.0 APPLICATION ON THE CLASS OF LOCOMOTIVES:

WAP1/4 class of Electric Locomotives.

5.0 MATERIAL REQUIRED:

Guide assembly for outer connection strap as per RDSO's Drg. No. SKEL- 4558, Alt. '0'

6.0 MATERIAL RENDERED SURPLUS:

Unmodified guide assembly wherever it can not be modified.

7.0 REFERENCE:

Investigations carried out by RDSO in outer connection straps' breakage cases of ELS/CNB.

EIRs/Ms/083 Rev.o

8.0 MODIFICATION DRAWING:

RDSO's Drg. No. SKEL-4558, Alt. '0'.

9.0 AGENCY FOR IMPLEMENTATION:

- 1. All Electric Loco Sheds.
- 2. All POH Workshops.
- 3. CLW/CRJ

(O.H.Pande)

Encl: RDSO's Drg. No. SKEL-4558, Alt '0'. for Director General/Elect.

Copy to: As per Standard Mailing List No.EL/M/0028, Ver. '0'.

PIN:

Encl: RDSO's Drg. No. SKEL-4558, Alt '0'

ELRS/0283, Rev-'0'

for Director General/Elect.

