



NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.

No.516-M/O/M-I/ Special Drive/26

Date: - 03.09.2026

DEE/OP/FZR

AEE/OP/FZR, AEE/RSO/LDH & AEE/Tr/ASR.

All CCC/ FZR, LDH, JUC & ASR.

All CLIs FZR Divn, CTC/FZR

Divisional Safety Drive No -12/Sep -2026

Sub: - Safe Shunting of NMG rake over the Division.

Ref:- Railway Board Letter no-2025/Elect(TRS)/113/1 Misc, dated 04.09.2025.

In reference to above, a Divisional safety drive to be launch from 03.09.2026 to 17.09.2026 to ensure Safe Shunting of NMG rake over the Division, It has been observed that NMG loads are being shunted at various locations over the Division, particularly at CIA and ASR Washing Lines, where restricted-speed working is involved.

In view of the nature of NMG rake and the restricted working conditions at washing lines, the following instructions shall be strictly adhered to by all concerned:

1. The speed of NMG rake during shunting at yards/washing lines **shall not exceed 10 kmph**, particularly at **CIA and ASR Washing Lines**, unless otherwise specifically authorized under extant rules or special instructions.
2. In case of any obstruction or unsafe conditions ahead, the Loco Pilot shall bring the NMG rake to a smooth and controlled stop, avoiding abrupt or sudden braking.
3. Loco Pilots shall be instructed to negotiate S-curves and yard turnouts at a steady and low speed, to ensure smooth riding, to avoid excessive buffing and drafting forces causing derailment.
4. Particular caution shall be exercised while starting NMG rakes from a standstill on S-curves of over points and crossings. Jerky or uneven movements shall be avoided, as these may aggravate lateral forces on vehicles with a higher centre of gravity, such as loaded BEML/ICF coaches.

In view of the above, all officers and CLIs in the FZR division are hereby instructed to counsel their allotted/non allotted running staff and ensure effective implementation of the above instructions. A compliance report in this regard should be submitted to this office for onward submission to Headquarters.

[Signature]
Sr. Divl. Elect. Engineer (OP)
N. Rly; Firozpur

Copy to: - CMS/ In- charge/FZR for uploading on CMS.

N.Rly.



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



International Year
of Cooperatives

No. 2025/Elect(TRS)/113/1 Misc.

New Delhi, Dated 04.09.2025

General Manager (Elect),

All Zonal Railways

Sub : Speed restriction for NMG type rakes over 1 in 8.5 turnouts.

Ref : Railway Board's letter no. 2020/M(C)/650/2pt. dated 03.06.2025 and 04.12.2024

Railway Board, vide letter no. 2020/M(C)/650/2pt. dated 04.12.2024, had issued instructions to restrict the speed of NMG type rakes to **10 kmph** while moving over **1 in 8.5 turnouts**, for a period of six months, on a trial basis. Board, vide letter dt 03.06.2025, has extended the trial for a further period of six months. A copy of the letter is enclosed for reference.

Zonal Railways are advised to counsel all Loco Pilots and Assistant Loco Pilots to strictly adhere to the prescribed speed limit of 10 kmph for NMG type rakes, while moving over 1 in 8.5 turnouts, till any relaxation is issued.

DA : as above

Digitally signed
by Vikash Anand
Date: 2025.09.04
16:55:07 +05'30'

(विकाश आनंद)

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

फ्लोर सं : 4, कमरा सं. : 452

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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board

No.2020/M(C)/650/2Pt

(E-File No.:3376276)
New Delhi, Date: 03.06.2025

General Manager
All Zonal Railways

Sub:Maintenance and Operation of NMG type coaches over 1 in 8.5 turnouts.

**Ref:(i) Railway Board letter no. 2020/M(C)/650/2Pt dated 04.12.2024
(ii) RDSO letter no. MC/NMG/CBC dated 09.04.2025**

Vide letter under reference (i) above, the speed of NMG train was limited to 10 kmph while moving over 1 in 8.5 turnouts for a period of 6 months.

RDSO has carried out instrumented trials of NMG train over multiple 1 in 8.5 turnouts and submitted report to Board vide letter under reference (ii) above. The same has been examined and Railways are advised to ensure the following:

- a. During maintenance of NMG type coaches:
 - i. Coupling must be fully tightened, as loose coupling reduces the remaining side buffer overlap during passage over 1 in 8.5 turnouts.
 - ii. In the Primary and Secondary suspension for NMG coaches, yellow color-coded coil springs along with suitable packing ring to be used to maintain the A, B and C clearances. Further, if required, lower dia. wheels in the range of 865-875 mm may be used with suitable packing to maintain buffer height of 1105 (+0 /-15) mm in tare condition.
 - iii. Keeping into consideration the safety in train operation, it is advised that the speed of NMG type rakes while passing over multiple 1 in 8.5 turnouts be limited to 10 kmph, for a further period of 6 months.
- b. Further, since deviation in values of one or more than one parameter will affect the navigability of NMG coaches over multiple turnouts, proper maintenance of track should be done besides the above.
- c. Concerned inspector from Traffic/Commercial should ensure that consignment is uniformly loaded and properly lashed & secured. Further, the same should be super-checked by C&W officials from time to time.

Necessary action may be taken on priority.

This issues with the approval of **Board** (MTRS and MOBD).


(प्रांजल मिश्रा)
संयुक्त निदेशक/ यांत्रिक इंजी. कोचिंग
रेलवे बोर्ड

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- PCMEs/All Zonal Railways - For kind information and necessary action please
- PED/RS/RDSO- For kind information and necessary action please.
- PED/Tk.(M&MC)/RB - For kind information please.
- PED/TT/M/RB- for kind information please.

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board

No.2020/M(C)/650/2Pt

(E File No.: 3376276)
New Delhi, Date: 07.04.2025

General Manager
All Zonal Railways

Sub: Maintenance and Operation of NMG Coaches

Ref:(i) RDSO letter no. MC/NMG/CBC dated 25.11.2024

(ii) RB letter no. 2020/M(C)/650/2Pt dated 04.12.2024

(iii) RB letter No. 2010/M(C)/650/2 NMG dt. 27.12.2024

Vide letters under reference, guidelines have been issued from RDSO and Railway Board for restricting the speed of NMG trains over 1 in 8.5 turnouts.

In this regard, it is once again reiterated that the speed of NMG trains should be limited to 10 kmph while moving over 1 in 8.5 turnouts and any local speed restrictions shall prevail over this speed.

Zonal Railways are advised to ensure that the above guidelines are followed.

For necessary action please.



07/4/25.

(प्रांजल मिश्रा)

संयुक्त निदेशक/ यांत्रिक इंजी. कोचिंग
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board

No.2020/M(C)/650/2Pt

(E-File No.:3376276)
New Delhi, Date: 04.12.2024

General Manager
All Zonal Railways

Director General
RDSO, Lucknow

Sub:Maintenance and Operation of NMG coaches.

Ref: (i)RB letter no. 2024/AM(ME)/Misc dated 07.11.2024.
(ii) RDSO letter no. MC/NMG/CBC dated 25.11.2024.

Vide letter under reference (i), RDSO was advised to study the behavior of the NMG coaches with respect to the tendency of buffer entanglement.

Accordingly, RDSO carried out the trials with NMG rake and based on finding of the physical trials, vide letter under reference (ii) above, RDSO submitted its report.

The RDSO report has been reviewed at Board and accordingly following is approved:

- a. **Limiting the speed of NMG train to 10kmph while moving over 1 in 8.5 turnouts.** Any local speed restriction shall prevail over this speed. This is approved as a temporary measure only for a period of 6 months within which RDSO to finalize instrumented trials.
- b. Further, as interaction between Rolling stock and Track is dynamic and variation of maintenance/permitted limits of any one parameter or a combination of two or more parameters, may create a situation of excess swing of adjoining coaches in opposite directions which may lead to buffer entanglement hence, proper maintenance of track and coaches should be ensured by Zonal Railways.

Necessary action may be taken on priority.

The above is issued with the approval of **Board(MTRS)**.

20. 24. 12. 24
04/12/24
(ऐश्वर्य सचान)
संयुक्त निदेशक / यांत्रिक इंजी. कोचिंग
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No:- 422-T/0/Recommendations/2026

Date-19.08.2026

Divisional Office
N.Rly./Firozpur

Sr.DEN-C/FZR, Sr.DOM/FZR, Sr.DEE/Op./FZR & Sr.DCM/FS/FZR

Sub:- During pulling of 25 NMG wagons from line no. 9 in SSB yard, two NMG wagon no. X971142 ECR, 2nd from loco derailed by all wheels and NMG wagon no. X964038 ECR, 3rd from loco derailed by all wheels of DLI end trolley near crossing of point no. 262 at about 10.45 hrs. *Date-10-12-2025*

- Ref:- 1. Railway Board letter no. 2024/Safety(Inquiries)/1/1, dated. 11.07.2025 & 17.11.2025
2. PCSO/NR office letter No. 10-T/NC-ATR/Misc.(Acdt), dated. 19.08.2026.

Recommendations made by officers level enquiry committee on the above subject, accepted by competent authority are given below for your kind information and necessary action.

In this regard, please take action accordingly and action taken may be advise to the undersigned office at the earliest so that it may be conveyed to the HQ office.

S.No.	Recommendations	Action taken
1.	Marshalling of NMG wagons carrying mixed BEML/ICF coach loads shall be avoided in positions that aggravate dynamic forces, such as immediately next to locomotives or adjacent to rear SLRs. where heavy buffing and draft forces occur. Rake formation shall be planned so as to ensure the load is as uniform as possible throughout the rake. Necessary guidelines may be obtained from RDSO. Till such Instructions, movement of these rakes to be done with reduced speed as decided by HQ.	Commercial & Optg.
2.	In view of the vulnerability of movement of NMG Rakes, its speed specially on S-curves and yard turnouts should be reviewed based on curve radius, can't, and other relevant track parameters.	Engg.
3.	Loco Pilots shall be instructed to negotiate S-curves and yard turnouts at a steady and low speed, to ensure smooth riding, to avoid, excessive buffing and drafting forces causing derailment.	RSO
4.	Particular caution shall be exercised while starting NMG rakes from a standstill on S-curves or over points and crossings. Jerky or uneven movements shall be avoided, as these may aggravate lateral forces on vehicles with a higher centre of gravity, such as loaded BEML/ICF coaches.	RSO

This may be treat as **MOST URGENT**.

DA:- As above.

19.08.26
Sr. Divisional Safety Officer
Northern Railway/FZR

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ADRM/FZR for kind information please.