

EASTERN RAILWAY

No-EL OP 6/7

Dt-19.03.2021

CCCR/SDAH, CCCR/DDJ
CCR/ North, KOAA, DDJ, NH
SS/MJT, CTLC/SDAH

Sub:-Special drive for fire prevention on Electric Locomotives.

Ref:-i) Railway Board's L/No-2008/Elect(TRS)/113/5Pt. dated-08.12.2016

ii) CEE (OP)/ER/KKK'S L/No-EL/OP/55,dt-11.03.2021.

Vide letter under reference, a 15 days special safety drive for fire prevention on Electric Locomotives is to be launched with immediate effect with the following points:-

A. For Conventional Locos:-

1. Wedging of Q44 Relay should be strictly prohibited.
2. In case of OQP dropped following instructions must be followed:-
 - a. Locomotive should be taken for through investigation and checking to the nearest Loco sheds, if any traction motor is isolated by the driver on line.
 - b. The working of Locomotives with HQOP at OFF position should be restricted to the nearest trip checking point or Loco changing point, preferably the working of train for one or two block section should only be permitted.
 - c. During working with HQOP at OFF position driver should be advised to have constant watch in HT compartment, rectifier and BA panel area and he should be frequently look back for any smoke emission from traction motor.
3. LPs should closely monitor of all the blower motors if corresponding air flow relay is isolated. The same should be attended at the nearest trip inspection point or Electric Loco shed.

B. For 3- Phase Loco:-

1. Whenever the VCB trips while hauling a train with 3 phase electric Locomotives, the LP& ALP should immediately check/read the DDS message carefully on the screen of computer in the cab for the associated fault.
2. In case the VCB has tripped through primary Over current Relay with Priority-1 fault message the following actions to be taken:-
 - a. Loco Pilot (LP/ALP) should immediately inspect the Machine Room carefully looking for any signs of fire/smoke, spread/spillage of oil especially near converter/transformer area and extinguished the same by using portable fire extinguisher.
 - b. Primary Over Current Relay in 3 Phase electric Locomotive are just like QLM relay in conventional electric locomotives and its operation should attract attention of the running staff in the same manner as for QLM relay.
 - c. If no signs of smoke/fire are observed LP should close the VCB only once more. If the same rips again with over current Relay, the control electronics will be automatically switched OFF and panto lowered by software. The LP/ALP should not try to switch ON the control electronics or close VCB again and they should immediately ask for assistance form TLC.
 - d. Any case of fire/smoke message from fire detection Unit(FDU) appearing on display screen with/without tripping of VCB should not be ignored and crew should inspect the machine room thoroughly and look for any signs of smoke/fire/overheating spark from equipment/joints and take further action accordingly.
3. After passing "Neutral Sections" ALPs should check the HT compartments whether there is any abnormality regarding smoke, burning smell & splashing of oil etc& he should inform the matter to the LPs.

You are advised to counsel all the running staff working under Loco hauled train on the above aspect.

Suman Chandra Ghosh
(AEE/OP/SDAH)

Copy to:-All CLIs:- For information & necessary action with an advice to counsel all the running staff under your control.