

**TRO DRIVE NO. 06 /2025**

Sub : Summer Preparedness .

Ref : (i) Dy.CEE(OP)'s L.No.L.326.OP.Loco Corr/56 dated 18.02.2025.  
(ii ) Railway Board's letter no. 2005/Elec(TRS)/440/23 dated 17.02.2025.

In reference to the above subject, drive on Summer Preparedness is launched from 18.02.2025 to 29.04.2025 focusing on aspects mentioned in Rly Board's letter under reference.

All CLIs are advised to check the aspects during this drive as per check list.

**DA : Dy CEE(OP)'s letter dated 18.02.2025**

Central Railway

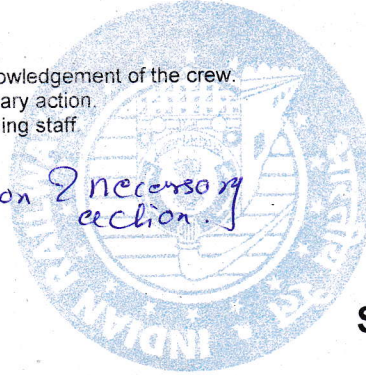
Divisional Office,  
TRO Branch, Nagpur  
Dt. 18.02.2025

No.: NGP/TRO/Safety/TRO DRIVE/24

Copy to:

CEE (OP)/CSMT : For kind information please.  
All CCCO(R) : Display and obtain acknowledgement of the crew.  
CTLG/NGP : For information & necessary action.  
All CLI : For counseling to all running staff.  
DI/DTC/AQ : To impart in training.

*SSE/T/sgnd : for information & necessary action.*



**Sr. DEE (TRO) /NGP**

**CENTRAL RAILWAY**

**PCEE's Office,  
Mumbai, CSMT**

No. L.326.Op.Loco.Corr/56

Date 18.02.2025

Sr. DEE/TRO/BB, BSL, NGP  
Sr. DME /Fr & Op/CSMT,  
Sr. DME /OP/PA,  
DME /O&C/SUR

**Sub:** Summer preparedness

**Ref:** Railway Board's Letter No. 2005/Elect(TRS)/440/23 dated 17.02.2025

With reference to above subject, Railway Board has advised to ensure preparedness for summer. Hence, a drive is launched from 18.02.2025 to 29.04.2025 involving Officers and Supervisors, focusing on aspects mentioned in Rly Bd's letter under ref.

All officers and Supervisors associated with the summer preparedness drive are advised to check the aspects during safety drive as per check list.

Daily progress of safety drive to be filled in the google link:  
[https://docs.google.com/spreadsheets/d/1Hu80XbYvYTbeJV-z2h\\_weUBbps6Tmbux0l4kg5FqIPg/edit?gid=0#gid=0](https://docs.google.com/spreadsheets/d/1Hu80XbYvYTbeJV-z2h_weUBbps6Tmbux0l4kg5FqIPg/edit?gid=0#gid=0)

Compliance report, after completion of drive to be sent to headquarter.

  
**Ankit Bansal  
Dy CEE (OP)**

No. 2005/Elect(TRS)/440/23

New Delhi, Dated:17.02.2025

General Managers (Elect.)  
All Zonal Railways.

Sub: Summer preparedness - Electric & Diesel Locomotives.

**Electric Locomotives**

- 1.0 Instructions already exist in ACTM para No. 30514 for taking precautions before onset of summer. Railways are advised to ensure seasonal precautions instructed vide ACTM para No. 30514. Copy of relevant pages of ACTM is enclosed herewith for ready reference.
- 2.0 In addition to the instructions contained in ACTM, some of the other important measures to be taken for maintenance of electric and diesel locos are as under:
  - 2.1 Ensure completion of summer precautions within 30<sup>th</sup> April 2025.
  - 2.2 Check for any oil leakage from transformer, Tap Changer (GR), MPH circuit, traction converter, oil pump and other accessories & ensure appropriate oil levels in all these equipment between minimum and maximum levels.
  - 2.3 Ensure topping up of water in batteries.
  - 2.4 Prescribed type and number of fire extinguisher should be provided on each locomotive and loco crew are trained to operate these when required.
- 3.0 Besides above, following instructions are also to be followed by homeing sheds and loco pilot working on electric locos to curb loco failure on line.
- 3.1 Fire prevention measures for three phase locos issued by RDSO vide letter No. EL/3.1.35/2 (Elect), Dated 29.01.2013 should be implemented along with modification to provide mechanical locking arrangement in primary-over current relay of 3-phase locomotives as per modification sheet No. RDSO/2013/EL/MS/0420 Rev'0', dated 23.01.13, issued by RDSO should be ensured. Compliance of RB letter No. 2008/Elect (TRS)113/5/Pt. dated 08.12.2016 on fire prevention shall be ensured.
- 3.2 Ensure temperatures strips of range 40-70°C and 60-100°C pasted on DE side bearing in compliance to the comprehensive maintenance instructions advised by RDSO vide SMI No. RDSO/2013/EL/SMI/0278 (Rev.'0'), dated 24.12.2013 for fitment of traction motor (6FRA6068) Drive End bearings NU2236 used in 3-phase locos during overhauling to avoid WAP7/WAG9 locos traction motor bearing failure.



- 3.3 Air delivery measurement in 3-phase locos to ascertain proper cooling and pressurization of machine room advised by RDSO vide SMI No. RDSO/2009/0255 (Rev.'0') dated 06.05.2009, to avoid dust ingress and proper cooling of electronic cards as a schedule activity.
- 3.4 Filter cleaning as per RDSO SMI No. RDSO/2016/EL/SMI/0286(REV.'0'), Dated 09.06.2016 shall be carried out.
- 3.5 Improvement measures to maintain pressure in the machine room and make it dust free as per RDSO guideline circulated vide letter No. EL/3.1.35/10 dated 11.04.16.
- 3.6 Cleaning of heat sink and filter of hotel load converters should be ensured as per RDSO's SMI No RDSO/2016/EL/SM1/297 (Rev 1) dated 13.11.2024. Ensure redundancy in UIC for HOG operation, vide RDSO letter no EL/11.5.5/6 dated 27.06.2024
- 3.7 To Improve the effectiveness and reliability of wiper in electric locomotives, zonal railways should follow RDSO SMI no. RDSO/2024/EL/SMI/0333 Rev'0' dated 11.12.2024
- 3.8 Ensure that no locomotive should turn out from the shed without a functioning cab air conditioner.
- 3.9 Removal of dust from machine room by industrial vacuum cleaner and plugging leak holes by rubber grommet/gasket/RTV.
- 3.10 Provision of roof clamp shall be ensured.
- 3.11 Condition of air filters and OCU gasket to be ensured
- 3.12 Application of conductive grease on knife switch contact of BUR.
- 3.13 Implementation of RDSO modification No. RDSO/2018/EL/MS/468 (Rev. "0") dated 06.02.18 for Hotel Load Converter.
- 3.14 Modification to avoid cab changing in case of failure of processor cards of VCU as per RDSO/CLW's guideline.
- 3.15 Implementation of RDSO's modification sheet no. RDSO/2018/EL/MS/0475 for switch OFF/ON of control electronics.
- 3.16 Any fault message in DDS should not be acknowledged without reading and follow up as suggested. Once acknowledged, the message gets lost.
- 3.17 Any such messages requiring train to stop, efforts should be made to clear the block section in coasting and then attention to the message can be given.
- 3.18 If one auxiliary converter is isolated, then as per TSD, switching OFF & ON electronics is advised once for normalizing the working of auxiliary converter. Since the isolation of auxiliary converter reduces the ventilation level, it is prudent that, in summers, switching OFF & ON of electronics should be tried again later on during stops, to normalize the working of auxiliary converter.
- 3.19 Priority-I message have to be immediately acted upon & course of action is also available in DDS. P-II message need not be acted immediately except for battery voltage low /MCB 100 tripped. P-I message come with a red flashing of LSFI in addition to BPFA.
- 3.20 Timely attention to Priority-II battery messages so that loco does not shut down with PI message later on. Tripping of battery charger MCB 100 invariably leads to Priority-II battery messages. Switching ON MCB 100 has to be done with VCB in OFF condition.

- 3.21 In case Angle transmitter goes defective, immediately switch over to manual mode using switch 152 in running condition. There is no need to stop.
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- 3.22 Configuration switch 160 restricts loco speed to 15 kmph & can be corrected without switching electronics OFF/ON in much lesser time. However, the loco has to be stopped before operating switch 160.
- 3.23 Zonal Railways are also advised to follow the latest TSD of 3-Phase locos issued by RDSO and counsel all running staff in lobbies, training schools, on line etc. accordingly.
- 3.24 Review progress of latest Reliability Action Plan as issued by RDSO & also available at its website.
- 4.0 In addition to above, to prevent fire hazards in locomotives, thorough blow outs, cleaning of underslung power equipment, removal of spillages from engine areas and functioning of fire safety equipment may also be ensure.

#### **Diesel Locomotives**

- 5.0 As the summer season is approaching, Zonal Railways are also advised to ensure the following instructions to avoid fire incidences on diesel locomotives:
- 5.1 No leakage of Lube oil and Fuel oil.
- 5.2 Fuel cross over pipe is properly secured and is not rubbing with Engine block.
- 5.3 Engine room must be maintained oil free and no foreign material like cotton waste, etc are lying there.
- 5.4 The electrical cables should be adequately protected, covered from leaking diesel oil, which could spill on these cables.
- 5.5 Oil spillage from diesel engine in to the Alternator/Generator room to be prevented.
- 5.6 Leakage of oil through partition plate and leakage of oil from crank case exhaustor pipe shall be checked.
- 5.7 IR values of power and control cables shall be checked.
- 5.8 To avoid sparks, wiring at junctions/interfaces should be tightened properly.
- 5.9 Tightness of terminals and sealing at terminal box to be checked and dust particles shall be cleaned periodically.
- 5.10 Carbon brush condition, brush spring pressure, freeness of carbon brush, arcing horn gap and commutator surface cleanliness shall be checked periodically.
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- 5.11 Milli volt drop shall be checked across the WSR with traction motors in series and parallel conditions.
- 5.12 To prevent oil entry in to the traction alternator connection box, adequate sealing arrangement should be maintained.
- 5.13 It must be ensured that thermal insulation is provided on exhaust manifold and compressor intercooler pipes.
- 5.14 Radiator core should be cleaned periodically by blowing.



- 5.15 Static pressure of all Traction motor should be checked periodically and Traction motor air duct boots should be examined thoroughly and any suspect ones replaced. It should be also ensured that all the inspection covers of traction motors are tightened and sealed properly.
- 5.16 Prescribed type and number of fire extinguishers should be provided on each locomotive and loco crew are trained to operate these when required.
- 5.17 All rotating Electrical equipment like Traction Alternator, Traction Motor, Dynamic Blower Motor, radiator fan and Rectifier should be thoroughly blown out with dry compressed air.
- 6.0 A drive may be launched to conduct ambush checks to sensitize field maintenance & running staff & keep records of the progress made on cyclic checks. Feedback may be communicated to Board on completion of the same. The above points are not exhaustive and any other instruction, issued time to time may be incorporated in the drive to ensure safety and reliability of electric and diesel locomotives.

DA: Relevant extracts from ACTM.

Digitally signed  
by Vikash Anand  
Date: 2025.02.17  
10:13:38 +05'30'

(विकाश आनंद)

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

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