

TRO DRIVE NO. 12/2024

Sub : Winter Preparedness drive.

Ref. : CEE/OP Instruction no. 15/2024 dated 22.10.2024

In respect to the subject and referred letter 30 days TRO drive has been launched from 24.10.2024 to 23.11.2024 to check winter preparedness. Ambush checks for ensuring above also to be carried out during inspection/ Safe Train operation.

In the drive following aspects to be checked by CLIs -

For Loco Running Staff:

1. Availability and working of FOG Safe Devices, with updated signal details/ routes.
2. Intensive Counselling of crew for working in Automatic territory, various authorities issued to crew, speed restrictions during foggy weather in automatic and absolute signalling, etc.
3. Availability supply of detonators to be ensured.
4. As per Para "F" of Railway Board's letter No.98/Safety (A. &R)/19/16 dated 25.10.2019, the Loco Pilot shall take action in regard to speed of the train during FOG as under:
 - i. During FOG, when the Loco Pilot in his judgment feels that the visibility is restricted due to fog, he shall run at a speed at which he can control the train, so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 75 KMPH.
 - ii. Loco Pilot to whistle frequently to warn the Gateman (where ever provided) and road users of an approaching train at level crossings.
 - iii. In Absolute Block System, speed should not exceed 75 kmph, as detailed at item(i) above.
 - iv. In Automatic Block Territory, the speed will be subject to the judgment of the Loco Pilot, as mentioned in item (i) above and shall not exceed as under:
 - a) After passing Automatic stop signal "Green", the speed not to exceed 75 KMPH.
 - b) After passing Automatic stop signal "Double Yellow", the speed not to exceed 30 kmph.
 - c) After passing Automatic stop signal "Yellow", to run at a further restricted speed so as to be prepared to stop at the next stop signal.

Note:

- i. If Fog Safe Device is not available in locomotives or the device fails enroute, the max speed of 75 Kmph as indicated above, shall be reduced to 60 Kmph or less subject to judgment of LP (Follow the SR 4.08 -3, for both Absolute Block System and in Automatic Block Territory).
- ii. First Stop Signal location kilometer chart of every station be provided to each LP, either as an easy to carry card or in the WTT.
- iii. Prevailing fog situation should be advised to crew and TM in lobby during "Sign ON".

B) Trip Shed staff :

1. Roof inspections to be carried out for proper cleaning of roof-line & pantograph insulators with a wet dry cloth for maintaining shining surface finish.
2. Joint checking of loco roof equipment's (including pantographs, cleaning of roof Insulators and roof bar etc.) with TRD staff at sheds & trip shed.
3. Modification in mounting bracket of fixed contact and movable contact arm of HOM switch to increase the electrical clearance.
4. Re-greasing of pantograph servomotor to avoid jamming.
5. Silica gel for Transformer, Tap changer and Traction Converter must be in Good condition.
6. SMGR servomotor cylinders to be cleaned and re-greased and SMGR sealing gasket to be check for any air leakage.
7. Proper level of oil to be maintained in compressors and ensure that un-loaders are in working order.
8. Cleaning of battery terminals and application of petroleum jelly.
9. Working of Heaters/Blowers in Both Cabs.
10. Air Tightness of cab main doors, corridor doors & Window Shutters.
11. Working of Air Dryer, draining of Moisture from all the MR & ensure free movement of Drain cocks and proper functioning of Auto Drain valve.
12. Availability of dry sand in all sand boxes and sanders in working condition. All covers of sand boxes must be air tight.
13. Free movement of brake cylinders should be ensured.
14. Headlights are cleaned and proper focus along with intensity to be ensured.
Ensure proper working of flasher light, marker light, gauge lights etc.

15. Proper working of wipers should be ensured.

16. Proper cleaning of look out glasses, doors and windows of locomotives before leaving shed.

Crew should be intensively counseled for working in Automatic territory, speed limits during foggy weather, various authorities issued to crew etc. for safe train operation.

It is also desired that all the running staff, be counseled on working of trains during poor visibility condition like foggy weather etc.

Compliance of the above instructions to be submitted on 24.11.2024 in following format:

No. of Locos examined.

No. of Ambush checks carried out.

No. of irregularities noticed.

Details of irregularities.

Action taken to rectify irregularity.

No. of irregularities attended.

No. of crew counselled (cadre wise).

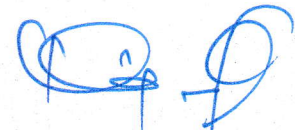
Central Railway

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

Copy to: a

Divisional Office,
TRO Branch, Nagpur
Dt. 24.10.2024

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



Sr. DEE (TRO) /NGP