



NORTHERN RAILWAY

Sr. DEE (OP)

Divisional office Firozpur

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

Date: 02.02.2026

AEE/RSO/LDH & AEE(TR)ASR

ALL CCC/FZR, LDH, JUC, ASR

All CLIs FZR Divn., CTC/FZR, Dy.CTC/Chg./FZR & Dy.CTC/Frt./FZR

NRHQ Safety drive no. 42

Sub: -Week-long Safety Drive.

Ref: - (i) Dy. CSO/Elect's L. No. 81-T/SD/34/2025/SAFETY dt. 27.01.2026

(ii) Dy. CEE letter No. 147-Elect/TRS/6/2 dated 29.01.2026

In reference to the above a safety drive for one week is to be launched from 02.02.2026 to 08.02.2026 covering all crew and train running staff and special emphases on the topics mentioned in the drive. All aspects of crew and train running staff issues must be covered during the drive. All Officers/CLI, s should counsel the running staff (LP, LPS, ALP & TWO) regarding the instructions contained in the letter under reference (enclosed).

Divisional officers are to involve themselves in the drive & effective follow up action to be taken on all deficiencies and irregularities noticed. The consolidated report shall be submitted to Division by 10.02.2026 as per format attached as annexure for further submission to HQ.

DA: As above

for Sr. Divi. Elect. Engineer (OP)

N. Rly, Firozpur

NORTHERN RAILWAY

Headquarters office,
Baroda House,
New Delhi- 110001.
Dated: 29.01.2026

No.147-Elect/TRS/6/2
NRHQ Safety Drive No.42

Sr. Divnl. Elect. Engineer/Tr./OP/RSO,
Northern Railway,
D.R.M. Office,
JAT, FZR, UMB, DLI, MB & LKO.

Sub: Week-Long Safety Drive.

Ref: Dy CSO/Elect/HQ.'s L. No. 81-T/SD/34/2025/Safety dated 27.01.2026

In reference to above, a safety drive is to be launched for one week from 02.02.2026 to 08.02.2026 with special emphasis on the following aspects:

1. Necessary inspections to be conducted to check training centers feedback of crew training.
2. Necessary counseling of running staff (LPs, LPSs, ALPs & TWOs) to be conducted regarding fire prevention from operational standpoint in locomotives as per OC-006 issued from HQ vide letter no 230-Elect/TRS/202/OC dated 10.03.2021 followed by corrigendum dated 09.06.2023 (copy attached).
3. Necessary inspections/checks to be conducted on the following.
 - a) Ensuring availability of Fog safety devices in working condition in Locomotives.
 - b) To ensure that speed limit is being followed by Loco Pilot while crossing the restricted aspect of the signal in Foggy weather.

Divisional officers are to involve themselves in the drive & effective follow up action to be taken on all the deficiencies & irregularities noticed. The outcome of the drive, bringing out systematic deficiencies and action plan with time line to be sent to this office latest by 10.02.2026 in the format attached as annexure.

DA: As above


(Kamal Kant Rastogi)
Dy.CEE/Operations

Copy to:

1. PCEE/NR: for kind information please.
2. PCSO/NR: for kind information please.
3. CEE/Operations: for kind information please.
4. CTLC/NRHQ: for collection of compliance report on daily basis.

Week Long Safety Drive w.e.f. 02.02.26 to 08.02.26

Division		
S.NO.	Checks of Aspects	Outcome/deficiencies on daily basis
1	No. of inspections were conducted to check training centers feedback of crew training.	Officer
		CLI
2	Nos, of Footplates were conducted to check improper working of FSD & speed limits are followed by LP during foggy weather.	Officer
		CLI
3	No. of improper working of FSD noticed.	
4	No. of staff found running at over speed during foggy weather while crossing the restricted aspect of the signal.	
5	No. of Running staff LPs/ALPs/LPSs/TWOs Counseled regarding fire prevention in locomotive.	LP
		ALP
		LPS
		TWO
6	Details of Abnormalities/Irregularities noticed during the inspection conducted to check training centers feedback of crew training and relevant to drive.	
7	Action taken on Abnormalities/Irregularities revealed from drive.	

NORTHERN RAILWAY

Head Quarters Office
Baroda House
New Delhi

No. 81-T/SD/34/2025/SAFETY

Dated: 27.01.2026

Divisional Railway Manager
DRM's Office
DLI, FZR, MB, UMB, LKO and JAT.

SAFETY DRIVE No.- 34 (HQ).

Sub: - Week-Long Safety Drive.

A Safety Drive will be launched with special emphasis starting from 02.02.2026 for one week given to the following aspects.

ELECTRICAL	<ul style="list-style-type: none">• TRD: drive for inspections of tools in OHE/PSIdepot such as Damaged strand of cable, Defective clamps, damaged strands of steel rope etc.• CREW: drive to check training centres' feedback of crew training.• Traction: Drive for fire-prevention, such as DGA testing of transformer oil, working of QLM, Q44 protective relays.• Ascertain the sealing and function of VCD in every locomotive.
MECHANICAL	<ul style="list-style-type: none">• Safety of underslung equipment in rolling stock.• Audit of rolling in and rolling out examination points.
S&T	<ul style="list-style-type: none">• To check and ensure that proper laid down procedure is being followed for opening & closing of Relay Room and ensure that the opening and closing of Relay Room contact is connected with Data Logger. Reason is recorded clearly for opening of Relay Room.• Cross check writing work on CT Rack.
OPERATING	<ul style="list-style-type: none">• Ensure proper setting and locking of points before allowing movement.• Provision of double lock on Relay Room-one key with SM and another key with S&T staff.• Transaction of every opening and closing of Relay Room are entered in the Register and signed by SM and S&T staff.• Check if SMS is received by SM when relay room opened.
ENGINEERING	<ul style="list-style-type: none">• Joint point and crossing drives.

These aspects are only indicative in nature; HQ should issue a comprehensive drive including suitable checklist for inspecting officers/supervisors. Officers of various department from HQ should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive.

Officers from the various departments have to do inspections pertaining to their areas. Some of the checks to be done are given in Board's letter but these are only indicative. The inspection officer has to cover all aspects of safety of his department while doing the inspection.

At the end of the Drive the deficiencies/irregularities noticed should be given along with the action taken/plan along with the target dates. A critical analysis is to be done to identify systematic deficiencies. The result of the drive bringing out systematic deficiencies and action taken/planned to be taken with timeline should be sent to this office. The report is to be sent to this office in hard copies as well as soft copies by 10.02.2026.



Dy. CSO/Elect. /HQ
(For Principal Chief Safety Officer)

Copy to:

- 1. PCOM, PCE, PCME, PCEE, PCSTE, for information and necessary action please.**
- 2. Sr. DSO/DLI, FZR, UMB, MB, LKO and JAT for information and necessary action please.**

Northern Railway

Headquarters Office
Baroda House
New Delhi-110001

NRHQ Operating Circular No 006

No-230-Elect/TRS/202/Operational circulars

Dated: 10.03.2021

Sr. Divnl Elect Engineer/ RSO
Northern Railway
D.R.M. Office,
New Delhi & Lucknow

Sr. Divnl Elect Engineer/ TRD
Northern Railway
D.R.M Office
Ambala, Firozpur & Moradabad

Sr.Divn Mech Engineer/ Power
Northern Railway
D.R.M. Office,
New Delhi

Sr.Divn Mech Engineer/O&F
Northern Railway
D.R.M. Office,
Ambala, Firozpur, Lucknow & Moradabad

Sub: Fire prevention in Electric locomotives from Operational standpoint.

On 06.03.2021, fire case was reported in Loco no. 28131/KGJY while working train no. PIC between PLBS-BKRU section of EC Railways causing serious damages to Locomotive & jeopardizing train operations.

To ensure zero tolerance for fire related incidents from Operational standpoint, consolidated instructions for fire prevention measures by Crews, while working on conventional locos & three phase locos are enclosed herewith as Annexure for information and implementation.

It is advised to launch a special drive for one month to ensure counseling of all Crews on this behalf under intimation to this Office.

DA: Annexure

(Hitendra Malhotra)
CELE
for Pr. Chief Elect Engineer

Copy to:

1. CRSE/Frt. for information & necessary action please.
2. CEE (Mobility), Northern Railway, Baroda House, New Delhi
3. Principal ETC/Ghaziabad

Annexure

1.0) Conventional locos

1. Inspection of loco during normal course of run:

- a) Loco shall never be left unmanned in energized condition.
- b) While taking over charge, Crew should check working of SL and also observe for any bad smell by standing there for at least one minute. If there is any bad smell, will inform to TLC.
- c) While taking over charge or at stoppage, Crew should check the under frame for any bad smell & temperature of axle boxes and also observe over heating sign on gear case/TMs and will get is checked by maintenance staff.
- d) Intactness of Arc chute of CGRs should be ensured by Crew.
- e) Proper working and sense of temperature of other auxiliary motors will also be checked by Crew while taking over charge.
- f) Any piece of paper/jute/duster etc. should not be left there in HTC. If it is so observed, it should be removed at 1st instant after grounding the loco. Do not accept Loco from Shed or TI shed if HT compartment, corridor and area near CP is not clean and oil free.
- g) MPJ not to be operated in moving loco.
- h) Necessary precautions to be taken before wedging any electromagnetic contactor and it should be wedged properly. C-118 never to be wedged. After wedging contactor, proper working of concerned auxiliary motor to be ensured and other necessary precautions to be taken.
- i) Any rotating switch should not be operated (except ZUBA & ZSMS) in closed position of VCB.
- j) No any relay (except Q100 & QRS) to be wedged in trailing loco in case of MU unit loco i.e. no any switch to be kept at '3'. If any relay of any auxiliary motor in trailing loco is required to be isolated to stop tripping, same motor to be isolated instead of isolation of relay.

- k) Working of LSOL in cabs of MU loco should be ensured by Crew and if LSOL glows, trouble in rear loco should be rectified.
- l) ALP will conduct inspection in corridor at interval of 30 minutes & after every neutral section. He will check working and temperature of auxiliary motors, level of T/F & GR and other abnormality and loco to be failed and made dead if there is any abnormality. Endorsement in loco log book shall be made by ALP in this regard, even all is found normal.

Further, if there is any isolation or any rotary switch on abnormal position, the corridor inspection will be conducted after interval of 15 minutes.

- m) Oil leakage from MPH & CPs should be checked and not allowed to work in long service even if it is slight.
- n) Oil leakage from GR & TFP should not be allowed and loco shall be failed and made dead immediately.
- o) Separate page of loco log book shall be used by each Crew and UORs observed by them with previous UORs shall be endorsed clearly by each Crew.
- p) Any relay to be isolated only if it is defective, proper working of concerned equipment to be ensured after isolation of relay. If equipment is not working properly, then the equipment itself should be isolated rather than the relay.
- q) Close monitoring of equipment should be done by Crew, if its safety relay is isolated.
- r) Leakage of rainy water in HTC/Corridor/Cabs should be noted by Crews and it should be endorsed in loco log book and TLC should be apprised.

2. Wedging of **Q44 relay** is strictly prohibited.

3. **In case of QOP dropping:**

- a) HTC to be checked for any smoke emission/bed smell, if any abnormality is observed, defective equipment to be isolated immediately. At first stoppage, Get down from loco & observe bad

smell/over temperature if any, from bogies (traction motors) and SL (smoothing reactors). Isolate defective equipment.

- b) If (a) is not successful, to reset QOP target, isolate concerned block and work the train upto engine changing station according to load and also follow TLC instructions.
- c) However, despite above, the QOP target drops, clearance of block section in coasting should be preferred if possible, instead of putting HQOP at 'OFF' position.
- d) If the Loco is not able to coast across the section and HQOP is required to be put at 'OFF', then stop the train for 2 min., observe bogies by getting down to see any bad smell/smoke from TM, SL. Also see HT compartment. If everything is normal, clear the block section with relevant HQOP in Off and loco will be declared failed.
- e) Frequent watch in HT compartment and SL has to be kept in case of QOP relay dropping.

4. In case of QLM drop:

Crew shall trouble shoot as per TSD Page no. 4.

5. In case of QOA dropping:

- a) Crew shall trouble shoot as per NR TSD Page no. 10.
- b) If HQOA is required to be put at '0', loco should be allowed to work only up to next suitable station with intensive examination of Aux power circuit and Aux motors after regular time interval of 10 min.

6. In case of tripping via QVSI:

- a) Crew shall trouble shoot as per NR TSD page no. 27.
- b) Loco shall not be allowed to work along with QVSI isolation but to be failed at next suitable station.

7. In case of HOBA off:

- a) Follow instructions given in NR TSD page no. 87.

2.0) 3-phase locos

- a) 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 display screen of computer in the cab for the associated fault.
- b) In case the VCB has tripped through primary Over Current Relay (78) with Priority 1 fault message, 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 extinguish the same by using portable fire extinguisher.

- c) Primary over Current Relay in 3-phase electric locomotives is 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.
- d) If no signs of fire/smoke are observed, LP should close the VCB **only once more**. If the same trips 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 from TLC.
- e) Any case of fire/smoke message from Fire Detection Unit (FDU) in subsystem 15 of priority 1 or 2 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/Bad Smell from equipment/joints and take further action accordingly.
- f) It should be ensured that the LP & ALP running 3-phase electric locomotives are fully conversant with the display messages of fault available in the display screen of the computer.

3.0) Fire Extinguisher

- a) All LPs, ALPs and LPSs should be conversant with procedure of swift and correct operation of fire extinguisher & CO-2 gas cylinders in case of fire in loco.
- b) Crew should invariably check the expiry date of fire extinguisher. If any fire extinguisher has outlived its utility, replacement to be ensured by Shed/Trip Shed while shedding out Loco.
- c) If any fire extinguisher become overdue online, LP must inform to TLC and TLC will arrange to change the fire extinguisher at next availability point.

Northern Railway

Headquarters Office
Baroda House
New Delhi-110001

Corrigendum/NRHQ Operational Circular No. 006

Dated: 09.06.2023

Sr.Divnl. Elect. Engineer/RSO,
D.R.M. Office,
NDLS & LKO

Sr.Divnl. Elect. Engineer/TRD,
D.R.M Office,
UMB, MB& FZR

SUB: Trouble shooting instructions for Loco Pilots for "Tripping through QOP" cases.

REF: (i) Operational Circular no. 006 dated 10.03.2021.

**(ii) Special maintenance instructions no. RDSO/ELRS/SMI/195 of
RDSO vide letter no. EL/3.1.3 dt. 28.01.1998**

Instructions were issued in case of QOP dropping by this Office in NRHQ Operational Circular no. 006 dated 10.03.2021 {item no. 1.0 (3)}, which are now revised as under:

After tripping of VCB in conventional loco with QOP dropping target:

1. If VCB trips through QOP, reset QOP, close VCB and resume normal traction.
2. In case, VCB trips again through QOP, put HQOP at 'OFF' position and inform the TLC at the first possible opportunity.
3. Loco Pilot to continue the journey with all the motors in circuit, keeping a watch on the smoke emission from the motors/H.T Compartment (which may take place in case, there are two earth faults simultaneously). In case, there is smoke emission from any of the motor then isolate the motor and work till destination, if loco is able to haul the load properly. If smoke still continue then fail the locomotive.


(Deepak Grewal)
CELE

Copy: Principal, ETC/GZB: For necessary action