

SRES – NFIR

NFIR demanded for relocation of RS/Emergency cock for ease operation by ALP in 3 Phase Electric locomotives. ALPs find it difficult to put their hand over RS value handle by bending down and continuously see the signal aspect in case of next signal is at 'ON' and in suburban section sometimes every next signal is 'Yellow'. For eg. WAG9, WAP7 Locos the RS/emergency valve is provided at floor level in loco cab.

Now, Board had issued order for modification vide Order No. EL/3.2.19/3-Phase/Pt-1 dated 24.03.2023.

Thanks to Dr.M.Raghavaiah, GS/NFIR & President/SRES for his efforts for vital role of safety.

N F I R Registration No. : RTU/NNn/31/2012
National Federation of Indian Railwaymen
3, CHELMSFORD ROAD, NEW DELHI - 110 055
Affiliated to : Indian National Trade Union Congress (INTUC) &
International Transport Workers' Federation (ITF)

No. NFIR/IV/RSAC/2022 Dated: 20/09/2022

The Member (Traction & Rolling Stock),
Railway Board,
New Delhi
Dear Sir,

Sub: Location of RS/Emergency valve/brake of ALPs in Electric Loco Cabs-reg.


During NFIR's National Convention held at South Central Railway, Secunderabad from 05th Sep to 7th Sep 2022, many loco running staff especially ALPs from different Zones expressed their deep sense of anguish over recent instructions for "keeping one hand on RS/emergency valve handle and at the same time concentrating on approaching stop/red signal" as an attempt to apply emergency brake by ALP, in case LP does not control the train in time which may lead to SPAD.

However, while appreciating the initiation of Railway Board to eliminate SPAD cases, it needs to be noted that many ALPs are facing difficulty in adhering these guidelines as different locomotives are having RS/Emergency valve at different locations. For example, in WAP4/WAG5 Locos, the RS/emergency valve is provided on ALPs desk which is convenient to operate, whereas for WAG9/WAP7 Locos, RS/emergency valve is provided at floor level in loco cab. This is resulting ALP to bend his body completely towards floor level to keep his hand and at the same time he should observe aspect of signal. Photographs collected indicating location of RS/Emergency valve are attached for perusal.

In order to obviate difficulties being experienced by ALPs in adhering guidelines, NFIR requests that the relocation of RS/Emergency valve in all types of locomotives be done as available in WAP4 Loco which is closer to Loco Pilot's desk so as to enable ALP to handle comfortably during emergency. Suitable guidelines be issued accordingly to all PUs/Loco Sheds for relocation and ensuring crew friendly cab.


Yours faithfully,
(Signature)
(Dr. M. Raghavaiah)
General Secretary


Copy to the Principal Executive Director (Safety), Railway Board, New Delhi.
Copy to the General Secretaries of Affiliated Unions of NFIR.
Copy to the media *CUMVE/NFIR*.



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रेल अखिल
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No. EL/3.2.19/3-Phase/Pt-1 Dated 24.03.2023

All Principal Chief Electrical Engineers,

MODIFICATION SHEET No. RDSO/2023/EL/MS/0450 Rev. '0', Dated 24.03.2023

1.0 Title :
Relocation of RS valve/Emergency Cock for ease of operation by Assistant Loco Pilot (ALP) in 3-Phase Electric Locomotives.

2.0 Object :

2.1 Zonal Railways reported that ALPs find it difficult to put their hand over RS valve handle by bending down and to continuously see the signal aspect in case next signal is at "ON" & in suburban section where sometimes every next signal is "Yellow".

2.2 The modification sheet has been prepared for better approach by ALP to put their hand on RS valve handle while approaching the signal at danger.

2.3 Railway Board vide letter no.2023/Elect.(TRS)/225/1 (NFIR- RS/Valve) dated 12.01.2023 had forwarded the NFIR's letter no. NFIR/IV/RSAC/2023 dated 09.01.2023 and advised RDSO to take necessary action under advice to Railway Board.

3.0 Existing arrangement with cross references of respective design document:

3.1 Presently, RS valve is provided on right hand side of ALP seat. RS valve handle is in vertical downward at 6 o'clock position in close condition and open at 9 o'clock position by rotating in clockwise direction.

3.2 In existing arrangement, bottom of RS Valve handle position is about 360 mm (approx.) above from cab floor level.

4.0 Modified arrangement to replace existing arrangement as given above in 3.0:

4.1 As per modified arrangement RS valve handle to be rotated in anti clockwise direction from 12 o'clock position(closed) to 9 o'clock position(open). The existing locking screw provided on spindle of cock to restrict operation between 6 o'clock & 9 o'clock to be removed and a lock plate as per drawing & photographs (enclosed) to be provided in such way that the operation should be restricted between 12 o'clock-closed and 9 o'clock-open.

4.2 With the implementation of the modification, the top position of the RS Valve handle will be about 735 mm (Approx) above from cab floor level.

5.0 Application to Class of Locomotives:
All three phase electric locomotives (WAG9, WAP7 & WAP5).

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Dr. M.RAGHAVIAH
GS/NFIR & President/SRES

Circular No. 1310
Date : 31.03.2023

P.S.SURIYAPRAKASAM
JGS/NFIR & GS/SRES

For more details visit : sresindia.org / nfindia.org