

3183357/2024/O/o PED/TRACTION/RDSO



भारत सरकार रेल मंत्रालय  
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No. EL/4.2.15/Gen

Date: As signed

**Principal Chief Electrical Engineers,**

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|--|--|
| 1. Central Railway, Mumbai CST-400 001                         | 11. South East Central Railway, Bilaspur- 495 004        |
| 2. East Central Railway, Hazipur-844 101                       | 12. South Eastern Railway, Garden Reach, Kolkata-700 043 |
| 3. East Coast Railway, Chandrashekharapur, Bhubaneswar-751 016 | 13. Southern Railway, Park Town, Chennai-600 003         |
| 4. Eastern Railway, Fairlie Place, Kolkata-700 001             | 14. South Western Railway, Hubli-580 024                 |
| 5. North Central Railway, Subedarganj, Prayagraj-211 033       | 15. West Central Railway, Jabalpur-482 001               |
| 6. Northern Railway, Baroda House, New Delhi-110 001           | 16. Western Railway, Churchgate, Mumbai- 400 020         |
| 7. North Eastern Railway, Gorakhpur-273001                     | 17. Chittaranjan Locomotive Works, Chittaranjan- 713 331 |
| 8. North East Frontier Railway, Maligaon, Guwahati-781 011     |  |
| 9. North Western Railway, Jaipur-302 006                       |  |
| 10. South Central Railway, Rail Nilayam, Secunderabad-500 071  |  |

**MODIFICATION SHEET NO. RDSO/2024/EL/MS/0499(Rev.0)****1.0 TITLE:**

Provision of two LED indication lamps, LSIP1 in Cab-1 and LSIP2 in Cab-2, in conventional electric locomotives equipped with MPCS Version-3, to indicate the IP coil status (energized/de-energized) in case of DDU failure.

**2.0 BACKGROUND:**

- 2.1 In MPCS Version-3, the VCD is integrated with MPCS. Zonal Railways have reported many cases of display failures in M/s Medha make MPCS Version-3, and in such situations, there is no indication to Loco Pilots about VCD warnings, resulting in penalty brakes being applied. This modification will enable the crew to easily identify BP drop due to locomotive trouble or formation issues if the DDU gets stuck or the VCD penalty brake is activated, or for any other reason the IP coil gets de-energized.
- 2.2 Southern Railway, via their letter no. E.134/ET/11/Loco dated 09.02.2024, submitted the details of a modification proposal regarding the above for discussion in the 41st MSG Meeting and informed that LSIP provided in 2 locos was working successfully.
- 2.3 In the 41st MSG Meeting, the above matter was discussed, and the Minutes of Meeting, approved by the Railway Board, have been circulated to IR via RDSO's letter no. EL/2.1.8 dated 11.07.2024.

**3.0 OBJECT:**

In case of failures of the DDU of MPCS Version-3 in conventional electric locomotives, knowing the IP valve status (energized/de-energized) will enable Loco Pilots to easily identify BP drop due to locomotive trouble or formation issues. Additionally, the IP valve COC can be cut/ isolated to reach the destination. If the LSIP is glowing, it indicates that the IP coil is energized, and if the LSIP is not

#### 4.0 WORKS TO BE CARRIED OUT:

## 5.0 MODIFICATION DRAWING:



## 7.0 MATERIAL REQUIRED:

- ## 8.0 MATERIAL RENDERED SURPLUS:

## 9.0 REFERENCES:

## 10.0 AGENCY FOR IMPLEMENTATION:

**Encl.: As above**

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