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भारत सरकार-रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ-226011
Government of India - Ministry of Railways
Research, Designs & Standards Organization,
LUCKNOW - 226011

No. EL/8.1.10/Vendor

Dated: 23.03.2018


मुख्य विद्युत अभियंता, उत्तर मध्य रेलवे, ब्लाक ए-2, सूबेदारगंज इलाहाबाद-211011	मुख्य विद्युत अभियंता, पूर्व मध्य रेलवे, हाजीपुर- 844101
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विषय: Minutes of Meeting on use of fire protection device in conventional Electric locomotives held on 20.03.2018 at RDSO, Lucknow.

संदर्भ: इस कार्यालय का दिनांक 09.03.2018 का समसंख्यक पत्र।

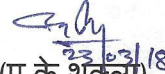
उपरोक्त विषय पर इस कार्यालय के समसंख्यक पत्र (MOM) दिनांक 20.03.2018 की प्रति आप के सूचनार्थ व अवश्यक कार्यवाही हेतु संलग्न हैं।

संलग्नक: यथोक्त


(ए.के.शुक्ला)
कृते महानिदेशक/विद्युत

Copy to: सचिव, रेलवे बोर्ड, नई दिल्ली, (Kind Attn: Sri A.K. Goswami Dir/RS/RB-
For information please)

संलग्नक: यथोक्त


(ए.के.शुक्ला)
कृते महानिदेशक/विद्युत

Minutes of Meeting on use of fire protection device in conventional Electric locomotives held on 20.03.2018 at RDSO, Lucknow.

Members Present


A)	RDSO, Lucknow
	Shri O.P. Kesari, PEDSE
	Shri A.K. Shukla, EDSE
B)	ELS/MGS
	Shri S.D.S. Yadav, AEE/TRS/MGS

Electric Loco Shed, Kanpur of North Central Railway has installed a fire protection device namely **fireball** in the Electric Locomotives. RDSO called a meeting on 20.03.2018 to discuss about the feasibility of this fire detection device being installed by ELS/CNB with ELS/CNB of NCR, ELS/MGS of ECR and supplier of this device M/s Fire-safety Engineers, Allahabad at RDSO, Lucknow. But the supplier and Representative of ELS/CNB did not attend the meeting.

The deliberations of the meeting are summarized as under:-

1. At the outset, PEDSE welcomed the members for attending the meeting.
2. The parameters claimed by the supplier of fire-ball mentioned on their submitted documents like operation at 70 °C, noise level of 130- 150 dB, use of non toxic material etc are not verifiable.
3. Material composition details have not been submitted by the supplier of fire protection device hence material composition cannot be ascertained.
4. The sound indicated is 130 to 150 dB which is considered to be very high and can be detrimental to the working professional in case of false operation during maintenance period.
5. Since the supplied fire protection device is said to be operated at a temperature of around 70 °C, which is likely to be attained in machine room of Electric Locomotive during summers, therefore there are chances of false operation of this fire protection device.
6. The present 3-phase and the new WAG₁₂ Electric Locomotives are not using such type of fire prevention techniques.
7. World leaders in manufacturing of locomotives like Alsthom, Semeins, BT were also contacted in this regard. They confirmed that such fire ball are not being provided by them.

Therefore due to reasons stipulated above, this type of fire detection device is not advisable to be used in Electric Locomotives.


20/03/18
(A.K. Shukla)
EDSE/RDSO