



SHUBHRANSHU  
EDME (TRACTION)

सत्यमेव जयते

भारत सरकार  
रेल मंत्रालय, (रेलवे बोर्ड)  
नई दिल्ली-११० ००९  
GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)  
NEW DELHI-110001

D.O. No. 2004/M(L)/466/7101 Vol.II Pt.

Dated 12.2.2010

Dear Mishra Ji,

**Sub: Poor visibility in GM class of locos WDG4/WDP4 while working in long hood.**

**Ref: Your D.O. No. AIRF/415(359) dt. 20.1.2010 addressed to MM.**

All rolling stock introduced on IR go through a rigorous process of approvals from RDSO, Chief Commissioner of Railway Safety and Railway Board. Only after thorough scrutiny of design and extended field trials are approvals for induction of new rolling stock and locomotives given. The WDP4 locomotive has also gone through the same process and has cleared all safety and signal visibility requirements.

2. The WDP4 locomotive has been cleared for operations by RDSO and CCRS both. It has been determined conclusively that signal visibility even in the long hood operations is not a compromise on safety or driver's confidence. However, this directorate as well as RDSO and DLW are aware of the issues raised by Loco Pilots. Two designs have been developed to address the comfort levels of Loco Pilots in this matter:

- a) A full width cab has been designed for EMD locomotives which engulfs the bay windows and provides higher comfort levels to the Loco Pilots. The first such locomotive has already been manufactured.
- b) A dual cab EMD locomotive is under development with cabs at both ends so that long hood driving is not resorted to. The first such locomotive is likely to be rolled out early next financial year.

3. These developments, however, do not mean that the existing locomotives are in any way a compromise on safety.

4. Your concern in this matter is highly appreciated and this office will look forward to more creative suggestions to improve safety of operations and comfort to running staff.

With best wishes,

Yours sincerely,

(Shubhranshu)

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Sent to all Egen secy