

## **SOUTH CENTRAL RAILWAY**

**Safety.387/Fly Leaf/10/2013**

### **Fly Leaf No. 10/2013**

#### **ATTENTION...."ALL-CONCERNED"**

### **WINTER PRECAUTIONS**

#### **(SR 3.61 and Engineering Standing Order)**

#### **STATIONS MASTERS (working on single Distant Signal territory)**

In thick foggy and tempestuous weather, when the Visibility Test Object as per SWR cannot be seen, ensure;

1. Station signals are burning properly (**in case of semaphore signals**).
2. Depute two nominated Fog-signalmen to place 2 detonators at Fog Signal Post which is located 270 metres in rear of FSS.
3. Do not grant line clear unless you receive information on walkie-talkie sets from Fog Signalmen that he has placed detonators. In case of walkie-talkie set **not functioning or not available**, grant line clear for the first train only **after a lapse of 30 minutes** from the departure of the Fog Signalmen.
4. When **all the running lines at the station are occupied**, though conditions for granting line clear are fulfilled, **do not grant line clear**.
5. Shunting should not be carried out on non-isolated lines after granting line clear to a train
6. Train waiting for Authority to proceed shall not be drawn ahead and placed between Starter & Advanced Starter Signals, unless that portion is either Track Circuited or Axle Countered.

#### **LOCO-PILOTS**

1. In case of dense fog & tempestuous weather, ensure that the train speed does not exceed **60 KMPH** in Absolute Block System, not exceed **60 KMPH** in Automatic Block System while proceeding on 'green' aspect, not exceed **30 KMPH** in Automatic Block System while proceeding on 'double yellow' aspect and with more restricted speed while proceeding on 'caution' aspect.
2. Depending on severity of fog, if necessary control the speed further.
3. Check the locomotive head light, flasher light, wipers, sanders, etc., are in working condition.
4. Switch 'ON' head light during foggy weather.

5. Whenever the train is held up at First Stop Signal for more than **5** minutes, depute ALP to the Station / Cabin to warn the SM about the waiting train.

### **GUARDS**

1. Ensure flashing red tail lamp is kept in working condition **even during day**.
2. Ensure the **red tail light (if SLR / LR / VPU / IC is the LV) is also switched 'on'** when your train is held up in Automatic territory in addition to the flashing red tail lamp.

### **S&T OFFICIALS**

3. Ensure to repaint Signal Warning Boards before the onset of Winter.
4. Ensure lime marking across the track near the Signal Warning Board (**near the Distant Signal in double Distant Signal territory**).

### **SSE/SE (P.WAY)**

1. Educate the Trackmen regarding Cold Weather Patrolling and subsequent action to be taken in case of weld failures/rail fractures.
2. Ensure the Gang and Patrolman is provided with full protection equipment.
3. Ensure ultrasonic testing of rails/welds is carried out as per schedule and defective rails/welds are replaced.
4. Patrolman/Keyman should be instructed to keep a watch for any rail/weld failure during their daily patrolling of track.
5. Creeps to be pulled back where snapping of bolts due to wider gaps occur.
6. Cold weather patrolling of LWRs and other track, PWIs to keep record of all fracture gaps and cuts in LWR along with rail temperature.
7. Do not permit any fish-plated joint in LWR track without imposing speed restriction.
8. Formation of excessive gaps in SWRs and SEJs in LWR should immediately be investigated and suitable corrective action taken in that delays.

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION  
SOUTH CENTRAL RAILWAY**