

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/10/2021

Fly Leaf No. 10/2021

Attention..... ALL CONCERNED
WINTER PRECAUTIONS (SR 3.61)

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. Observe the VTO before granting line clear to a train.
2. It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in the following circumstances:-
 - In sections where a reliable Fog Safe Device has been provided on locomotives and notified to stations by the Divisional authorities;
 - Where adequate pre-warning is provided; i.e., at stations where double distant signals are provided
 - In Automatic Signalling territory.
 - On Gate Signal;
 - On Departure Signal
3. Where it is necessary to place detonators, depute two nominated Fog-signalmen to place 2 detonators at Fog Signal Post which is located 270 metres in rear of FSS.
4. Do not grant line clear unless you receive information on walkie-talkie sets from Fog Signalman 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 Signalman.
 - a. When **all the running lines at the station are occupied**, though conditions for granting line clear are fulfilled, **do not grant line clear**.
 - b. Shunting should not be carried out on non-isolated lines after granting line clear to a train
 - c. 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, wherever fog safety device is provided in locos, ensure that the train speed does not exceed **75 KMPH** in Absolute Block System. In Automatic Block System, the speed shall not exceed **75 KMPH** while passing Automatic stop signal at '**green**', **30 KMPH** while passing Automatic stop signal at '**double yellow**' and to run at a further restricted speed so as to be prepared to stop at the next stop signal while passing Automatic stop signal at '**yellow**'.

Note:

- I. In case of fog safety device is not available in the Locomotive or the device fails enroute the maximum speed of 75kmph as indicated above shall be reduced to 60kmph or less subjected to judgement of Loco Pilot.

II.As provided under GR 4.16(1)(b) a red tail lamp of approved design displaying flashing red light during day or night to indicate Last Vehicle Check Device in foggy weather should be provided and lit on the last vehicle.

III.FSS location KM chart of every station be provided to each LP either as an easy to carry card or in the WTT.

IV.Prevaling fog situation should be advised to crew and Guard in lobby during signing 'ON'.

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 as 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

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

SSE/JE (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, SSE/JEs 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 those delays.
9. In addition to above, follow the instructions given by CTE

PRINCIPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

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