SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/16/2025

Fly Leaf No. 16/ 2025

Attention..... All Concerned.....

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WINTER PRECAUTIONS IN MAINTENANCE OF TRACK.

Ref : (i) Railway Board's letter No. 2016/CE-II/Safety/Precaution dated 07.10.2025.
(ii) CTE Lr. No. W.T-5/P/SP-WP/Vol. V dated 14.10.2025.

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Winter will set in shortly in most parts of S. C. Railway. Sufficient measures should be taken to prevent Rail / Weld failures during forth coming winter. Relevant instructions should be reiterated to field staff up to the lowest level duly counselling and sensitizing in regard to day to day working and detection of Rail/Weld failures, USFD testing and preventive action. The following specific activities require special attention.

1. Steps may be taken to increase the awareness in the field officials particularly at the Supervisory levels (P.Way) regarding USFD testing results and action to be taken before onset of winter.
2. Periodic testing of AT welds as per para no. 8.15.2 of USFD manual (Revised 2022) and feeding of updated data in TMS is to be ensured.
3. Normal USFD testing of rails as per Need based concept is to be ensured in all sections.
4. It should be ensured that there are no arrears of USFD testing and corrective action as per provisions of USFD manual is taken.
5. ADEN of the section should interact with each and every gang and explain the winter precautions to be taken within the next 15 days duly recording the rail temperature.
6. Engineering Officers and staff should do detailed inspections by push trolley at the following locations.
   a) Ensure joggled fish plates with appropriate fittings are provided at the respective locations.
   b) Platform lines and other passenger lines in major junction stations and marshalling yards.
   c) Corrosion prone areas.
   d) Major Bridges, tunnels, high bank approaches and sharp curves.
7. In addition to USFD testing as per the Need based concept, one round of testing shall be done before onset of winter in all 72 UTS rails territory where track has carried more than 250 GMT and in 90 UTS territory where traffic carried is up to 50 GMT.
8. In addition to normal testing, testing of SKV/AT welds shall be carried out on all major bridges and approaches for a length of 100m on either side before onset of winter.
9. Examination of rail ends at joints and bolt holes at fish plated joints is to be carried out at the time of greasing of fish plates including joggled fish plates.
10. Duty hours of Keymen should be suitably changed so that failures, if any, can be detected in time. Keymen and Patrolmen should be suitably trained to detect fractures and to take protective measures.
11. Night Winter Patrolling shall be in force from 1st November to 28/29th February. The period may be suitably changed/ extended based on the local conditions.

12 Night Winter Patrolling shall be carried out (in the similar manner as prescribed for monsoon patrolling) from 22:00 hrs to 06:00 hrs on identified Block sections. For this purpose, Night Winter Patrolling charts duly signed by sectional Sr.DEN/DEN shall be issued to all concerned.

13 The beat length and man power deployment may be decided depending on prevailing local conditions, frequency of train service, weather conditions etc.

14 In case, If a Night Patrolman does not turn up as per the timings indicated in the chart, "**speed restriction of 40 kmph**" shall be imposed and Goods train shall be allowed first into such Block section.

15 The Patrolmen shall also obtain signature of the Gateman posted at the Level Crossings en-route in his beat length apart from obtaining signature from the respective ASM. The beat book shall be exchanged by the Patrolmen at the beat exchange point.

16 Night Foot Plate inspection shall be done by nominated Engineering officials in the respective sections to ascertain the availability of the Patrolmen as per the Patrol chart.

17 "**Special patrolling**" may also be carried out by posting a mobile Patrolman in such identified stretches where corrosion of rail is quite severe in addition to the normal Night Winter Patrolling. Such stretches shall be decided by the concerned sectional Sr.DEN/DEN.

18 All AT welds and SKV welds which have completed their 50% of stipulated fatigue life on sections having annual GMT more than 15 are to be provided with joggled fish plates with 2 far end bolts giving priority at the following locations.

i) On curves especially the outer rail.
ii) Approaches of Bridges.
iii) High Banks above 5 m
iv) High banks between 3m to 5m and
v) Other locations.

19 One-Metre-long fish plates are to be provided at fish plated joints on all bridges including approaches and SWP track. The work on major bridges and approaches has to be completed on priority before onset of winter.

20 Painting of weld collar with epoxy paint / Anticorrosive paints to be taken up.

21 Through weld renewal (TWR) work is to be taken up on priority in identified fracture prone stretches.

22 LWRs identified as fracture prone, de-stressing may be carried out at a lower temperature i.e. between tm to tm +5 0 C.

23 Painting of rails in corrosion prone areas is to be taken.

24 De-stressing of LWR/CWR shall be completed wherever due.

25 Sealing of liner contact area of rail flange with grease is to be done on gauge face sides in corrosion prone areas and other areas.

26 Rail fracture/Weld failure prone locations of LWR/CWR should be identified and measures like recoupment of missing fittings and de-stressing at lower temperature for winter season may be taken as per requirement.

27 Rails having corroded flange should be kept under special watch. If necessary, Speed Restriction should be imposed to ensure safety.

28 All arrangements for cold weather patrolling should be made as per Para 1005 (3 & 4) IRPWM 2024.

29 A close watch on rail temperature should be kept and temperature record register should also be maintained by the SSEs/JEs (P. Way). Cold weather patrolling must be introduced as per Para 1005 (3) IRPWM 2024.

30 Inspection of LWRs/CWRs & SEJs by SSE/JE (P. Way) and ADEN as per Para 354 (e) of IRPWM 2024 and attention carried out as found necessary.

31 While repairing fractures, the rail which is inserted in the track needs to be cleared by USFD before putting into track. Each Section Engineer (P. Way) should have a stock of rails which have been tested by USFD and cleared for usage in track.

32 Suitable speed restriction shall be imposed on stretches where foot corrosion at the liner contact area is quite severe, especially in such cases, where the corroded liner contact area at the rail foot is shifted and is in suspended condition. Each such case shall be decided by the concerned sectional Sr.DEN/DEN.

33 The night patrolmen are to be counselled/ trained to take precautions for passing the trains across the fracture location when gap at the fracture is up to 30 mm.

34 Adequate number of joggled fishplates with clamps, wooden blocks shall be provided at all the manned level crossing gates and in the gang tool box for use in case of emergency.

35 Joggled fish plates with clamps shall be provided on one of the rails at every one km. interval on UP and DN lines separately. However, the location shall be selected in such a way that it is staggered so that fish plates are available in every ½ km. for use in emergency.

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SAFETY ORGANISATION **SOUTH CENTRAL RAILWAY**

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