

All Concerned**Pune Division****Safety Circular No. 10 / 2010 - 11**

Sub: Precaution to be taken during foggy weather.

Ref: Railway boards letter No. 98/Safety (A&R) /19/16 and GM's Safety Drive vide SFT / II / SD / 16 / 2010 – 11 dated 26.10.2010

Foggy weather conditions are fast developing and may hamper safe train operations. In order to guide the train passing, train running, supervisory and inspecting officials of the division the following few important guidelines issued by Railway Board are re-iterated below:

A. Precautions to be taken before on set of foggy weather.**Works to be completed before foggy weather to strengthen Rail Infrastructure:-**

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| i. | Adequate supply of detonators to be ensured. |
| ii. | Lime marking across the track at the Sighting Board (or at Distant Signal incase of Double Distant Signals) must be done. |
| iii. | All Signal Sighting Boards, Whistle Boards, W/L Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter/foggy season. |
| iv. | Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips. |
| v. | Zonal Railways may decide the need to provide Blinker Lights used on roads (with 9 LEDs) 50/75 meters short of first Stop Signal; or 5 consecutive luminous Boards (self illuminating) 50/75 meters short of first Stop Signal so as to indicate to the LPs the locality of the approaching first Stop Signal. |
| vi. | Fog Lamps may be gradually provided on Locomotives running over fog affected areas on need basis. |
| vii. | Zonal Railways may consider desirability of the existing fixed Red Light in the SLRs etc. to be modified to an LED Red light with a switch available with the Guard to put the light to 'On' position when train is held up in Automatic territory (on double and multiple line Sections) in abnormal situations including fog. This will be in addition to the Flashing Red Tail Lamp. |

B. Action to be taken By Station Master after Foggy weather has set in,

When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under:-

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| a. | Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit. |
| b. | Observe the VTO before granting Line Clear to a train. |
| c. | In case prescribed VTO is not visible take action as under:- <ul style="list-style-type: none">• depute fog signalman with detonators to place detonators in situations prescribed under para (E) (ii) at 270 -280 meters from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train.• Engineering Department will make all efforts to provide fog signalman.• No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train. |
| d. | Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond Intermediate Starter Signal where these exists, up to the Advance Starter at stations which do not have track circuiting in this zone. |

C. Clarification regarding Placement of Detonators:-

i. Where not necessary to place Detonators:-

It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in following circumstances:-

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| a. | In sections where a reliable Fog Safe Device has been provided on Locomotives; |
| b. | Where adequate pre-warning is provided; i.e. at stations where double distant signals are provided; |
| c. | Where maximum speed allowed in the station section is upto 15 kmph even at stations where pre"-warning signal is not available, but a Warning Board exists; |
| d. | Where speed of the section is less than 50 KMPH (but more than 15kmph) and the first signal of a Station is not a stop signal; |
| e. | in Automatic Signalling territory; |
| f. | 'On Gate Signal; |
| g. | On Departure Signal; |
| h. | At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track / OHE / Signal. |

ii. Where it is necessary to place Detonators:-

The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed as under:-

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| a. | At 'A' class stations where Warner exists - Detonators to be placed short of Home signal and not the Warner; |
| b. | At 'B' class station equipped with Lower Quadrant Signals – Detonators to be placed short of Outer signal. |
| c. | In Multiple Aspect Signalling, where single Distant Signal is provided - "Detonators to be placed short of Home signal. |

Note:- The Fog Signal Posts will be provided only at stations where there may be a requirement for placing detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).

D. Precautions by Loco Pilot:-

The Loco Pilot shall take action in regard to speed of the train during fog as under:-

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| i. | During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he control the train so as to be prepared to stop short any obstruction; this speed shall in any case not be more than 60 kmph. |
| ii. | Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossings. |
| iii. | In Absolute Block System the speed should not exceed 60 kmph as detailed at item (i) above. |
| iv. | In Automatic Block Territory the speed will be subject to the judgement of the Loco Pilot as mentioned in item (i) above and shall not exceed as under:- |
| a. | After passing Automatic stop signal at 'Green', the speed not to exceed 60 Kmph |
| b. | After passing an Automatic stop signal at ('Double Yellow', the speed not to exceed 30 Kmph. |
| c. | After passing an Automatic stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal. |

Note –

- (i) As provided under GR 4.16 (1) (b) a red tail lamp of approved design displaying a 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.
- (ii) First Stop Signal location kilometer chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table. Zonal Railways are advised to incorporate these instructions in their Subsidiary Rules to relevant GRs and comply the same accordingly.

E. Fog prone section of Pune Division has been identified as **PUNE - LONAVALA Section** by HQ vide COM's Office Letter No. TR/G & SR / Genl / 102 dated 25.11.2010 addressed to all DRMs.

Zonal Railways shall incorporate these instructions in their Subsidiary Rules to relevant GRs and comply the same accordingly.

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DSO / PUNE