

दक्षिण पूर्व रेलवे
South Eastern Railway



प्रधान मुख्य संरक्षा अधिकारी का कार्यालय
Office of the Principal Chief Safety Officer
गार्डनरीच, कोलकाता / Garden Reach, Kolkata -43

संख्या/ No. SFY/Safety Circular / 2024

दिनांक/ Dated: 23.10.2024

Safety Circular No: 7/2024

Sub: Train operation during Foggy and Inclement weather - Precautions.

Ref: Railway Board's Letter No. 98/Safety (A&R)/19/16 of 18.10.2024.

In lines with Railway Board's instructions under reference, following precautions/ preparation to be done for train operations, during foggy/ inclement weather, re-iterated for implementation and strict compliance.

A. Infrastructure/ Additional / Alternations:

(i) Provision of Fog Safe Devices: - Provision of reliable Fog Safe Devices should be provided to the Loco Pilots in all Trains running in affected areas during fog. Placement of detonators under conditions as prescribed in Para E (ii) of this circular shall be dispensed with, where reliable Fog Safe Device is available and is in working order.

(ii) Modification of Automatic Signalling System: - Introduction of modified Automatic Signalling system (wherever applicable) as per GR 9.01 (3) & (4) & GR 9.03 (3) & (4) and GR 5.18 to be followed strictly.

B. Works to be completed before onset of foggy weather, to strengthen Rail Infrastructure:

- (i) Adequate supply of Detonators to be ensured.
- (ii) Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signal) must be done.
- (iii) All Signal Sighting Boards, Whistle Boards, Fog Signal Posts and busy vulnerable Level Crossing Gates 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 and busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips.
- (v) The new, Existing SLRs are already being fitted with LEDs based flasher tail light, therefore, the existing SLRs with fixed Red Light should also be modified & fixed with LED lights. This will be very important step to ensure safety in foggy weather. This work should be undertaken on war footing basis. When a Train is held-up in Automatic territory (on double and multiple section) in abnormal situations including fog, the Guard will put the LED light to 'ON' Position. This will be in addition to flashing Red tail light.
- (vi) It should be ensured that retro reflective strip in Sigma shapes for identification of Stop Signal be provided as per existing instructions.

C. The following points are to be kept in mind during operations of train in foggy weather:

- (i) **Reduced movements during fog:** - Rationalization of movements in coaching yards, approach to terminals and at / near terminals etc. has to be done to reduce pressure on congested areas. This may be achieved by reduction in loco changes, reduced shunting etc. and cancellation of trains. 20% reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards etc. and mainly by cancellation of trains – Mail/Express and passenger trains running in and via Delhi area as also up to an equal number, also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. A review be done by all Zonal Railways with mutual consultation to identify which Mail/Express and passenger trains are to be cancelled and proposal be sent to the coaching directorate, Railway Board. This will also help in tackling extra requirements of Loco Pilots/Assistant Loco pilots and TMs for changing in route on section where there is abnormal increase in duty hours of Crew. This will also increase availability of spare rakes to cater to late running of trains.
- (ii) PME/Refresher training and other safety/ promotional courses of Loco pilot / Assistant Loco pilot and Guards in ZRTIs/STCs, etc. who become due between 15th December and 31st January should be completed by 15th December.
- (iii) In view of increased hours on road, infrastructure at new/additional crew changing locations may be created. Simultaneously, the Loco/Crews/Rake links be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and TMs) on stationary duties should be utilised for Train working specially during fog.
- (iv) The instructions on all matters including cancellation of trains be made applicable from 20th December to 31st January, subject to the provisions if the fog sets in early before 20th December and continues beyond 31st January respectably as the case may be.

D. (a) Visibility Test Object (VTO):

- (i) The check of adequacy of visibility through the VTO is to guide the SM/ASM, so as, he can decide when detonators are to be placed to warn the Loco pilot of the location of an approach stop signal.
- (ii) The VTO may be the light (Or arm by day) of a Starter Signal (where exist) or the back light of the Home Signal etc. as define in GR 3.61/(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During Foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

Note: - The visibility test object to be defined in the SWR of Stations, which qualify for placement of detonators, should be on each end of a Station (for Junction stations there may be more than two VTOs).

- (iii) Prescribed VTO for Multiple Aspect Colour Light Signalling: -
- (a) Stations with MACLs shall have a Prescribed VTO located at a distance of 180 meters from a nominated location, where the SM shall stand.

- (b) When a prescribed VTO is not visible from 180 mts or more during dense fog, the SM shall not use his discretion as per GR 3.61 (2)(a), but will arrange to place the detonators to warn the Loco pilot, unless specified otherwise in these instructions.

Note: - There should be one visible test post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meters from the place where the SM shall normally stand to see the prescribed VTO.

- (iv) 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.
- (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
 - Depute fog signal man 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 signals to the Loco Pilot of the approaching train.
 - Engineering department will make all efforts to provide fog signal man.
 - 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.

Necessity of 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 the following circumstances.

- (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 up to 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 15 kmph) and the first signal of a Station is not a stop signal;
- (e) In Automatic Signalling territory;
- (f) On Gate Signals;
- (g) On Departure Signals;
- (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: -

at 'A' Class stations where warner exists – detonators to be placed short of Home Signal and not the Warner.

At 'B' class stations equipped with lower quadrant signals – detonators to be placed short of outer signal.

In Multiple Aspects Signalling, where Single Distant Signal is provided – detonators to be placed short of Home Signal.

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

F. Precautions by Loco Pilot:

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

- (i) During fog, when the Loco Pilot in his judgement feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstructions; this speed shall in any case not be more than 75 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 shouldn't exceed 75 Kmph as detailed at item (i) above.
- (iv) In automatic block territory, speed will be subject to be 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 75 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) in case fog safe device is not available in Locomotives or the device fails en-route, the maximum speed of 75 Kmph as indicated above shall be reduced to 60 Kmph or less, subject to judgement of loco pilot.

(ii) as provided under GR 4.16 (1) (b) 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.

(iii) First Stop Signal location Kilometre chart of every station be provided to each Loco Pilot either as an easy to carry card or in the working time table.

(iv) Prevailing fog situation should be advised to crew and Guard in Lobby during 'Sign ON'.

It should be ensured that the staff be advised and counselled regarding provisions in G&SRs and Railway Board Letter before onset of Fog. Each and every crew is to be imparted necessary training for up to two days about the systems of working of trains during fog. This process be completed by 1st December every year positively.

Note: (i) These instructions are reiterated in conformity with the rules of G&SR and Railway Board Instructions and can't in any way supersede them. In case of any conflict the provision of G&SR and Railway Board instructions will prevail.

(ii) In case of any further instructions received from Railway Board, the same shall be intimated subsequently.

Ref: GR 3.60 to 3.64, SR 3.61.01, SR 3.78.04, GR 4.16(1) (b), GR 5.18, GR 9.02.01.

 23/10

(Amitava Mukherjee)

मुख्य संरक्षा अधिकारी/ Chief Safety Officer

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही के लिए

- (v) Secy. to GM – for kind information of GM/SER.
- (vi) Secretary to AGM- for kind information of AGM/SER.
- (vii) PCEE, PCME, PCOM, PCE & PCSTE/GRC.
- (viii) DRM/ADA, CKP, KGP & RNC.
- (ix) Sr. DSO/ADA, CKP, KGP & RNC.

दक्षिण पूर्व रेलवे

कार्यालय
वरिष्ठ मंडल संरक्षा अधिकारी
चक्रधरपुर

दिनांक: 23.10.2024

No. Safety Circular No.07/2024

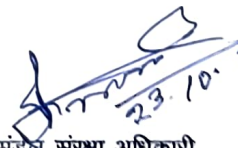
To
The Sr.DOM/CKP, Sr.DME/CKP, Sr. DEE (OP)/CKP, Sr. DEE (TRD)/CKP, Sr. DEE (G)/CKP,
Sr. DEN(CO)/CKP, Sr. DSTE (CO)/CKP, Sr.DEN/W/CKP, Sr.DEN/C/CKP, DEN/E/CKP,
DEN/S/CKP.

Sub: Train operation during Foggy and Inclement weather- Precautions.

Ref: PCSO/SER/GRC's letter No. Safety Circular No. 07/2024, dt.23.10.2024

A copy of the above said Safety Circular is attached herewith for ready reference.
It is requested that the same may be circulated to all field staff and confirm receipt with acknowledgment.

Encl: As above.

 23.10.2024
सहायक मंडल संरक्षा अधिकारी
चक्रधरपुर

SOUTH EASTERN RAILWAY

Office of the
Chief Safety Officer
Garden Reach, Kolkata-700043.

No: SFY/Safety Circular/2024

Dt.22.10.2024

(SAFETY CIRCULAR NO: 06/2024)

Sub:- Precautions during cyclone, heavy storm or strong wind.

The coastal area of SER situated along the Bay of Bengal is very often ravaged heavily by storms, cyclones and heavy intensity of rainfall, which affect the safety of traveling public/Passenger and also result in disruption to traffic and communication. The cyclonic storm is categorized on the basis of expected wind speed during land fall:

1. **Severe Cyclonic Storm:** Wind speed is expected to be 120 kmph.
2. **Very Severe Cyclonic Storm:** Wind speed is expected to be 180 kmph.
3. **Super Cyclonic Storm:** Wind speed is expected to be 220 kmph.

In order to sensitize the staff regarding precautionary measures to be taken in such situation; the following are reiterated below for strict adherence, in view of forecasted Dana Cyclone.

A. ACTION BY OPERATING, LOCO & COMMERCIAL DEPARTMENT:

1. Ensure flow of information on weather warning message to all concerned & station as & when received from HQ or IMD/RMD. Maintain weather warning register. SCR of all concerned boards to ensure acknowledgement of all stations.
2. **SR.2.11.04 (a):** When a weather warning message forecasting cyclone, heavy storm or strong wind has been received and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains etc. the Station Master shall in consultation with the Guard and Loco Pilot of the train, detain the train and also refuse to grant line clear to a train coming to his station, until the storm abates and it is considered that the movement of train is safe.
(b) Should a train be caught on the run in a cyclone, storm or strong wind of an intensity which in the opinion of the Loco Pilot, is likely to endanger the safety of the train, he shall immediately control the speed of his train and bring it to a stop at the first convenient place, taking care as far as possible, to avoid stoppage of the train at places like sharp curve, high embankments and bridges (including approaches thereof). In controlling the speed and bringing the train to a halt, the Loco Pilot shall take care to avoid jerk. He shall re-start the train, in consultation

with the guard only after the cyclone, storm or strong wind abates and it is considered safe for the train to proceed.

(c) As an added precaution, it is also imperative that the station staff as well as train staff shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passage of wind through the coaches.

3. As per **SR.2.11.05 (a)**: In case of vulnerable locations and specially selected bridges where anemometers are installed at one of the stations adjacent to the Bridges, the station master shall take the following action, if the anemometer is indicating the critical limit of wind velocity of 39 knots (72 Kmph).
 - i) The station master shall immediately inform the SCR and the station master on the other side of the section about the need to control the movement of trains.
 - ii) The station master shall not start or allow the movement of trains from his station and also shall not grant line clear to the adjacent station.
 - iii) He shall resume normal running of trains in consultation with the SCR and the station master of the adjacent station after the wind velocity comes down below the danger level.
 - iv) In addition, the station master shall observe the working instructions prescribed by the Division for his location.

(b) The station master will keep a watch on the wind velocity indication every half an hour or at lesser interval as may be required during the critical period (specially from May to August) and record it in his station diary besides intimating it to the SCR.

(c) If the needle of the apparatus fails to operate as prescribed, the station master will be required to use his judgement, if there is any apprehension of a severe storm or gale, and take the precautions as mentioned above.
4. **SR 5.23.01 (b) (ix)**- As a safeguard against stormy weather while shunting is being performed, special care must be taken to secure the vehicles, which might be left unsecured during shunting. This shall be ensured through placement of sprags, wedges and skids near the entrance points of each other pair of lines on which the shunting is being conducted.
5. An emergency control manned by officer(s) and assisted by a Dy. Ch. Control/Supervisor in each shift to be opened at Divisional Control and other suitable locations as decided by DRM. A log book has to be opened and chronological events are to be maintained.
6. Ensure proper securing of stabled loads/vehicles at stations supported by Private number. Loose vehicles to be coupled and secured. Sectional DTIs are to ensure the same also.

7. Ensure availability and functioning of safety equipments, Emergency lights, generator set with adequate fuel at the station, storage of adequate drinking water, functioning of LED hurricane lamps, match box, functioning of VHF sets & WTs, charging of stand by batteries and any other safety equipment deemed necessary for ensuring safety during cyclonic weather. Any discrepancy or shortfall should be brought into light for immediate action.
8. Ensure availability of updated telephone numbers of Civil and Medical Authorities, Hospitals, NGOs and Voluntary organizations, Disaster Management Cell etc. and keep them informed to be alert on the ensuing cyclone. SCR to ensure the same from each station supported by PN and also to be recorded in the station diary.
9. Availability of proper refilled first aid Box at each station is to be ensured.
10. Ensure readiness of ART, ARME, SPARMV, Monsoon special (with carriage fitness) with all its equipments for emergency call and ensure availability of trained crew and dedicated loco, particularly during the material period.
11. Ensure proper functioning of Anemometer and accordingly take precautionary measures towards train movement. In no case a coaching train is to be allowed to enter into a cyclone hit area, unless the cyclone abates and track fit, OHE fit received from concerned departments.
12. Normal and diverted trains are to be controlled at such stations, where drinking water and fooding facility are available and necessary publicity has to be made accordingly in advance.
13. Keep LPs, ALPs, TMRs and SMs informed of system status and instruct them to make appropriate announcement to passengers through Public Address System.
14. LC Gate booms to be kept down under lock during the cyclone and should be opened only in emergent situation judging the wind velocity.
15. Ensure wide public address announcement at stations to share with updated information on terminated, diverted and delayed trains in the section.
16. Alert voluntary organizations, security department for help if required in the closed vicinity.
17. Co-ordinate with concerned departments as and when required.
18. All station staffs of the Division are to remain at their Head quarters during the Cyclonic weather to work during abnormal situations.
19. Diesel light engines with Crews to be made available round the clock at strategic locations as identified by the divisions.
20. All station In-charges will keep some basic essential eatables, potable water and candles with match boxes for use of staff during cyclone.
21. Division to advise all concerned to draw the Imprest cash for arranging basic essential eatables, potable water and other essential commodities for use at the stations during the cyclone.

22. All other officers and supervisors will remain alert for movement as per the requirement.
23. Help line No to be issued by Commercial department and circulated through print/electronic/social media.
24. Division to issue working instructions on action plan well in ahead of cyclone to start.

B. ACTION BY SIGNAL AND TELECOM:

1. Adequate number of walkie talkie sets and 25 watt VHF sets to be kept functioning with fully charged battery.
2. Satellite phones wherever available should be tested and accompanying staff identified along with battery charging arrangement.
3. Availability of generator sets at identified locations with adequate fuel (for at least 72 hrs) in proper functioning condition to be ensured.
4. During cyclone, both Up & Down mainlines will be kept set for emergency movements and Emergency Crank handle Key will be released once order is issued.
5. Telecom channel, by alternative routes should be lined up and kept terminated for administrative trunks and control working.
6. Manning of stations shift-wise in affected Zones to be ensured by S&T staff.
7. Any communication equipment provided at stations to be ensured functioning.
8. Keep all the Block Instruments and their Batteries in good, healthy and fully charged condition.
9. Extend power supply from emergency generator set to IPS or Block Battery charger.
10. Spare materials for outdoor and indoor gears shall be kept ready for the emergency in each identified stations.

C. ACTION BY ELECTRICAL (G) AND TRD DEPARTMENT:

1. Emergency portable telephone supplied to LPs, TWs should be tested for its functionality at different locations.
2. Ensure functioning of TPC/TLC phones at OHE Depots, TSSs, SPs, SSPs and other station locations so that these phones should be functional even when supply is not there during/after cyclone.
3. The Tower Wagons where ever positioned during cyclone should be properly secured. Preferably they should be kept inside the Tower Wagon Shed, so that toppling/rolling down because of heavy rain & wind does not take place. All brakes should also be in applied condition.
4. Tower Wagons should be ready in all respect with material, diesel and fully charged battery. Additional Tower Wagon at other non affecting locations should also be kept ready.
5. The tree cutting machines should be available with Tower Wagons in working order. Removal of tree is joint effort by SSE/P. Way and SSE/OHE staff. All SSE/P. Way

and SSE (Works) should be asked to take measures for removal of tree and other destroyed materials/structures etc.

6. Fully fueled Diesel Loco with crew should be kept at different strategic locations as decided by division/HQ.
7. Road vehicles should be kept in readiness at all important locations as decided by the division.
8. Sufficient cable, light fittings, meggered insulators, different Aluminum sockets, switches, MCBs should be kept available with the concerned depots.
9. The TRD staff and general power supply staff who are not housed in Railway quarters should be asked to stay in OHE depot so that after cyclone, they are available for restoration work. It should be ensured that they should remain inside the concrete roof building and not in asbestos roof. Adequate food and water should be arranged for staffs to meet the emergency during cyclone.
10. At all important stations DG sets should be made available to give supply to the station buildings as well as the water pumping area, as and when required.
11. All Supervisors/staff should be counseled that immediately after wind speed comes down, they should report to TPC for necessary instructions.
12. Sufficient HSD oil should be stocked for DG sets to supply power to residential quarters and service buildings.
13. Lights of High mast to be kept down.

D. RUNNING ROOM :-

1. Sufficient ration to be kept in the Running Room for at least 3 days. The ration should be safely kept in the room on a height place and the room is safe from water ingress. All the water inlet point should be blocked.
2. Suitable drinking water arrangement should be made in all Running Rooms. Filtered water may be kept in sufficient quantity or water cans should be kept in the running room for drinking water supply. IOW should be asked to provide water tanks for other requirements.
3. The contractual staff working at RR and Crew lobbies may be asked to stay back in case of need as they are likely to be engaged after cyclone.

E. CREW LOBBY:

1. Ch. CC should keep the address of all the crews working under him so that they may be called in case of communication fails.
2. All the crew vehicles should be fully fuelled as well as additional fuel stock may also be kept in the lobby so that crew vehicle service are not hampered.
3. Ch. CCs should plan to ensure availability of adequate electrical/diesel crew for train operations post cyclone.
4. The walkie-talkie sets and batteries should be kept fully charged. Crew should also be advised to keep their mobile phones and battery banks fully charged.

5. CLIs are to counsel running staff regarding train operations in case of storm weather, heavy rains as given in GR & SR.
6. CTLC & Chief DPC are to ensure all Diesel locos including inferior service should be fuelled to maximum to keep them ready for operations required post cyclone. All diesel locos to be moved and kept at strategic locations as desired by operating department of division/HQ. Placing CLIs & crew at advance locations, if required.
7. List of Auto phones of various Lobbies, Running rooms, Station Managers/Masters, TLC, DPC, Area Control etc may be kept ready. The defects may be shared in Whatsapp CLI and Ch.CC group too.

F. ACTION BY RCD:

1. Sufficient fuel stock should be maintained at all the RCDs before cyclone so that there will not be fuel crisis.
2. The diesel pump at all the RCDs should be checked for their functioning and should be rectified before cyclone.

6. ACTION BY ENGINEERING DEPARTMENT:

1. **SR 15.05.02:-** In case of exceptionally heavy rain or abnormal floods occurring during the monsoons or a sudden severe storm during the non-monsoon period, the Permanent Way Inspectors and Gang mates shall, on their own initiative, organize patrolling by the gangs of those portions of the line which are likely to be affected thereby, until the danger passes. This shall be done irrespective of whether regular monsoon patrolling by patrolmen is in force or not. In case of heavy rainfall and floods, the gang patrols shall pay special attention to known points of danger, such as banks and cuttings which are liable to slips or subsidence, bridges and their approach banks likely to be affected by floods and portions of the line which may be endangered by railway affecting tanks. In case of cyclone or heavy gale, the patrol shall also inspect the lengths of track which are likely to be fouled by falling of trees etc.
2. Motor trolleys should be arranged & kept in readiness at strategic locations which should be away from the likely affected zone. At least one Officer & a few staff should be nominated for each. They should be provided with VHF sets & other communication equipments, so that they can accomplish the mission of physically covering the entire affected zone & give "First information on damage" through this equipment to the control after passage of the cyclone.
3. Water logging area in colonies to be identified and arrangement made for shifting the staff to safe place.
4. Standing arrangements on 'whenever required' basis should exist for supply of adequate rake loads of dust, boulders and sand at identified locations.
5. As restoration of traffic often requires heavy handling of earth, availability of heavy earth moving machinery viz., Excavators, JCBs, Pay-loaders, Road Water

Tankers (Drinking Water), etc. should be kept in readiness at the identified locations along with firm's/owner's names, addresses and telephone numbers so as to hire and mobilize them whenever as the necessity arises.

6. Adequate man power with supervisors to be deputed at strategic locations for restoration work with Manila ropes, Axe, Chain Saw etc.
7. Relieving span and CC cribs to be kept ready in loaded BRNs.
8. Pool of multiple skilled trained volunteers from various departmental staff should be formed to involve themselves in immediate rescue and relief.
9. Identification of locations in Railway area or within the nearby vicinity with co-ordination of state Govt. for use as cyclone shelters for affected people & animals.
10. Overhead tanks for supply of water to colonies and other area of Railway infrastructure should be filled in advance to its full capacity.
11. Railway property which is prone to damage should be removed/relocated/covered before cyclone and to be placed at safe place and safe custody.
12. During pre-cyclone Engineering Department will arrange for provision of water tanks at the identified locations.
13. All track machines and staff rest van should be coupled and secured as per stipulated guidelines.
14. Big Hoardings, advertisement boards etc likely to be a threat for public/passengers may be suitably removed.

H. ACTION BY MEDICAL DEPARTMENT:

1. Medical Department will procure sufficient Chlorine tablets & Bleaching power as per demand before to handle the cyclone.
2. Streamlining of ambulance system.
3. Mobilize mobile health team.
4. Special care to children, pregnant women, lactating mother, aged and differently-able persons.
5. First Aid Boxes should be kept ready at identified locations along with medical staff, to meet any exigencies.

I. ACTION BY MECHANICAL DEPARTMENT:

1. ARTs, SPARMEs and BD Cranes and their staff must be in complete readiness during the period of cyclone.
2. All the equipment and machinery of Disaster Management Assets must be test-run and should be ready for swift deployment.
3. Supplies required for running of Disaster Management Assets like diesel, kerosene, etc should be recouped.
4. Provision of adequate dry ration should be ensured in Disaster Management Assets.

5. Walkie-Talkies under direct control of C&W Break Down supervisors to be kept fully charged.
6. Mobile phones of C&W Break Down supervisors and staff to be kept fully charged.
7. Any preparation that enables faster and efficient response should be ensured.
8. Cash Imprest to be checked and recouped for emergency response.
9. All stabled coaches and wagons to be secured properly to avoid their rolling down.
10. All M&P like EOT cranes, compressors, etc to be secured properly.

Based on the above, HQ & Division should prepare a detailed action plan with available resources, their proper mobilization and execution in cyclone preparedness as well as post cyclone activities as per requirement. Resources of non affected locations of other division/railway may also be planned and deployed at strategic locations, if required.

 22/10
 (Amitava Mukherjee)
 Chief Safety Officer
 South Eastern Railway

Copy to:

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCOM, PCSTE, PCE, PCEE, PCME, PCCM, PCMD, PCMM, PFA, PCPO, PCSC & CPRO for information and necessary action.
4. DRMs- ADA/CKP/KGP/RNC for information and necessary action.
5. Sr. DSOs- ADA/CKP/KGP/RNC for information and necessary action

दक्षिण पूर्व रेलवे

कार्यालय
वरिष्ठ मंडल संरक्षा अधिकारी
चक्रधरपुर

No. Safety Circular No.06/2024

दिनांक: 22.10.2024

To

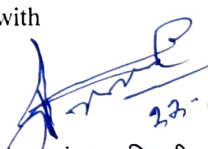
The CMS/CKP, Sr.DOM/CKP, Sr. DEE(OP)/CKP, Sr.DME/CKP, Sr.DEE (TRD)/CKP, Sr. DEE (G)/CKP, Sr. DSTE/CKP, Sr.DEN/Co/CKP, Sr.DEN/W/CKP, Sr.DEN/C/CKP, Sr.DPO/CKP, Sr.DFM/CKP, Sr.DCM/CKP, Sr.DSC/CKP, Sr.DMM/CKP, DEN/E/CKP, DEN/S/CKP.

Sub: Precaution during cyclone, heavy storm or strong wind.

Ref: CSO/SER/GRC's letter No. Safety Circular No.06/2024, dt.22.10.2024

A copy of the above said Safety Circular is attached herewith for ready reference. It is requested that the same may be circulated to all field staff and confirm receipt with acknowledgment.

Encl: As above.

 22.10.2024
 सहायक मंडल संरक्षा अधिकारी
 चक्रधरपुर

दक्षिण पूर्व रेलवे
South Eastern Railway



प्रधान मुख्य संरक्षा अधिकारी का कार्यालय,
गार्डनरीच, कोलकाता-700043
Office of the Principal Chief Safety Officer
Garden Reach, Kolkata-700043

संख्या/No: SFY/ Safety Circular /2024

दिनांक/ Dated: 21.10.2024

Safety Circular No. 5/ 2024

विषय/ Sub: Winter Preparedness measures for Electric Locomotives.

संदर्भ/Ref: (i) Director Elect. Engg (RS) Rly Board's letter No.2005/Elect (TRS) / 440/23, dtd. 10.10.2023

(ii) PCEE's letter No. PCEE/RS/220/TC/2023/Winter/4/24, dtd 04.10.2024.

In terms of Railway Board's Instructions under reference, following precautions/ steps to be taken to check all Locos prior to onset of winter season, so that typical failures attributed by low temperature and fog do not occur and the desired level of reliability is maintained.

The important pre-winter precautions mentioned in ACTM para 30514 and related instructions issued by RDSO are reiterated as follows:

1. Fog safe devices to be provided to all Engine crew (freight/pass), specifically in fog prone areas and need to be kept in healthy and working condition.
2. During all trip inspections or roof inspections whenever carried out, proper cleaning of roof-line & pantograph insulators with a wet & dry cloth for maintaining shining surface finish may be ensured. Instructions laid down in RDSO SMI No. RDSO/ 2012/ EI/SMI/0274, Rev.O, dated 29.03.2012 may be ensured by homing shed before onset of winter.
3. Ensure joint checking of loco roof equipment's (including pantographs, cleaning of roof insulators and roof bar etc.) with TRD staff at sheds & trip shed as a preventive measure.
4. Modification in mounting bracket of fixed contact and movable contact arm of HOM switch to increase the electrical clearance issued by RDSO vide RDSO/2012/EL/MS/0405 (Rev. O), dated 03.01.2012.
5. Re-greasing of pantograph servomotor to avoid jamming.

6. Working of heaters/blowers in both cabs.
7. Air tightness of cab main doors, window shutters and sealing of ventilator covers.
8. Proper level of oil to be maintained in TFP, GR and Traction Converter.
9. Silica gel for Transformer, Tap changer and Traction Converter must be in Good condition.
10. SMGR servomotor cylinders to be cleaned and re-greased.
11. Air dryer must be in working order and isolation should not be permitted.
12. Draining of moisture from all MR and free movement of drain cocks.
13. Proper level of oil to be maintained in compressors and ensure that un-loaders are in working order.
14. Availability of dry sand in all sand boxes and all covers must be air tight.
15. TM inspection covers to be provided with gasket and ensure no air gap & locked properly.
16. Cleaning of battery terminals and application of petroleum jelly.
17. Free movement of brake cylinders. If found sluggish, overhauling should be done.

Also, a drive should be undertaken to counsel Running staff regarding working of trains during poor visibility caused by foggy weather.



21/10

(Amitava Mukherjee)
CHIEF SAFETY OFFICER

Copy to:

1. Secretary to GM for kind information of GM
2. Dy. Secretary(I/C) to AGM for kind information of AGM
3. PCEE, PCME & PCOM
4. DRMs- ADA, CKP, KGP & RNC
5. Sr. DSOs – ADA, CKP, KGP & RNC

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कार्यालय
वरिष्ठ मंडल संरक्षा अधिकारी
चक्रघरपुर

दिनांक: 22.10.2024

No. Safety Circular No.05/2024

To

The Sr.DOM/CKP, Sr. DEE(OP)/CKP, Sr.DME/CKP, Sr.DEE (TRD)/CKP, Sr. DEE (G)/CKP.

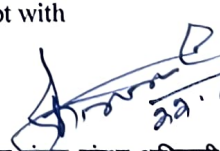
Sub: Winter & Fog Precautions for Signaling System.

Ref: CSO/SER/GRC's letter No. Safety Circular No.05/2024, dt.21.10.2024

A copy of the above said Safety Circular is attached herewith for ready reference.
It is requested that the same may be circulated to all field staff and confirm receipt with acknowledgment.

Encl: As above.

सहायक मंडल संरक्षा अधिकारी


22.10.2024

दक्षिण पूर्व रेलवे
South Eastern Railway



प्रधान मुख्य संरक्षा अधिकारी कार्यालय
Office of the Principal Chief Safety Officer
गार्डनरीच, कोलकाता/ Garden Reach, Kolkata-700043

संख्या/No: SFY/ Safety Circular /2024

दिनांक/ Dated: 17.10.2024

Safety Circular No. 4/ 2024

विषय/ **Sub:** Winter & Fog Precautions for Signalling System.

संदर्भ/ **Ref:** (i) Safety Review Meeting by CRB & CEO, Railway Board on
08.10.2024.

(ii) Railway Board's letter No. 2020/Sig/31/Misc/24/Precautions, dated
11.10.2024.

In lines with Railway Board's Instructions under reference, following precautions/ preparations to be done to ensure smooth functioning of S&T gears as instructed by Railway Board during the winter months.

1. Modified Auto Signalling:

- a. The working of Modified Automatic Signalling system should be jointly tested with operating department. The working of "A" Marker Light & Signal post telephones should be especially checked. The Modified Semi-Automatic Signals and track circuits in automatic territory on Railways should be maintained to the highest standard by way of preventive maintenance so as to ensure 'zero' failure.
- b. Dedicated maintenance teams should be organized section-wise, who would be provided with all the maintenance materials/tools. Directed repair/maintenance should be carried out with immediate effect under supervision of JE/SSE.

2. Power Supply in order to prevent Signal 'No light' cases:

- a. Reliable and uninterrupted power supply for Signalling equipment should be ensured by proper maintenance of IPS and power supply sources such as AT & DG sets.
- b. Audit of ratings of all switching equipment like electrical joints, MCB, auto changeovers etc. should be done and Visual inspection to check that they are not burnt/getting heated should be ensured. The connection should be checked and tightened, especially where high currents are involved.

- c. DG sets provided should be tested and adequate fuel/diesel should be made available to ensure meeting with long power failure conditions.
- d. No Electric heaters should be connected to Signalling supply.

3. Visibility of Signals:

- a. Luminous paints/strips should be checked for their effectiveness on Signal Sighting Boards viz. Passenger and Goods warning boards.
- b. Highlighter grade luminous strips should be provided on Distant Signal to enhance visibility of Signal aspects to loco pilots.
- c. Hoods and side plates of the Signal units should be checked and attended on priority to ensure proper Signal visibility to the drivers.

4. Axle Counter:

- a. Proper adjustment of channel voltage and physical verification of deflector and tightness of the fittings.
- b. Availability of spares cards etc.
- c. Working of systems in standalone mode wherever redundancy is provided in media and systems.
- d. Checking of manual as well as auto resetting features in case of dual detection arrangement.
- e. In case of dual detection, both systems should be monitored separately through Data Loggers along with generation of exception reports about mismatch.

5. Electronic Interlocking:

- a. Working of System A&B in standalone mode.
- b. Availability of the spares.

6. LC Gates:

- a. Yellow luminous strips should be ensured on interlocked L.C. gate booms for proper visibility.
- b. Alternative yellow and black painting of LC gate booms should be ensured.
- c. Wire run of Mechanical LC gates should be readjusted.
- d. Provision of stop board with retro-reflective tape on sliding boom should also be ensured.

7. Track Circuits:

- a. RDSO type block insulation joints should be maintained and presence of free rail joints should be ensured on both the ends.
- b. All types of track bonding should be checked and replaced wherever necessary.
- c. Condition of insulation sleeve on OHE bond beneath rails to be ensured.

8. Points:

All point adjustments should be done properly, proper anti-creep arrangement as prescribed in IRPWM should be ensured.

9. Maintenance:

- a. Inspection at officer's level and supervisory level, including night inspections, should be intensified during foggy weather for spreading more awareness and alertness among the maintenance staff.

- b. Signal Maintainers/Supervisors proceeding to attend Signal failures, should be allowed to board trains on priority in both directions viz. Attending failure and returning to their Head Quarter.
- c. All equipment like chargers, stabilizers, inverters should be properly sealed to prevent entry of pests like rats and mice.
- d. Luminous jackets/ Protective clothing, torch Light etc. to be ensured for S&T staff moving on line for the safety of staff.
- e. Functioning of door closing with data logger.
- f. Staff should be counselled for ensuring their own safety and to follow safe working practices.



17/10

(Amitava Mukherjee)
CHIEF SAFETY OFFICER

Copy to:

1. Secretary to GM for kind information of GM
2. Dy. Secretary(I/C) to AGM for kind information of AGM
3. PCSTE, PCE, PCEE & PCOM
4. DRMs- ADA, CKP, KGP & RNC
5. Sr. DSOs – ADA, CKP, KGP & RNC

दक्षिण पूर्व रेलवे

कार्यालय
वरिष्ठ मंडल संरक्षा अधिकारी
चक्रधरपुर
दिनांक: 19.10.2024

No. Safety Circular No. 04/2024

To

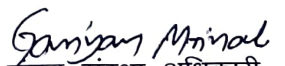
The Sr.DOM/CKP, Sr. DEE(OP)/CKP, Sr.DEE (TRD)/CKP, Sr.DEN(CO)/CKP, Sr.DEN(East)/CKP, Sr.DEN(West)/CKP, Sr.DEN(Cent)/CKP, Sr. DEE (G)/CKP, Sr. DSTE(CO)/CKP, DEN(South)CKP.

Sub: Winter & Fog Precautions for Signaling System.

Ref: CSO/SER/GRC's letter No. Safety Circular No. 04/2024, dt.17.10.2024

A copy of the above said Safety Circular is attached herewith for ready reference.
It is requested that the same may be circulated to all field staff and confirm receipt with acknowledgment.

Encl: As above.


वरिष्ठ मंडल संरक्षा अधिकारी
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दक्षिण पूर्व रेलवे
South Eastern Railway



प्रधान मुख्य संरक्षा अधिकारी कार्यालय
Office of the Principal Chief Safety Officer
गार्डनरीच, कोलकाता/ Garden Reach, Kolkata-700043

संख्या/No: SFY/ Safety Circular /2024

दिनांक/ Dated: 16.10.2024

Safety Circular No. 3/ 2024

विषय/ Sub: Winter Preparedness to Improve OHE maintenance.

संदर्भ /Ref: (i) Safety Review Meeting by CRB & CEO, Railway Board on 08.10.2024.

(ii) Railway Board's letter No. 2022/ EEM/161/8/Punct/Pt-Part (3), dated 19.10.2023.

(iii) PCEE's letter No. CEE/D/Special Drive, dated 14.10.2024

In lines with Railway Board's Instructions under reference, following precautions/ preparations to be done to maintain the reliability of OHE, PSI and Transmission line assets during the winter months.

1. Checking of free movement of ATD's and proper adjustment of ATD's for "Y" values*.
2. Checking of PG clamps, splices by thermo vision camera for OHE.
3. Cleaning of OHE insulators in polluted zones to avoid flashovers during foggy weather.
4. Replacement of flashed/ broken insulators.
5. Ensuring provision of retro-reflective tapes/Sigma Board on various boards/masts at places having a history of foggy weather.
6. Night patrolling (00:00 hrs to 04:00 hrs) of big yards, polluted zones to detect any abnormality/flashover of insulators.
7. Removal of bird nest, kite threads, kites etc.
8. Joint checking of roof insulators of Electric Loco/EMU at Sheds/Out-pits by TRD & RSO staff.
9. Foot plate inspection by officers/supervisors at night time during foggy weather.

- 10 Proper sealing of top covers in BMs specially in BHEL make prevent moisture ingress
- 11 Checking & ensuring level of lubricants in engine, transmission & gear box of Tower Wagons.
- 12 Checking of all drain valves of SF-6 CBs compressors including tanks and Control Valves
- 13 Checking of oil level & oil leakage of TRs, ATs, Capacitor banks, CTs and PTs etc.
- 14 Checking the condition of breathers of TRs. Auto Transformers. ATs & ensuring Silica gel colour in good condition.
- 15 Ensuring the functioning of heaters of all CBs, TRs Auto Transformers, BMs and Control Panels.

* Free movement of ATDs should be checked with spring balance and its value should be recorded. At least 20% test check should be done at officers' level.


(Amitava Mukherjee) 16/10/24
CHIEF SAFETY OFFICER

Copy to:

1. Secretary to GM for kind information of GM
2. Dy. Secretary(I/C) to AGM for kind information of AGM
3. PCEE, PCME & PCOM
4. DRMs- ADA, CKP, KGP & RNC
5. Sr. DSOs – ADA, CKP, KGP & RNC

South Eastern Railway

No. Safety Circular No. 03/2024

To

The Sr. DOM/CKP, Sr. DME/CKP, Sr. DEE (OP)/CKP, Sr. DEE (TRD)/CKP, Sr. DEE (G)/CKP, Sr. DME (D)/BNDM, Sr. DEE (TRS)/TATA, Sr. DEE (TRS)/ROU, Sr. DEE (TRS)/BNDM.

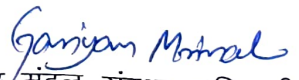
Office of the
Sr. Divl. Safety Officer,
Chakradharpur.
Date: 17.10.2024

Sub: Winter Preparedness to Improve OHE maintenance..

Ref: CSO/SER/GRC's letter No. Safety Circular No. 03/2024, dt. 16.10.2024

A copy of the above said Safety Circular is attached herewith for ready reference. It is requested that the same may be circulated to all field staff and confirm receipt with acknowledgment.

Encl: As above.


वरिष्ठ मंडल संरक्षा अधिकारी
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South Eastern Railway



प्रधान मुख्य संरक्षा अधिकारी कार्यालय
Office of the Principal Chief Safety Officer
गार्डनरीच, कोलकाता / Garden Reach, Kolkata-700043

संख्या/No. SFY/Safety Circular/2024

दिनांक/ Dated:16/10/2024

Safety Circular No: 02 / 2024

Sub: Ultrasonic testing of Rails and Welds

Switch expansion joints (SEJ) are one of the weakest and most vulnerable parts of a Railway track. Their importance in maintaining the integrity of the track system cannot be overstated. Therefore, USFD (Ultrasonic Testing for Flaws Detection) is crucial for these switch expansion joints.

This circular aims to emphasize the importance of USFD testing on switch expansion joint (SEJ) in accordance of guidelines provided in **MANUAL FOR ULTRASONIC TESTING OF RAILS AND WELDS (Revised-2022)**. The relevant para of manual for ultrasonic testing of rails and welds related to testing frequency and action to be taken, is re-iterated below for the guidance of field staffs.

11.8 Procedure for ultrasonic testing of stock and tongue rail of switch expansion joint/Improved switch expansion joint (ISEJs).

11.8.1 A number of SEJs/ISEJs have been found to fail in service due to fatigue cracks generated from the bottom of the rail and also from rail head endangering safety. It was therefore considered essential to develop a procedure for detection and classification of defects in SEJs/ISEJs. Details of the procedure are described below.

11.8.2 Scope: This procedure stipulates the ultrasonic testing technique of new stock and tongue rail of SEJs/ISEJs as well as those in service and lays down the acceptable standard with regard to defects noticed. In view of the design of the SEJs/ISEJs, testing is to be accomplished by hand probing up-to accessible location (considering crystal size of the probe and probing area of SEJ/ISEJ).

11.8.7 Testing frequency: Testing frequency of stock and tongue rail of SEJ/ISEJs and gap avoiding rail of ISEJ shall be same as that for normal track as stipulated in the Para 6.6.1.1, without considering any reduced frequency testing period.

6.6.1.1 Frequency of testing for all Main line BG (rail head center and gauge face /non-gauge face corner) and Main Line MG routes is given as under: For other sections Principal Chief Engineer of the Railway may adopt a frequency at his discretion.

Route	Route having GMT	Testing frequency once in
All MG routes	< 2.5	5 years
	2.5 – 5.0	3 years
	> 5	2 years
All BG routes (rail head center and gauge face corner / non-gauge face corner testing)	≤ 5	2 years
	> 5 ≤ 8	12 months
	> 8 ≤ 12	9 months
	> 12 ≤ 16	6 months
	> 16 ≤ 24	4 months
	> 24 ≤ 40	3 months
	> 40 ≤ 60	2 months
	> 60 ≤ 80	1½ months
	> 80	1 month

Digital double Rail Tester is to be used for testing of 'D' marked rails at reduced interval to be decided by Chief Track Engineer of Zonal Railway.

Note: USFD testing of rails and welds by B-Scan (SRT/DRT) having 7 probe/channel each rail, shall be decided by Principal Chief Engineer of the Zonal Railway depending on availability of B-Scan (SRT/DRT) having 9 probe/channel each rail.

11.9 Action to be taken after detection of defect: On detection of defect in stock and tongue rail of SEJ/ISEJ and gap avoiding rail of ISEJ, SSE/JE (P.Way)/USFD shall impose speed restriction of 20 KMPH or stricter immediately and communicate to sectional SSE/JE (P.Way) about the flaw in SEJ/ISEJs with its location, **who shall ensure the protection of defective SEJ/ISEJs by deputing a permanent watchman till the SEJ/ISEJs is replaced. The defective SEJ/ISEJ shall be replaced within 3 days of detection.**

USFD testing in maintenance routines is essential for the longevity and safety of Railway infrastructure, particularly in high-stress areas like switch expansion joints. Therefore, proper USFD checking on SEJ/ISEJ is required to be ensured as per the USFD manual.

 16/10

अमिताभ मुखर्जी
मुख्य संरक्षा अधिकारी
(Amitava Mukherjee)
Chief Safety Officer

Copy to :

1. Secy to GM - for kind information of GM.
2. Secy to AGM - for kind information of AGM.
3. PCOM, PCE, PCEE, PCME, PCSTE / GRC
4. DRM / ADA, CKP, KGP & RNC.
5. Sr. DSO / ADA, CKP, KGP & RNC.

South Eastern Railway

No. Safety Circular No. 02/2024

To

The Sr. DOM/CKP, Sr. DME/CKP, Sr. DEE (OP)/CKP, Sr. DEE (TRD)/CKP, Sr. DEE (G)/CKP, Sr. DEN(CO)/CKP, Sr. DSTE (CO)/CKP,

Office of the
Sr. Divl. Safety Officer,
Chakradharpur.
Date: 17.10.2024

Sub: Ultrasonic testing of Rails and Welds.

Ref: CSO/SER/GRC's letter No. Safety Circular No. 02/2024, dt. 16.10.2024

A copy of the above said Safety Circular is attached herewith for ready reference. It is requested that the same may be circulated to all field staff and confirm receipt with acknowledgment.

Encl: As above.


वरिष्ठ मंडल संरक्षा अधिकारी
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South Eastern Railway



प्रधान मुख्य संरक्षा अधिकारी कार्यालय
Office of the Principal Chief Safety Officer
गार्डनरीच, कोलकाता / Garden Reach, Kolkata-700043

संख्या/No. SFY/Safety Circular/2024

दिनांक/ Dated: 20/09/2024

Safety Circular No: 01/ 2024

Sub: Retro fitment of thick web switch (TWS)

This circular aims to reinforce the importance of maintenance of TWS in accordance of guidelines provided by **RDSO** vide letter no. **CT/PTX/TWS/Design** dated **09.03.2023**. RDSO has issued new drawing for 6mm Thick Nylon Cord Reinforced Sole Plates with horns (Drawing no **RDSO/T-9630**), Cast Steel Slide chair for Retro-fitment in 10125 mm curved switch (Drawing no **RDSO/T-9636**), Cast Steel Special Flat Bearing plate for Retro-fitment in 10125 mm curved switch (Drawing no **RDSO/T-9637**, **RDSO/T-9638** & **RDSO/T-9639**, **RDSO/T-9640**, **RDSO/T-9641** & **RDSO/T-9643**, **RDSO/T-9644** & **RDSO/T-9645**, **RDSO/T-9646**, **RDSO/T-9647** to **RDSO/T-9649**), M.S .Flat Tie Bar for Retro-fitment (Drawing no **RDSO/T-9650**).

Following schemes of retro fitment may be adopted depending upon the problem faced in that particular turnout:-

Scheme-1 :-

1. M.S. Flat tie bar to Drg. no. RDSO/T-9650 with bend used in existing track & where dowel hole not given in existing sleeper, holes shall be dilled as per dowel position given in above drawing RDSO/T-6155.
2. ERC's MK-V to Drg. no. RDSO/T-5919 replaced with ERC's MK-III to Drg. no. RDSO/T3701 from sleeper no. 01 to 27 in existing track.
3. Metal liner to Drg. no. RDSO/T-3740 replaced with insulating liner to Drg. no. RDSO/T3706 from sleeper no. 03 to 27 in existing track.

This may be done on all Thick Web Switch laid With Drg. no. RDSO/T-6155 (alteration no. 8 & earlier) instantly.

Scheme-2:-

If maintenance issue in the field does not resolve then in addition to Scheme-I, Cast Steel Slide chair to Drg, no. RDSO/T-9636 may be used with Nylon Cord Reinforced GRSP in existing track from Sleeper no. 04 to 14 (JOH) or up to 20 (Heel) as per requirement.

Scheme-3:-

In case issue of gauge widening exists beyond heel also then in addition of Scheme-I & Cast Steel Slide chair to Drg. no. RDSO/T-9636 from Sleeper no. 04 to 20, Cast Steel Special Flat Bearing plate to Drg. no. RDSO/T- 9637 to RDSO/T-9649 from Sleeper no. 21 to 27 may also be used along with Nylon Cord Reinforced GRSP in existing track.

Ensuring the proper maintenance of TWS is critical for the safety and reliability of train operation. Guidelines issued by RDSO in this regard should be adhered strictly.



20/9/24

अमिताभ मुखर्जी
मुख्य संरक्षा अधिकारी
(Amitava Mukherjee)
Chief Safety Officer

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5. Sr. DSO / ADA, CKP, KGP & RNC.