(भारतसरकार) GOVERNMENT OF INDIA
(रेलमंत्रालय) MINISTRY OF RAILWAYS
(रेलवेबोर्ड) RAILWAY BOARD

No. 2020/Sig/31/Misc/24/Precautions New Delhi, Dtd: 22.10.2025

The General Manager,
All Indian Railways.

Sub: Winter and Fog Precautions for Signalling Systems.

A list of precautions for the winter and foggy weather is enclosed herewith for uniform adoption on Indian Railways.

These instructions should be followed scrupulously by the Railways to ensure timely completion of all activities well before onset of winter and foggy weather. Necessary coordination between the departments including S&T, Engineering, Electrical and Operating should be ensured by the Railways.

Encl: Annexure-I

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Annexure-I

No. 2020/Sig/31/Misc/24/Precautions New Delhi, dtd: 22.10.2025

S&T precautions to be taken for ensuring smooth train operation during winter session and foggy weather:

1. Modified Auto Signalling:
    a. The working of Modified Automatic Signaling system should be jointly tested with operating department including failure scenario. The working of "A" Marker Light & Signal post telephones should be especially checked. The Modified Semi-Automatic Signals where provided should be maintained to the highest standard by way of preventive maintenance so as to ensure 'zero' failure.
    b. Ensure all station staff are imparted necessary training.
2. Power Supply in order to prevent Signal 'No light' cases:
    a. Reliable and uninterrupted power supply for Signaling equipments should be ensured by proper maintenance of IPS and power supply sources such as UP AT, DN AT, Local Supply & DG sets.
    b. Load testing of IPS batteries should be carried out to ensure proper health of batteries.
    c. Auto Changeover of UP/DN/Local Supply along with IPS Auto Changeover should be checked as per schedule, to avoid No light case.
    d. Tightening of all connections, Fuses, terminations, Links, fasteners should be done.
    e. DG sets should be tested even though UP/DN AT/Local Supply are available and adequate fuel/diesel should be made available to ensure meeting with long power failure conditions.
    f. 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 remove fog condensation and dust for proper Signal visibility to the drivers.
4. Relay Room/ Power Supply Room/ Battery Room/ Goomties/ etc
    a. Availability of duly tested spares in working condition.

b. Entry points should be checked and properly sealed to avoid moisture, fog, dust, rodents.

5. 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/Sliding 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.
6. Track Circuits:
   a. RDSO type block insulation joints should be maintained and specified gap at SEJs on main lines at each of yards should be ensured.
   b. All types of track bondings should be checked, re-tightened or replaced wherever necessary to arrest looseness.
   c. The parameters of DC track circuits should be checked and adjusted as monsoon/rainy season is over.
   d. Glued joints to be checked for cracks.
7. Points:

All point adjustments should be done properly, proper anti-creep arrangement, steel liners on TWS T/Outs as prescribed in IRPWM should be ensured.

8. By TRD staff:

Ensure provision of retro-reflective stripe in Σ Sigma shape on OHE masts prior to signal locations for easy identification during foggy weather and ensuring tightening of all TRD bonds to prevent any track circuits failures.

9. General:

   a. Night Inspection at officer's level and supervisory level, should be intensified during foggy weather for spreading more awareness and alertness among the maintenance staff.
   b. Dedicated maintenance teams should be organized and shall be provided with all the maintenance materials/tools. Need based directed repair/maintenance should be carried out under supervision of JE/SSE.
   c. 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.
   d. Luminous jackets/ Protective clothing, torch Light etc. to be ensured for S&T staff moving on line for the safety of staff.

e. Staff should be counselled for ensuring their own safety and to follow safe working practices. "No Short Cut" shall be adopted by Maintainers/Supervisors while attending failures.

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