

Government of India
Ministry of Railways
(Railway Board)

No.98/Safety(A&R)/19/16

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Chief Operations Manager
North Central Railway,
Allahabad.

Sub: Train operation during Fog in Automatic Signalling Sections.

For increasing safety in train operation during fog, NCR has taken steps for self imposed regulation in running of trains in the Automatic Signalling territory. A report on the two experiments conducted may be sent for evaluation before other Zonal railways are advised for taking similar measures.

The above report should cover the two alternatives as under:-

First Alternative : In this a theoretical calculation of number of trains which can run in the Automatic Signalling Section was to be done by simulation on the control of the preview based on train regulation. Trains were to be regulated so as to run during dense fog from one Block Station only when the previous train has arrived towards the another Block Station which implies that there shall be only one train in the Block Section between two stations and, hence, the Loco Pilot shall observe only Green aspect of each Automatic signal. He shall thereby run at 60 kmph as contained in Board's letter of even number dated 07.12.2009 which has been successfully adopted and working in GKP-CPR section of North Eastern Railway for the last few years. *This experiment has perhaps been done by simulation on an existing control chart.*

Second Alternative : Train operation during dense fog in Automatic Signalling territory - The train stops at an Automatic 'Red' signal till such time it becomes 'Yellow'. The train which had stopped shall then start and due to further time lost in acceleration will lead to increase in the spacing (headway) between trains and ensure that the train shall pass each Automatic signal on the Green aspect. This will happen for sometime since such difference in acceleration/deceleration and additional stoppage of slow passenger trains lead to reduction in the spacing between the fast and slow trains once again.

NCR is, requested to furnish the details along with analysis of the results of the above mentioned two experiments.

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