

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

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

New Delhi, dated 4.08.2010

Chief Operations Manager
All Zonal Railways including
Metro Railway, Kolkata and
Konkan Railway Corporation, Navi Mumbai.

Sub: Suspension of Intermediate Block Signal during Foggy weather.

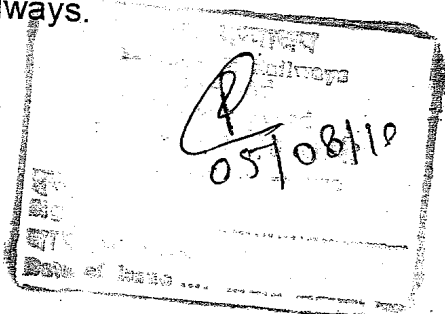
One of the Zonal Railways has made a reference to Railway Board pointing out that the CRSs', while giving clearance for commissioning of the IBS, are recording that as per Subsidiary Rules of some of the Zonal Railways, the IBS has to be suspended during fog.

The matter has been examined in the Board. Suspension of IBS in foggy weather is not laid down in any para of the GRs. It is, however, seen that some Zonal Railways have incorporated this in their own SRs. It is also seen that on a few Railways, though this is not provided in the SRs, it appears in the Station Working Rules.

The instructions issued vide Board's letters of even number dated 17.12.1998 and 21/23.12.1998 and later superceded by letter dated 14.01.2000, are relevant for train operation during fog. These instructions were finally amended under Board's letter dated 07.12.2009. None of these letters contain the provision for suspension of IBS during foggy weather. It is clarified that in these instructions dated 17.12.1998, 21/23.12.1998 and further superceded by letter dated 14.01.2000, it was stipulated that **IBHs (and not IBSs) may be closed during the period of fog, that too in semaphore signaling territories only.** Even this was, however, deleted in Board's subsequent instructions dated 07.12.2009. This provision is also not mentioned in the proposed draft General Rules submitted by the GRRC.

Whereas the provision of suspension of IBS during fog is not mandated by Board, some of the Zonal Railways have considered it otherwise. The discretion to add/incorporate a more restrictive condition, in any situation, including additional safety precautions beyond what is laid down in GRs and in other circulars issued by Board, lies with the Zonal Railways.

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It would be, however, prudent to have uniformity of Rules/Instructions and working procedures especially as the crews work beyond the boundary of Divisions/Zones.

Zonal Railways may, therefore, consider to amend/delete this provision if they deem it to be fit based on general guidelines given above.

K Gupta 4/8/2010
(Kamlesh Gupta)
Adviser/Safety
Railway Board