

Safety Bulletin No. 1/2021

No. HQ/OP&Safety/Safety Bulletin/2020

Dated: 01/01/2021

All CGMs of DFCCIL

All SMs/TIs/OCC Incharge of EDFC & WDFC.

Subject: Safety Precautions during Maintenance activities affecting Train Operations.

Recently an incidence took place on EDFC in New Bhaupur-New Ekdil section where communication along with Video wall display failed on 30.12.2020. On enquiry of the incidence, it was found that contractor staff, while working on OFC cable in New Achalda-New Ekdil, disturbed the connectivity resulting the OFC network failure. The work was carried out without taking permission/Block from the Station Master. It is also violation of the instruction issued by CGM/Tundla dated 08.12.2020. Many incidents happened at worksites only because of carelessness and unprotected working, a tendency that is not acceptable and needs to be curbed.

New Khurja-New Bhaupur section has been commissioned for regular train operation w.e.f. 29.12.2020 and now trains are running regularly on this section. Smooth and safe train operation on DFC is our utmost priority. Therefore, such activities which may affect the train operation and safety can be carried out only after taking proper block/permission from the OCC Incharge through on duty Station Master. Without permission of OCC incharge no Traffic Block as well as Power Block will be granted and if such activity is carried out without proper permission, will be treated as Serious Offence. In case of acute emergency, the work may commence at once by the authorised official by ensuring the provisions contained in G&S Rule no. 241 & 242.

To avoid such type of incidents in future and to ensure safety in train operation, the following rules, should be adhered to strictly-

- 1) DFCR-G&S Rule 64& 65-Regarding interference with signalling equipment
- 2) DFCR- G&S Rule 239 to 242- Precautions during Work involving danger to train.
- 3) DFCR- G&S Rule 262 to 269 - Additional Rules for Electrified Section.
- 4) Strict adherence of instructions issued by CGM/Tundla vide letter no. TDL/EN/Misc-Tech/22 (A) Dated 08.12.2020 & GGM/SIG/CO Letter No.HQ/STCO/ONM/DFCCIL Dated 31.12.2020 (Copy enclosed)


(Sudhir Chandra Kumar)

General Manager/Traffic & Safety

Copy to:

1. Secretary to MD for information of MD.
2. Director/OP&BD, Infra & PP for kind information.
3. ED/EDFC & WDFC for kind information.
4. All GGMs/GMs/AGMs/JGMs for information & necessary action.

Safety Bulletin No. 2/2021

No. HQ/OP&Safety/Safety Circular/2020

Dated: 08/01/2021

CGM/Jaipur

CGM/TDL

All SMs/TI/OCC incharge/Area Manger/Dy. PM(T)/EDFC&WDFC

Sub: Precautions during working of Double Stack Container Trains during Abnormal wind velocity.

Commercial train operation has already been started in EDFC from 29.12.2020 and in WDFC from 07.01.2020. Double stack container trains will also run on DFC regularly. DFC has already issued SR -13(3)/1 regarding movement of double stack container trains in abnormal wind conditions. SR- 13(3)/1 is being reproduced for strict compliance by all concerned involved in operation to ensure safety.

S.R.13 (3)/1 Precautions to be taken for working of Double Stack Container Trains on DFC during strong wind/abnormal wind conditions:

- i. Anemometer is to be provided at all stations and other vulnerable locations at a height of 10 meters from ground level to measure velocity of wind.
- ii. The speed restriction for double stack container trains on DFC during abnormal wind will be-
 - a. When containers are empty, and wind speed increases more than 50 kmph measured at 10 mtr height from ground level, train to be moved at a speed of 30 kmph and stabled at nearest possible Station/Yard.
 - b. When containers are loaded, and wind speed increases more than 80 kmph measured at 10 mtr height from ground level, the train speed to be reduced to 40 kmph. Train to be stabled at nearest Station/Yard if wind speed increased more than 100 kmph.
 - c. In case, it is not known to SM/Loco Pilot/OCC whether container loaded on wagons are loaded or empty, he shall treat the container as empty and act accordingly as per [(ii) a)] above.
- iii. When velocity of wind increases as indicated in [(ii) a & b)] above, measured by Anemometer, an alarm signal/buzzer will sound in SM office and on acknowledgement of this alarm/buzzer, SM on duty will act as under-

- b. He will take action as indicated in [(ii)a)b) & C)] above.
- c. The station master shall not start or allow the movement of double stack container trains, through his station and also not grant line clear to any double stack container train waiting at the adjacent station for his station, keeping in view the provision given in [(ii)a),b) & c)] above.
- iv. Normal working will be resumed for running of double stack container trains when speed of wind abates below danger level in consultation with OCC and the Stations Master at the adjacent stations.

All concerned CGMs of all units must ensure that Anemometer is installed at all stations and other vulnerable locations to measure the wind velocity for taking necessary precautions during train running.

[Signature] 8.1.21.
(Sudhir Chandra Kumar)
General Manager/Traffic & Safety

Copy to:

- [Signature]* 11/1/21
1. Secretary to MD for information of MD.
- [Signature]* 11/1/21
2. Director/OP&BD& Director/infra for kind information.
- [Signature]* 11/1/21
3. ED/EDFC & WDFC for kind information.
4. All CGMs/GGMs/GMs/AGMs/JGMs for information & necessary action.

O.C.

DFCR Safety Bulletin No. 3/2021

No. HQ/OP & Safety/Safety Bulletin/2020

Dated: 13/01/2021

All CGMs of DFCCIL

All Field Officials/TIs/SMs/OCC/Area Managers of DFCCIL,

Subject: Safety precautions by Officials during work adjacent to Railway track (DFC).

On 12.01.21 Traffic cum OHE block was granted on UP line between New Phulera - New Pachar Malikpur and this was being supervised by L&T project Manager Sh. Sanjay Tyagi. During supervision he came on DN line (DFC) and dashed by DN Diesel Light Engine no. 49086 WDG4 at around 16.20 hrs. and died.

Similar incidents also happened on 23.12.20 one MTS Sh. Piyush Kumar who was on patrolling duty, dashed and seriously injured by Tower Wagon on UP line between New Pachar Malikpur - New Phulera.

In another incidence on 05.06.20 two on duty security guards of M/s Alstom runover and killed by UP train between New Daudkhan - New Khurja section of EDFC.

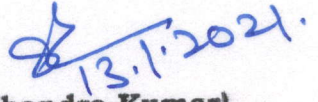
These incidences were very unfortunate, on DFC during course of working and in most of cases the reason was found violation of SHE manual or carelessness. Loss of life is very serious so utmost precautions required at work site.

To avoid such type of incidents in future, the following precautions must observed strictly:

- (i) At worksite, the rigid compliance of the rules mentioned in SHE manual and IR P.Way Manual should be ensured.
- (ii) All staff and supervisors working on DFC track must be equipped with Personal Protective Equipment (Retro reflective jackets, helmets, shoes, whistle etc.).
- (iii) The work should be carried out by taking proper block and worksite should be protected with banner flag, hooters, whistle or any danger signal on both sides.
- (iv) No staff/supervisor should be allowed to cross or standing in running track adjacent to worksite.
- (v) Frequent counselling regarding safety must be organised to aware the staff/supervisor.

- (vi) At vulnerable locations like trespassing, cattle prone area, populated areas and LC gates, proper wall should be provided by concerned CGM units to avoid Human/Cattle runover cases.
- (vii) Loco Pilot of the train should also ensure frequent whistling.
- (viii) Posters should be displayed for awareness of general public at such locations.
- (ix) The population residing near DFC track should also be counselled not to cross or walk near DFC track and also not allowed to their pets near DFC tracks.
- (x) During work, it should also be ensured that no equipment/machines/road vehicle should infringe and foul the running tracks.

Since safety is a paramount importance, it is desired that the concerned staff of DFCCIL, PMC and Contractors working on DFC Routes should ensure the adherence of all safety precautions mentioned above.


(Sudhir Chandra Kumar)
General Manager/Traffic & Safety

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3. ED/EDFC & WDFC for kind information.
4. All GGMs/GMs/AGMs/JGMs at CO, for information & necessary action.

DFCR Safety Bulletin No. 4/2021

No. HQ/OP & Safety/ Safety Bulletin/2021

Dated: 05/02/2021

CGM/Tundla/Jaipur/Ajmer

Sub: Precautions to be taken by Station Masters during power block.

On 03/02/2021 in EDFC a goods train entered into block section during power block due to negligence of station master. This incident happened because station master has clearly violated Rule no 239 (d) in which it is clearly mentioned "The Station Master on duty when power block alone is given shall ensure that no electric rolling stock is permitted into or over sections of track for which work permit is issued and overhead lines are dead, and points and crossings are protected by means of stop callers in accordance with special instructions." Detailed instructions are available in appendix "G" of SWR.

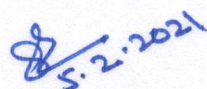
In order to avoid repetition of such incidents in future, the precautions during power block is being reiterated.

Precautions during power block.

1. Obtain permission from OCC under exchange of pvt. number whenever a notice about power block is given. Ensure the following before allowing power block.
 - I. Confirm that there is no train in the section.
 - II. Block the last stop signal permitting entry into the concerned block section through VDU.
 - III. Block the concerned track section/points through VDU before allowing power block.
 - IV. Inform details about the block to the adjacent Station Master, i.e. km, speed restriction if any, nature of work etc. before allowing power block.
 - V. Record details of power block in red ink in TSR and station diary at both stations before exchanging private number regarding power block.
 - VI. Don't give receiving of block notice and permission to work unless all the work mentioned from (i) to (v) has been completed.
2. If power Block has been permitted in block section then receive incoming train in loop line by setting dead end if loop line is clear to check entry of train in section during power block.
3. If the power block has been permitted in station section then the signals of concerned lines/sidings must be blocked through VDU.

4. Station Master shall not exchange private number with the controller when previously sanctioned power block is being granted unless
 - a. The block section is clear.
 - b. The last stop signal provided for entry in the concerned block section has been blocked through VDU.
 - c. The concerned track section/point section is blocked.
 - d. Entry in TSR and station diary in red ink has been made.
5. Don't take off signals for direct reception of any electric engine or train if there is power block within the adequate distance of signals.
6. Don't send any maintenance vehicle (Tower wagon) in the blocked section unless mentioned in block notice and permission from OCC is obtained.
7. Don't allow movement of electric train in the block section unless written information/control message from OCC about removal of power block has been received.
8. Ensure that all power block has been cancelled before sending any train in the section when multiple power block has been allowed in one block section.
9. Ensure that during shunting operation, under no circumstances, the electric locomotive approaches near the traction structures limiting electrical sections over which the power blocks have been granted.

The copy of the above may be circulated to all stations, meetings to be held involving train passing staff, to educate the staff concerned on precaution to be taken during power block.


(Sudhir Chandra Kumar)
General Manager/Traffic & Safety

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3. Director/Infra. & PP for kind information.
4. ED/EDFC & WDFC for kind information.
5. All GGMs/GMs for information & necessary action.

DFCR Safety Bulletin No. 5/2021

No. HQ/OP & Safety/Safety Bulletin/2020

Dated: 19/03/2021

All CGMs of DFCCIL

All Field Officials/TIs/SMs/OCC of DFCCIL,

Sub: Prevention for Rolling down of Locomotives/Trains.

An incidence of rolling down of train No. 05326 Delhi Tanakpur Jansatabdi express took place on 17.03.2021 at 16:50 hrs. in Izzatnagar Division of NE-Railway. This incidence happened at Tanakpur station (IR) where the train engine dashed with cattle resulting into damage of Brake Pipe, Feed Pipe & Angle Cock of train engine. MR pressure also became zero. LP was trying to recover BP and FP pressure without proper securing of train which resulted in rolling down of train. Considering gravity of the issue, Railway Board issued Safety Instruction vide letter no. 2021/Elect.(TRS)/113/Safety Misc. dated 18.3.2021.

In order to avoid such type of incidence following precaution should be taken:-

- i. Loco pilot while on duty should not leave Locomotive unmanned.
- ii. Physically check if brake application has actually taken place when SA-9 and A-9 brakes has been applied.
- iii. Hand brake and Parking brakes of locomotive should be in working condition.
- iv. In case, if train do not start in 30 minutes, wedging of wheels of locomotives using wooden wedges provided on locomotive and brakevan should be done, alongwith application of Guard's brake to avoid rolling down of train. Hand brakes of at least 06 wagons from both end must be applied.
- v. Loco pilot/Asst. Loco Pilot should not manually release train when MR, BP & FP pressure is zero. LP should do troubleshooting for recovery of MR pressure.
- vi. Loco Pilot should secure and protect train as per DFCR-GR Rule No.147 & 223.
- vii. When any vehicle/locomotive/train escapes from station, the Station Master on duty shall take immediate steps as per DFCR-GR 231 to prevent an accident and stop such trains.

Railway Board Safety Instruction mentioned above, is also attached. All concerned staff needs to be sensitized through proper counselling by Supervisors/Officers.

8/19.3.2021

(Sudhir Chandra Kumar)

General Manager/Traffic & Safety

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