

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.

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8.1.21

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Copy to:

1. Secretary to MD for information of MD.
2. Director/OP&BD& Director/infra for kind information. *11/1/21*
3. ED/EDFC & WDFC for kind information. *11/1/2021*
4. All CGMs/GGMs/GMs/AGMs/JGMs for information & necessary action.

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