

On trains carrying passengers, the Guard shall apply hand brakes in the brake-van and wedges to the wheels of two vehicles towards the falling gradient. On goods trains, hand brakes of at least one third of the wagons in the train or 10 wagons behind the engine and 5 wagons inside the brake-van, whichever is more, shall be pinned down, in addition to the application of Guard's hand brake in the brake-van.

When the train is expected to start, proper air pressure must be built up to prescribed levels; hand brakes must be released; wedges and skids have to be removed. Thereafter, the air brakes may be released to start the train.

Precaution to be taken during storm and heavy wind

When the weather warning message regarding forecasting cyclone, storm or strong wind has been received from the Meteorological Department and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains, etc., the Station Master shall, in consultation with the Guard and the Loco Pilot of the train, detain the train and also refuse to grant "Line Clear" to a train coming to his station until storm abates and he/she considers movements of trains safe.

If a train is caught on the run either in a cyclone, storm or strong wind of an intensity which, in the opinion of the Loco pilot, is likely to endanger the safety of the train, he/she shall immediately control the speed of the train and bring it to a stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curves, high embankments and bridges (including approaches thereof). In controlling the speed and bringing the train to a halt, the Loco Pilot shall stop the train carefully and without a jerk. He/she shall restart the train in consultation with Guard only after the cyclone, storm or strong wind abates and it is considered safe to proceed.

The Guard and the Loco Pilot of the train in co-operation with the Railway staff travelling in the train shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passage of the wind through the coaches.

Unusual and failure occurrences are vulnerable periods for safety of train operations. It is that time when the human interface is enhanced and becomes critical as compliance to all conditions for ensuring safety is ensured manually. An alert and knowledgeable staff can prevent major mishaps by detecting unsafe conditions in time; taking immediate action to prevent accident and inform all concerned immediately through available means.

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